City of Centennial

CENTRAL CENTENNIAL BOUNDARY PLAN

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CHAPTER 1: INTRODUCTION

Central Centennial Boundary Plan (CCBP)

The CCBP is located within the County's Urban Service Area adjacent to Centennial Airport. This area contains the largest amount of undeveloped land within urbanized unincorporated Arapahoe County. The area has also become an important gateway into this portion of the County and to the City of Centennial through the construction of several new roadways that greatly improve access from the E-470 corridor. In addition, the location of Centennial Airport provides a strategic asset having a major impact on future economic development, employment, and land development patterns within the South East Metropolitan Denver area.

The Central Centennial Boundary Plan (CCBP) encompasses roughly 2,383 acres (3.72 square miles) and is wholly located within the County's Urban Service Area adjacent to Centennial Airport. The CCBP is generally defined as the unincorporated properties in Arapahoe County located between Jordan Road on the east, Interstate 25 on the west and south of Arapahoe Road (excluding Centennial Airport and the 17 Mile House Property) to the Arapahoe-Douglas County Line. More specifically, boundaries are as follows:

- Bounded by Jordan Road on the East with the inclusion of five parcels located along East Broncos Parkway between Jordan Road and Parker Road;
- Bounded by the current City limits to the North;
- Bounded by I-25 to the West with the inclusion of the Panorama Corporate Center and Centennial Promenade developments, which are located on unincorporated land on the west side of Interstate 25; and
- Bounded by the Arapahoe County and Douglas County line to the south.

(See *Planning Area map,* on the next page and Map 1: Aerial Photo, in Appendix A.)

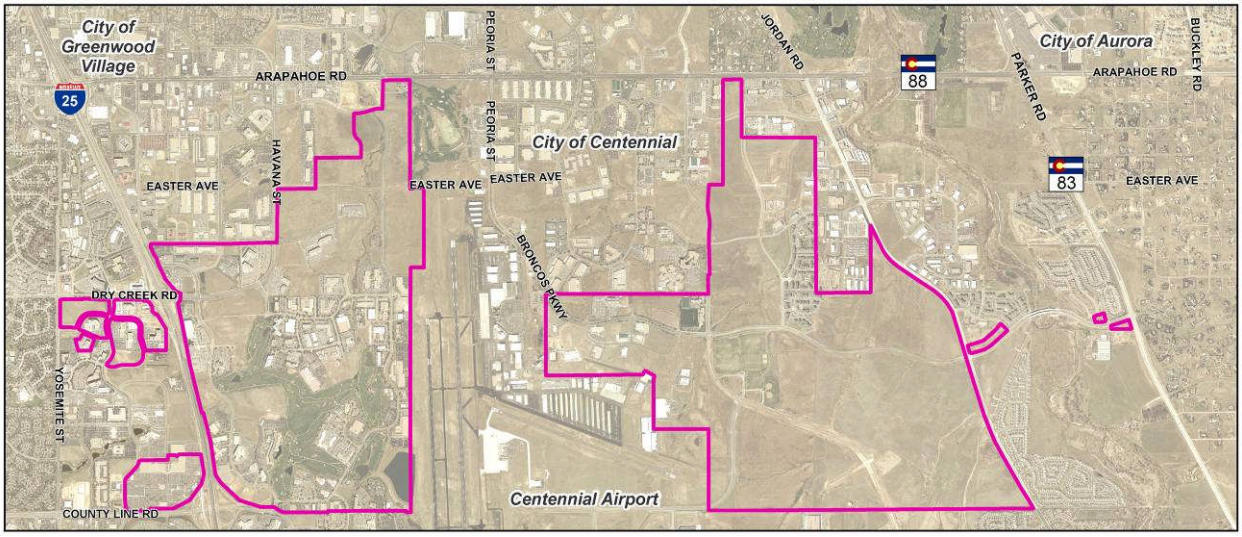


Figure 1: The Central Centennial Boundary Plan – Study Area Boundary

Original Planning Effort

This Plan was originally initiated as a joint effort between the City and Arapahoe County, involving work sessions with the Planning Commissions, City Council, and Board of County Commissioners. During the final stages of the planning process, Arapahoe County withdrew its support, citing a preference to continue discussions with stakeholders but to not follow-through with adoption of the Plan. Consequently, the plan was continued as an effort by the City of Centennial to help guide future annexation and land use decisions within this area. References in this document to meetings and involvement with the County have been retained only for documentation purposes. **The City of Centennial acknowledges that Arapahoe County has not adopted this plan and does not necessarily support the findings and recommendations of this plan.**

Need for the Plan

The next page identifies the plan's objectives and purpose and the important opportunities this effort presents. The City's Comprehensive Plan sets the stage for doing a sub-area plan such as this. A sub-area plan can address issues at a finer-grained level than typically done within a broad comprehensive plan.

This Plan is consistent with the City's Comprehensive Plan. The City's Comprehensive Plan is a framework document to be implemented through sub-area plans and other specific planning efforts to achieve the City's vision for the future. The City of Centennial is interested in the area encompassed by this plan as a strategic area for potential future growth and economic development that would help make the community's boundaries more contiguous and cohesive than the current "dumbbell" shaped boundary. Furthermore, the image and quality of this area, as it develops, is important to the City.

This Plan is intended to assist in making decisions about development and capital investments in the area. It is applicable to all properties within the area,

although the City recognizes that various properties have different levels of entitlements in the area. The Land Use Plan does not apply to the properties with Master Development Plans (MDPs) approved prior to this Plan.

Project Objectives/Purpose

The City endorses seven objectives that articulate the purpose of the CCBP project early in the planning process. The objectives are as follows:

1. Protecting and enhancing long-term property values.
2. Protecting the viability of Centennial Airport.
3. Enhancing the tax base.
4. Balancing capital and on-going costs between the County and City in an equitable manner.
5. Promoting high quality development that will create distinctive and attractive building, landscape and site designs.
6. Enhancing the transportation network to increase safety, efficiency and mobility for pedestrians, bicyclists and motorists.
7. Strengthening the identity of the area through a diverse, cohesive and integrated land development pattern.

Plan Opportunities

This Plan for the CCBP provides the following opportunities.

- **Improve Market and Property Values** - A market and fiscal analysis of current development conditions indicates the CCBP area is not realizing its full market potential and is underperforming. This Plan aims to reverse the "low and slow" absorption trend of the past decade and strengthen long-term property values and fiscal benefits.

- **A Positive Vision – "Signature Area"** - The City recognizes that a new positive vision for the CCBP area could give it the potential to become a signature employment area with a mix of complementary uses, distinctive building, landscape, and site designs and with a strong identity. It promotes diverse, cohesive and integrated development patterns.

- **Enhance the Transportation System** - This Plan also identifies an opportunity and recommendations to improve the regional transportation network in this area to improve mobility, to address some of the current road limitations, and to focus on improved local street connections and sidewalks.

- **Identifiable Community Gateway** – This area is an important gateway from E-470 and I-25. If it becomes part of the City, it is an important key to making Centennial a more cohesive and continuous community.

- **Airport Viability** – This Plan aims to protect and enhance the viability of Centennial Airport, which is an important employment generator.

Planning Process and Public Involvement

This Plan takes into account the viewpoints and opinions of all stakeholders, including landowners, service districts, Centennial Airport, businesses, and citizens. Throughout the seven month planning process, the planning team ensured that all stakeholders had multiple opportunities to express ideas and be heard. Outreach was an essential component of the process. A number of stakeholders attended meetings and participated throughout the fall of 2006 and early 2007.

The public outreach effort was multi-faceted. First, the planning team met with owners of large parcels in the area at the beginning of the process. Then the planning team continued to provide opportunities for public involvement throughout the process. Simultaneously, the planning team met with elected and appointed officials throughout the process—separately and jointly—to keep officials involved through each step of the process and provide opportunities for input.

1. Stakeholder Interviews

In September 2006, the planning team held interviews with twelve of the property owners of vacant land(s) in the CCBP area as well as Centennial Airport to discuss their issues and concerns for the area. Property owners represented parcels ranging in size from two (2) to over 400 acres.

2. Public Meetings and Open Houses

The planning team held five open houses throughout the planning process, including one in each month of September and October, two in November 2006, and one in January 2007. The purpose of the meetings was to share draft work products and hear comments that would help shape the final plan and regulations.

3. Direct Solicitation

Each time the planning team held an open house, the City mailed out over 600 letters and/or postcards to inform people about the event. The postcards provided information about the stage of the project, contact information, and website address. The planning team also sent e-mail notification to the 38 individuals.

4. Website

The planning team launched the project website in September 2006 and kept it up to date throughout the process. The website provided opportunities for members of the public to access draft and proposed materials, to see the project schedule, and to send in comments.

5. Meetings with Elected and Appointed Officials

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

Board of County Commissioners: The planning team met with the Board of County Commissioners seven times from September 2006 to December 2006.

City Council: The planning team met with the City Council ten times from August 2006 to December 2006.

Joint Board and Council Meeting – October 17, 2006: The planning team met with the City Council and Board of County Commissioners jointly on October 17, 2006 to determine if the process should proceed into Phase II.

Arapahoe County Planning Commission: The planning team met with the Arapahoe County Planning Commission ten times from September 2006 to February 2007.

City Planning and Zoning Commission: The planning team met with the Arapahoe County Planning Commission eleven times from September 2006 to February 2007.

Joint Planning Commission Meetings: The planning team met with the Planning Commissions jointly three times in October and November.

6. Coordination with Other Planning Efforts

Arapahoe Road Corridor Study

The planning team acknowledged and investigated other on-going planning projects, including the Arapahoe Road Corridor Study, and to the extent possible will continue to coordinate with other related plans. Arapahoe Road is, and will continue to be, an important corridor for the City of Centennial, Arapahoe County, and for the region.

Plan Contents

This Plan contains the following chapters following this introduction:

Chapter 2: Issues and Influences, contains the description of the study area as it is today, relating to the series of maps in Appendix A. This chapter covers information such as topography and natural features, existing land use and ownership, current zoning and entitlement, the Airport Influence Area, utilities, and transportations.

Chapter 3: Goals and Policies, contains the goals and policies unique to the plan, all of which are consistent with the City's Comprehensive Plan. The goals are the plan's "guiding principles" and set the foundation for the Vision Plan and Land Use Plan that follow in Chapter 4.

Chapter 4: Vision Plan and Land Use Plan, contains the big ideas to change the transportation network, market forces, and overall cohesiveness of the area, as depicted on the Vision Plan Map. It also contains the Recreation Opportunities Map and Land Use Plan map, both showing a finer grain of description for intended land uses and activities that complement the Vision Plan.

Chapter 5: Implementation, describes the steps that will be necessary to make the plan a reality.

Appendices. Appendix A contains background information about site analysis maps. Appendix B contains a summary of Existing Entitlements for all Master Development Plan (MDP) and Planned Development Plans (PDP) approvals. Appendix C contains the summary of elected and appointed and other meetings and notes from public events.

CHAPTER 2: ISSUES AND INFLUENCES

Introduction

The planning process was initiated by analyzing significant features and aspects of the study area that would influence the sub-area's goals, policies, and future land use plan. The team generated several maps to illustrate the dynamic aspect of the study area, including natural features, property ownership, transportation, land uses, zoning, vested property rights, airport influences, and service providers. This section provides an explanation of many of the maps contained in Appendix A. The thirteen (13) maps along with one sheet depicting typical street sections of Arapahoe County's classified major roadways are as follows:

Map 1. Aerial Photo
Map 2. Study Area Extent
Map 3. Topography and Natural Features
Map 4. Existing Land Uses
Map 5. Undeveloped Parcels
Map 6. Stakeholder Clusters
Map 7. Current Zoning
Map 8. Entitlement Process
Map 9. Vested Property Rights
Map 10. Centennial Airport Influence Area
Map 11. Metropolitan Districts and Improvement Districts
Map 12. Arapahoe County 2020 Roadway Plan
Figure 12.1: Arapahoe County Street Sections
Map 13. Bicycle Routes and Trail Network

The following sections describe the study area and relate to the maps in the Appendix.

Analysis

The overall study area covers roughly 2,383 acres (3.72 acres) excluding rights-of-way. (See Map 2: Study Area Extent.)

Topography and Natural Features

The topography of the study area is characterized by rolling hills. Numerous creeks and drainageways flow from south to north across the area, most eventually terminating at Cherry Creek Reservoir. Drainage basins include Willow Creek, Cottonwood Creek, Lone Tree Creek, Windmill Creek, Cherry Creek, and Happy Canyon Creek. Floodplains along the drainageways are the

The area is characterized by rolling hills. Much of the land east of Centennial Airport is undeveloped.

most significant environmentally sensitive features of the area. (See Map 3: Topography and Natural Features.)

Existing Land Use and Ownership

Existing Land Use and Developed Parcels

The planning team conducted a field survey of properties in the study area and vicinity. Existing land uses include a range of office and industrial development, significant undeveloped landholdings, and a limited amount of multi-family residential development. (See Map 4: Existing Land Uses.) The categories of land uses within the study area, as reflected on Map 4 breakdown as follows:

The area contains a variety of existing land uses, including offices and public open space shown above.

Table 1: Existing Land Uses

Land Use	Acres	Percentage
Government/Institutional	29.18	1.33%
Multi-Family Residential	64.50	2.95%
Mixed-Use Residential & Commercial	39.64	1.81%
Retail/Service Commercial	86.52	3.95%
Office	243.71	11.14%
Light Industrial/R&D/Flex	201.76	9.22%
Warehouse/Distribution	55.12	2.52%
Utility	17.97	0.82%
Public Open Space/Park	57.70	2.64%
Private Open Space/Drainage	264.80	12.10%
Undeveloped	1,127.58	51.52%
Total	**2,188.48**	**100%**

The Centennial Promenade shopping center is the largest concentration of retail development within the study area, covering 48 acres at the northwest corner of the Interstate 25 and County Line Road interchange. A quarter of a mile north of this retail center, at the southwest corner of the Interstate 25 and Dry Creek Road interchange, the Panorama Park office development is seeing the completion of up to 249 new multi-family residential units at Dry Creek Station developed in response to the new Dry Creek Light Rail Station on the RTD Southeast Corridor.

The area east of Interstate 25, between the highway and Centennial Airport, contains predominantly office and light industrial land uses with emerging transit-oriented residential development. High density urban residential multi-family and limited commercial developments are under construction east of the Interstate 25 and Dry Creek Road interchange, all in relatively close proximity to the new Dry Creek Light Rail Station. Approximately 1,000 residential units are planned for the area. AMLI at Inverness and the Dry Creek Village together include up to 528 rental units. Vallagio at Inverness is anticipated to provide 475 ownership units in a variety of configurations: golf course townhouses, row townhouses,

condominiums, and stacked flats. In addition, over 43,250 square feet of retail and office space is being constructed within the Vallagio development.

Stretching southeast from the Dry Creek Road and Interstate 25 interchange to the Arapahoe-Douglas County line is Inverness, a mature, master-planned business park that contains a central golf course and conference hotel. Additional office buildings, hotels, and light industrial uses are interspersed amongst undeveloped parcels north of Inverness and west of Centennial Airport.

The largest concentration of undeveloped land within the study area is located east of Centennial Airport. Specifically, that area is located north of Broncos Parkway and west of Blackhawk Street; west of Jordan Road and north of Broncos Parkway; and along Chambers Street and south of Broncos Parkway—through the Dove Valley planned development.

Clusters of light industrial/flex space and warehouse/distribution uses are found along Broncos Parkway west of Potomac Street and northeast of Blackhawk Street and Fremont Avenue. Government uses such as the Arapahoe Library District Headquarters and Arapahoe County Sheriff Offices are located along Broncos Parkway and Adam Aircraft Circle. The Denver Broncos training facility is located at the northwest corner of Broncos Parkway and Potomac. Cattycorner to this facility is the 58 acre Arapahoe County Community Park.

The Arapahoe County Community Park, located on Broncos Parkway and Potomac, is 5.8 acres.

North of Broncos Parkway between Blackhawk Street and Jordan Road, are several new multi-family residential communities. Dove Valley Apartments, adjacent to Broncos Parkway, includes 312 units. Immediately to the north, Windmill Creek Condominiums and Fox Run at Centennial Condominiums together have 493 ownership units. Centennial East Apartments, south of Fremont Avenue, contains 240 rental units.

The area contains several new multi-family residential communities, including Windmill Creek, shown above.

Map 4 also reflects existing land uses outside of the study area. These land uses were determined using data from the Centennial Comprehensive Plan and aerial photography. These land uses are more varied than those found in the study area. Suburban single-family and multi-family neighborhoods border the study area in Centennial to the west, and in unincorporated Arapahoe County, Centennial, and Foxfield to the east. Large retail concentrations are found in Lone Tree in the vicinity of Park Meadows at the southwest corner of the County Line/Interstate 25 interchange, in Greenwood Village at Arapahoe Road and Interstate 25, and in Aurora at Parker and Arapahoe. Office and industrial employment centers, interspersed with undeveloped parcels, border the study area in Centennial to the north and unincorporated Douglas County to the south. The Arapahoe County Justice Center lies immediately north of the study area at the southwest corner of Potomac and Fremont in Centennial.

Undeveloped Parcels

As revealed by the analysis of the study area, approximately 52 percent of the study area land area is undeveloped. The 1,120 total acres of undeveloped land is relatively concentrated, with nearly half of the undeveloped land area (996

17 major entities own most of the vacant property in the study area.

acres) held by 17 major entities, including many longtime owners. The largest property owner, Dove Valley Business Park, acquired land in the late 1970s/early 1980s and now holds 466 acres east of Centennial Airport. By comparison, the other 27 property owners together hold a total of 124 acres. (See Map 5: Undeveloped Parcels.) The major landowners are as follows:

Table 2: Major Landowners

Landowners	Number of Parcels	Total Acreage
Dove Valley Business Park	74	465.57
Dove Valley Land LLC	4	110.69
Carramerica Development LLC	7	73.38
Jordan-Arapahoe Ltd	18	65.76
Jordan Road Properties	1	61.10
Arrow Electronics Inc	6	44.75
United States Postal Service	1	44.04
Easterlima Development LLP	1	25.64
Metropolitan Homes	2	22.72
Dry Creek Business Center LLC	2	19.61
Arapahoe Partnership	1	15.45
Dove Valley Business Center	5	14.63
Inverness Associates LLC	1	8.43
Centennial Lots 1, 11, 12 & 16 LLC	4	8.18
Broncos Parkway Plaza LP	6	8.03
Peak Development Group LLC	3	5.11
Jacob Mazin Company Inc	2	2.60
Total (17 major owners)	138	995.69

Ownership Patterns: Stakeholder Clusters

The 44 unique owners of undeveloped parcels in the study area can be grouped into five geographically distinct stakeholder clusters: two located west and three located east of Centennial Airport. (See Map 6: Stakeholder Clusters.)

Current Zoning and Entitlement

Current Zoning

The current zoning for the study area and vicinity does not reflect the range of existing land uses in the area. (See Map 7: Current Zoning.) Most of the study area and surrounding areas are designated M-U PUD Zoning Districts (Mixed-use Planned Unit Development). A planned unit development is an area of land developed under unified control for any land use or combination of uses according to an overall plan and site-specific development parameters.

Consequently, diverse uses such as office developments, industrial warehouses, retail centers, civic buildings, and various residential neighborhoods—found throughout portions of the study area, unincorporated Arapahoe County, and the City of Centennial—all share the same M-U PUD zoning designation.

Some portions of the study area are straight zoned and are subject to the standard land use regulations of their respective zone districts. For example, portions of the Inverness Golf Course are zoned O (Open); the northeast corner of I-25 and County Line is zoned B-5 (Thoroughfare Business); and areas adjacent to Centennial Airport are zoned I-1 or I-1 PUD (Light Industrial). The stated intent of the Light Industrial designation is "to promote areas of light industrial and/or high technology development." The range of permitted uses includes the office uses found in portions of Inverness.

Entitlement Process

The PUD zoning process has produced a complex entitlement situation across the study area. Portions of the study area, not covered by a straight zone district, are regulated by a Preliminary Development Plan (PDP) or Master Development Plan (MDP). 20 existing MDP's or PDP's regulate development in the study area. (See Map 8: Entitlement Process and Appendix B for summary.)

PDP's and MDP's are site-specific plans that set forth the allowable land uses and development standards for a defined area. A PDP or MDP may be amended for the entire plan area or for just a portion of the original plan area. The most recent PDP or MDP amendment covering a given parcel of land is the governing zoning document for that parcel. To develop land in a PDP or MDP area, approval of a Final Development Plan (FDP) or Administrative Site Plan (ASP) is required. A Subdivision Development Plan (SDP) is required for all development (excluding single-family detached residential) on vacant land governed by straight zoning.

Vested Property Rights

The MDP process, as outlined in the County's Land Development Code, creates a single development plan that is more refined and more precise than that required for a PDP, while allowing the developer flexibility in establishing specific building architecture and site layout details through a subsequent Administrative Site Plan (ASP) approval process. The MDP enables a staff-level review of individual site plans as provided in the MDP. An MDP may be accompanied by a development agreement, which may contain additional standards, restrictions or conditions related to the development; may provide guidance for the interpretation and implementation of the MDP; and may establish vested property rights.

Vested property rights accompany the three large MDP's within the study area: Panorama Corporate Center (61 acres), Dry Creek Corporate Center (95 acres) and Dove Valley Business Park (543 acres). Therefore, properties within these MDP's would be exempt from new development regulations for land uses already established and addressed by the MDP's. All three MDP's support office or

employment-type uses. An expanded range of commercial and retail uses is permitted in certain sub-areas of Dove Valley and subject to conditional approval in Dry Creek Corporate Center. (See Map 9: Vested Property Rights.)

Centennial Airport Influence Area

The entire study area lies within Centennial Airport's Influence Area (AIA), requiring an avigation easement by the landowners and public disclosure to prospective buyers and tenants. (See Map 10: Centennial Airport Influence Area.) All development applications within the AIA are referred to the Airport Authority for review and comment. Proposals for residential and other noise sensitive development may require a seven day on-site noise test; such development is prohibited or not recommended in areas found to be at DNL 60 or above. Within the AIA, in the Buffer Zone (BZ) on the edges of the study area, the Airport recommends no new residential or other noise sensitive development. The Arapahoe County Land Development Code (Section 1-3403.05) further prohibits residential development in the Buffer Zone. The Restricted Development Areas (RDAs), covering large portions of the study area closer to the Airport, prohibit new residential and noise sensitive development and require that building heights comply with federal aviation regulations. Further, structures are prohibited altogether in the Runway Protection Zones (RPZ's) that overlap portions of study area properties.

Centennial Airport's "Existing 1999 Noise Exposure Map" (Note: Figure C15 in the partially-complete FAR Part 150 Noise Exposure and Land Use Compatibility Study), indicates that most of the Restricted Development Area (RDA) properties west of the Airport are within the 55 to 65 DNL range. However, the majority of the RDA properties to the east of the Airport are outside the 55 DNL range. The Airport's strict Land Use Guidelines, as applied through the RDA east of the Airport, do not necessarily correspond to the noise levels historically observed and delineated in that area. A Future Noise Exposure map, reflecting updated noise contours based upon projected operational figures, is expected to be completed by April 2007.

Metropolitan Districts and Improvement Districts

Numerous metropolitan districts and improvement districts are represented within the study area. (See Map 11: Metropolitan Districts and Improvement Districts.) All properties east of Centennial Airport are part of the Arapahoe County Water & Wastewater Authority (ACWWA) District. Those same properties are also part of the Dove Valley Metro District, except for parcels east of Jordan Road, which are part of the Parker Jordan Metro District. All properties west of Centennial Airport are part of the Southeast Public Metropolitan Improvement District. The Inverness Metro Improvement District includes all of Inverness and some additional properties north of Dry Creek Road. Other properties north of Inverness are part of the ACWWA Public Improvement District. Additional Metro Districts west of the Airport include Panorama Park Metro District, Centennial 25 Metro District, Inverness North Metro District, and Interstate South Metro District.

Transportation

Arapahoe County 2020 Roadway Plan

Recent road construction within and around the study area has dramatically improved access into and through the area. The study area is encircled by four major roadways: Interstate 25, E-470, Parker Road (SH 83), and Arapahoe Road (SH 88). (See Map 12: Arapahoe County 2020 Roadway Plan.) The latter two are classified as urban expressways by Arapahoe County. With the completion of improvements envisioned in the Arapahoe County 2020 Roadway Plan, the new Broncos Parkway/Easter/Dry Creek route provides a significant east-west urban principal arterial link between I-25 and Parker Road, south of Arapahoe Road. Other urban principal arterials, such as Jordan Road and Chambers Road, and minor arterials, such as Potomac/County Line/Peoria and Lima/Inverness Drive East, provide additional north-south access into and through the study area.

Easter Avenue is one of the east-west connections through the area.

Figure 12.1 shows Arapahoe County street sections. Rights-of-way within the study area are generally wide and the standard street sections depicted in the Arapahoe County Comprehensive Plan include bike lanes and detached sidewalks or wide combined detached walk/bike paths.

Bicycle Routes and Trail Network

Existing bike lanes and paths are generally reflected in the regional bikeway and trail plans. Other existing and planned amenities in the area include off-street pedestrian/bicycle trails along the Windmill Creek, Happy Canyon Creek and Cherry Creek drainages. (See Map 13: Bicycle Routes and Trail Network.)

Market Study and Fiscal Impact Analysis

As part of the early phase of planning for the study area, BBC Research & Consulting prepared a “Market Study and Fiscal Impact Analysis” (Market Study). The study sets the stage for the land use plan, development standards to protect and enhance long-term value for property owners and strategies to improve the aesthetic appeal of the area. This section summarizes key findings of the Market Study.

The Market Study first focuses on factors influencing the future business environment, such as regional and local market conditions and long-term economic trends. The study identifies the range of business that could succeed in the study area. Second, the report measures the fiscal impacts of the current land use scenario for the City and County. It measures potential revenues and costs of delivering public services. BBC used a composite of data points, including Realtor and broker interviews, case studies of other airport environs, the Arapahoe Road Corridor Study, and sustainable land use ratios from other Colorado municipalities near Centennial.

The current land use scenario for the approximately 1,150 undeveloped acres in the study area yields the following values and phasing for the area:

Table 3: Market Study: Composite Study Area Land-Use Development Scenario

Land Use Type	Value and Phasing
Single-family/Multi-family units	1,500 new units with average market value over 20 years.
Retail	200,000 sf of neighborhood retail space at an average value of $100/sf over 20 years.
Office and Flex Space	500,000 sf of office space at an average market value of $130/sf spread over 20 years
Warehouse/Industrial	100,000 sf at an average value of $70/sf over 20 years

Source: study area Market Study and Fiscal Analysis, BBC Research & Consulting, Sept. 2006.

Based on the "status quo" analysis results shown above, the study indicates a slow absorption rate and low value for the study area. Plan improvements would be a positive for the area.

Potential Fiscal Impacts

These results are cumulative 20-year Present Value impacts on the City or County General Funds. If Centennial annexes the study area, it could experience a small present value surplus. However, the land uses could also yield a substantial deficit.

Table 4: Potential Fiscal Impacts

Scenario	Worst Case	"Base Case"	Best Case
Study Area Annexed to Centennial	($623,500)	$86,800	$814,500
Study Area Remains Unincorporated	$29,300	$602,200	$1,289,100

Source: Market Study and Fiscal Analysis, BBC Research & Consulting, Sept. 2006.

CHAPTER 3: GOALS AND POLICIES

Introduction

This chapter contains the goals and policies that are specific for the area and its unique conditions. They describe the desired future for the area and intent of this Plan. *Goals* provide concise statements of what the City aims to accomplish for the area over the life of the plan—for the next 10 to 20 years. *Policies* provide the course of action or direction determined by the City to attain the goals. Chapter 5 contains the implementation strategies that address "how" to accomplish this chapter's goals and policies and the vision plan of Chapter 4

The goals and policies are also consistent with the Comprehensive Plans of the City of Centennial and the countywide and Urban Service Area (USA) goals of Arapahoe County. The County's Plan directs new urban development in the USA to areas contiguous with existing development. The more detailed goals and policies and land use plan framework contained in this Plan will be one mechanism for implementing the City's comprehensive plan.

Consistency with Centennial's Comprehensive Plan

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 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 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.*

Arapahoe County's Comprehensive Plan

The Arapahoe County Comprehensive Plan establishes an Urban Service Area (USA) and contains policies relating to the USA, which applies to the study area. In the USA, according to the County's Comprehensive Plan, new urban development, "will be directed to areas contiguous to existing development. This new development should be annexed." The Comprehensive Plan also promotes coordinated regional and municipal planning as part of an annexation strategy.

Topics Addressed

This Plan's goals and policies are organized under four major topic headings, including:

- Land Use
- Transportation
- Appearance, Identity, and Design, and
- Economic Development

The reader will see that related or more detailed topics, such as open space and parks, housing, stormwater and utilities, and Centennial Airport protection, are described in goals under the four major topic headings.

The goals and policies follow below.

Chapter 4 provides more descriptions for the Activity Centers.

Land Use Goals and Policies

Goal LU 1: Promote a Mixed-Use Development Pattern.

Policies

LU 1.1 - Mix of Uses Throughout
Throughout the study area, promote a compatible mix of uses that are compatible with Centennial Airport. Uses might include employment, retail, services, and other commercial uses. Residential development could be appropriate in certain locations. New infill development should be premised on avoiding non-compatible lands uses around the airport.

LU 1.2 – Mixed-Use Activity Centers
Encourage a compatible mix of uses in the study area's four designated Activity Centers to complement the area's employment emphasis. (See the Vision Plan in Chapter 4.)

LU 1.3 - Design for Pedestrian Comfort and Safety
Ensure pedestrian comfort and safety for pedestrians within mixed-use Activity Centers. Promote road and sidewalk connections between properties in the area and to adjacent communities to make travel efficient and convenient.

The area will continue to be an important employment center for the region.

Goal LU 2: Continue to Promote the area as a Major Employment Center for the Region.

Policies

LU 2.1 - Promote Employment Uses that Create Primary Jobs
Provide for concentrated areas of employment facilities. This may include corporate offices, research and development facilities, service commercial uses, and educational facilities.

LU 2.2 - Complementary Uses
Encourage incorporation of complementary commercial or retail uses and other types of secondary employment, in combination with and in support of primary employment uses within the study area.

Goal LU 3: Promote Activity Centers Located Along the "Parkway" as Vibrant, Mixed-Use Areas.

Policies

LU 3.1 - Concentrated Areas of Development
Activity Centers should serve as concentrated areas of development, providing areas to meet the needs of employees, residents, and visitors in a high quality urban environment.

LU 3.2 – Pedestrian-Friendly Activity Centers
Activity Centers should be strongly pedestrian oriented, and should include active, "people-oriented" gathering places.

LU 3.3 – Activity Center Accessibility
Activity Centers should be accessible via all modes of transportation.

LU 3.4 - Activity Centers Contribute to Positive Image and Identity
Activity Centers should be developed to a high standard of quality to convey a positive image and identity. Activity Centers should promote walkable, vibrant, urban places, with connected streets and sidewalks and buildings with durable materials. They should also contain public spaces. Future design guidelines and/or standards may provide detailed direction for how Activity Centers should develop.

Activity centers should be pedestrian oriented, easily accessible by car or transit, contribute to a positive image, and offer a mix of businesses and services.

Goal LU 4: Recognize the Interrelationship of Land Use Patterns and Transportation Systems.

Policies

LU 4.1 - Land Uses and Transportation Co-Planned
Ensure that land uses and transportation systems are planned to be mutually supportive. Put higher intensity uses in locations to that are conducive to supporting transit services (i.e., near light rail facilities adjacent to the Dry Creek/ I-25 station, and along the Parkway where they can be served by circulator buses).

Housing, in areas where it does not affect airport operations, is an important component of the mixed activities.

Goal LU 5: Incorporate Housing to Create a Synergistic Mix of Uses.

Policies

LU 5.1 - Locate Housing in Appropriate Areas
Locate housing in areas where it does not impact airport operations, as shown on the Vision Plan Map and Land Use Plan.

LU 5.2 – Limit Housing
Limit the overall amount of housing allowed in the area to maintain the primary objective of the area as an employment and commercial center.

Goal LU 6: Protect the Airport from Incompatible Land Uses or Activities.

Policies

LU 6.1 - Restrict Incompatible Land Uses
Areas that are impacted by airport operations should be reserved for compatible land uses—those that will not hinder existing and future operations of the airport.

This Plan promotes recreation areas and activities throughout the area with direct and convenient access.

Goal LU 7: Incorporate Open Space and Recreational Activities within Development Areas.

Policies

LU 7.1 - Recreational Uses
Incorporate recreational uses and activities throughout the area, to meet the needs of residents and employees. Provide convenient and direct access to these recreational activities.

LU 7.2 - Open Space and Natural Resources
Incorporate natural features, such as wetlands and riparian corridors, into site design of developed sites within the area. Provide open space connections throughout the area that connect to Cherry Creek and other regional open space systems.

LU 7.3 – Destination Development
Promote development in the area that enhances opportunities for the area to become a destination area. Such activities may include those focused around sports and recreation, supporting arts and culture, or that build on airport and aviation-related activities.

Transportation Goals and Policies

Goal T 1: Provide a Balanced and Connected Transportation System.

Providing opportunities for connections to different transportation modes, including transit, will be important in the in the future.

Policies

T 1.1 - Transportation Options
Provide a multitude of transportation options within the area including private automobiles, bus, light rail transit, carpooling, walking, and bicycling, and ensure connections between the modes. (See Policy T 2.1, below.)

T 1.2 - Appropriate Transportation Infrastructure
Provide transportation infrastructure supportive of the land uses proposed in the area.

T 1.3 - Transit-Oriented Development
Encourage transit-oriented design in future Activity Centers and along the Parkway where higher intensity uses are located near transit centers. Mixed-use developments should provide access to transit facilities, sidewalks, and bicycle facilities.

T 1.4 - Connected Streets/Easements
Require easements or right of way dedications as needed to provide for future transportation connections to serve the area.

T 1.5 – Arapahoe Road Alternative
Improve the connectivity of the street network within the area to provide alternative routes to Arapahoe Road, thereby reducing the area's reliance on Arapahoe Road as the primary east/west travel corridor and reducing traffic on Arapahoe Road.

The Parkway connection could provide an east-west alternative to Arapahoe Road.

T-1.6 – Airport Access
Maintain or improve access to Centennial Airport and aviation-related employers.

Goal T 2: Improve and Expand Public Transit Access and Service.

Policies

T 2.1 - Connections Between Transportation Modes
Identify transportation modes throughout the area (for example rail transit stations and bus transit corridors) and provide facilities and improvements in Activity Centers to support connections between the different transportation modes (e.g., bus stations and park-n-rides).

Park and ride facilities are a connection for drivers and transit users.

T 2.2 - Transit Corridors
Identify transportation corridors in the area that could benefit from transit improvements. Particular corridors include: The Dry Creek/Broncos Parkway and Chambers. Along these major corridors, plan for land uses that are transit-oriented.

Goal T 3: Provide Safe, Convenient, and Enjoyable Facilities to Encourage Walking and Bicycling.

Policies

T 3.1 - Design for Pedestrians and Bicycles
Provide pedestrian and bicycle facilities and amenities throughout the area. Develop continuous unobstructed sidewalks throughout the area to encourage walking and make it safe. (See also policies relating to Activity Centers under Goal LU 3.)

T 3.2 - Traffic Calming/Crosswalks
Provide for traffic calming and safe crosswalks in areas where high levels of pedestrian activity will occur.

T 3.3 - Bicycle Parking
Develop bicycle parking standards and ensure that new developments provide bicycle parking.

Appearance, Identity, and Design Goals and Policies

Goal A 1: Reflect a Unified Image and Identity through Quality Design in Signature Areas.

Policies

A 1.1 - Excellence in Site Planning and Design in Activity Centers and Along the Parkway
Promote excellence in site planning, architecture, landscape design, lighting, and signage—particularly in all developments in the Activity Centers or along the Parkway or other major roads.

A 1.2 - Open Spaces, Parks, and Public Spaces
Provide open spaces, parks, and functional public spaces within new developments and connect them throughout the area. New developments should provide open space as part of site design.

A 1.3 - Views and Natural Features
Protect views and incorporate natural features into site design.

Views and natural features are an important part of site design.

Inverness and Dry Creek Parkway form an attractive east side "gateway"

Goal A 2: Build and Improve Attractive and Landscaped Gateways, Parkways, and Activity Centers.

Policies

A 2.1 - Gateway Features
Plan for gateway features in highly visible locations as noted on the Vision Plan Map, including in the east and western Activity Centers. Gateway features should be used to establish a distinct, unified image.

A 2.2 - Streetscape Theme for Parkway
The Parkway should have related or "themed" streetscape elements and landscaping, including signs, lighting, street trees, and landscape materials. A theme should specifically include unified street lighting, signage, and landscaping style.

A 2.3 - Water-Wise Landscaping
Use water-wise plant materials that are attractive and appropriate for this region.

A 2.4 – Buildings Face Public Streets
Promote building placement to face public streets or public rights-of-way, with storage and service areas to the rear and screened from public rights-of-way.

Buildings should face the street with storage and service areas in the back, and with attractive and xeric landscaping.

Goal A 3: Build Utilities in a Manner that Contributes to a Positive Image and Identity for the Area.

Policies

Stormwater basins can be designed to provide multiple purposes, such as this park.

A 3.1 – Stormwater Facilities Serve Multiple Purposes
Design stormwater facilities to serve multiple purposes, including providing attractive parks or open space as well as stormwater detention and retention.

A 3.2 – Electric Wires Underground
Work with Xcel Energy to bury electric wires when feasible to reduce visual clutter.

Economic Development Goals and Policies

Goal E 1: Increase and Stabilize an Adequate Revenue Base.

Policies

Retail Activity Centers are described in Chapter 4.

E 1.1 - Mixed-Uses throughout
Promote a broader mix of uses through new commercial development and redevelopment to enhance City revenues.

E 1.2 – Improve Revenue Potential
Improve the potential for higher-revenue generating uses (commercial and Class A office) to occur within the area.

Goal E 2: Promote Development of Commercial and Employment Activity Centers.

Policies

E 2.1 - Activity Center Locations
Activity Centers, as designated on the Vision Plan Map at intersections of major arterials, should be the focus of commercial and retail activity. Restrict strip commercial development along streets, and promote development of these uses in planned centers.

E 2.2 - Commercial Standards for Activity Centers
Standards for the location and siting of freestanding commercial uses should be compatible with the connected and unified design of Activity Centers.

E 2.3 - Commercial Mixed-Uses
Promote a mix of uses in new commercial development and redevelopment to serve nearby residential and the businesses that are currently located in the area or that will develop over time.

Goal E 3: Encourage Revitalization and Reinvestment.

Policies

E 3.1 - Reinvestment Opportunities
Identify opportunities for expansion and reinvestment on developed properties and existing businesses. Public investment, if it occurs, should be targeted to spur private investment.

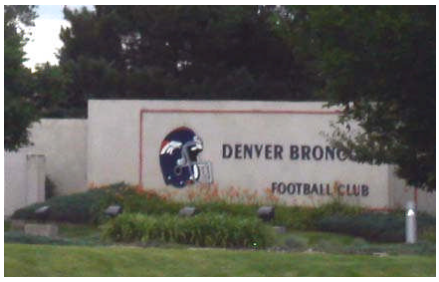
E 3.2 - Enhancements in Developed Areas
Provide enhancements such as signs, sidewalks, and landscaping in developed areas. Enhancements are likely to be shared public/private ventures.

Centennial Airport generates thousands of jobs in the area.

Goal E 4: Promote Airport-Related Economic Development.

Policies

E 4.1 - Airport-Related Development
Continue to consider the needs of Centennial Airport as future development occurs and promote development that enhances the Airport as a major employment catalyst.



Goal E 5: Pursue Art, Cultural, Recreational, Civic, and Tourism Opportunities.

Policies

E 5.1 - Sports-Oriented Theme
Build on the sports-oriented business theme already established in the area to provide for additional recreational and tourism opportunities.

E 5.2 – Destination Opportunities
Continue to explore opportunities to make the area a regional destination.

The Denver Broncos Football Club and the Arapahoe County Community Park could be the foundation for a sports and theme in the area.

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CHAPTER 4: THE VISION PLAN AND LAND USE PLAN

Introduction: The Vision

This chapter presents the Vision Plan Map as well as the Recreation Opportunities Map and the Land Use Plan to help implement the vision. The Vision Plan is based on community values, market considerations, and physical opportunities and constraints.

The Vision Plan

What is the Vision Plan?

The Vision Plan Map sets the stage for fundamentally changing the market dynamic to create a "signature development area". It provides the following new ideas for the area:

- a connected, safe, and efficient transportation system;
- a coherent mixed-use development pattern focused around Activity Centers;
- attractive gateways and streetscape along the parkways and major streets; and
- open space connections.

What is the Basis of the Vision?

Foremost, it is important to understand the fundamental ideas that drive the vision for the area as portrayed on the Vision Plan Map and described in this chapter. The vision promotes a comprehensive approach to the area that addresses circulation patterns, design and development characteristics, creates new market opportunities, and aims to create "a signature development area." The planning team considered the following four factors when describing the vision and to produce the Vision Plan map and Land Use Plan: (1) Stakeholder input; (2) Site analysis; (3) Market and Fiscal Analysis study, and (4) Goals.

Stakeholder Input

As described in Chapter 1, the planning team met with key stakeholders and property owners within and around the area. The team focused on creating a plan that serves stakeholder needs as well as the goals of the broader community. Stakeholders expressed a variety of opinions about how the area should develop; however, they expressed several universal ideas. These include:

- Access to the area is a challenge, and in particular, congestion along Arapahoe Road impedes access to the east side of the area. The west side of the area is well-served via Dry Creek Road.
- Additional residential development is important to support potential office and retail uses, and would help establish a more balanced land use pattern.
- Centennial Airport and its operations must be protected.

Physical Considerations

The area has a number of physical opportunities and constraints that influence the vision plan, including existing development, rolling topography, view corridors, planned and built infrastructure, drainage/creek corridors, and the airport. Chapter 2 describes these site-related factors, and Appendix A contains a series of Site Analysis Maps.

Market and Fiscal Analysis

As presented in Chapter 2, the Market Study and Fiscal Analysis of current conditions does not show a favorable outlook for the area over the next 20 years. It predicts a development pattern that is lower than the area's "highest and best use," and a very slow absorption of property for development. The Vision Plan Map addresses how this "low and slow" scenario might be changed, by providing better access to and through the area and by encouraging a more cohesive and synergistic mix of activities.

Goals and Policies

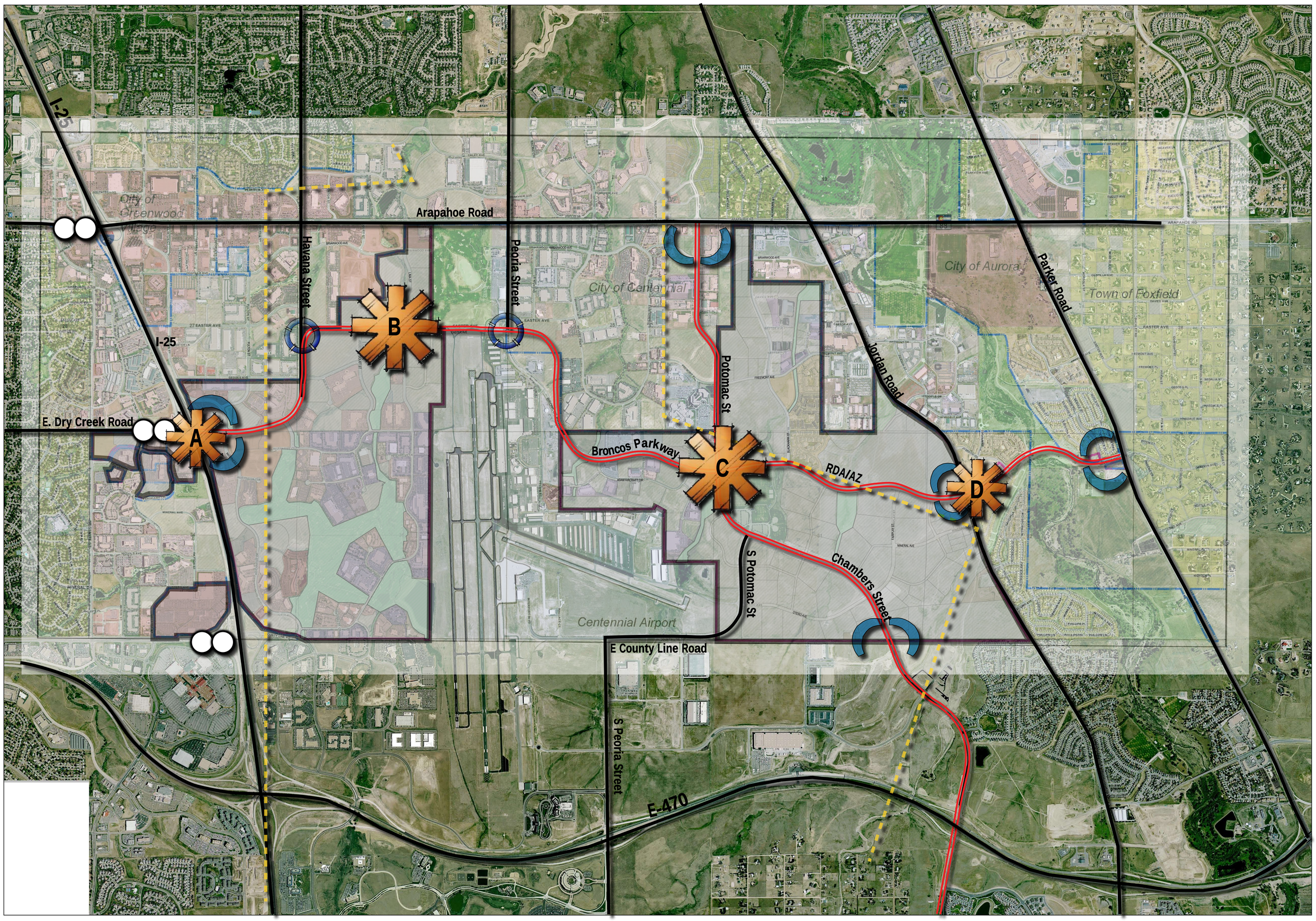
As presented in Chapter 3, the goals represent the community's values and relate to the City's Comprehensive Plan. The Vision Plan represents the City's goals for the area in a physical manner, including:

- A Mixed-Use Development Pattern;
- Centrally-Located Activity Centers that are Vibrant, Mixed-Use Areas;
- Open Space and Recreational Activities; and
- Attractive Streets.

The Vision Plan Map

The Vision Plan Map is based on a comprehensive approach that addresses circulation patterns, design and development standards, creates new market opportunities, and aims to create "a signature development area." (See the Vision Plan Map on the following page.) The Vision Plan has four main elements to create a new dynamic in the area, including:

1. The Parkway Concept;
2. Gateways;
3. Activity Centers; and
4. Recreation and Sports Theme Component.



LEGEND

- Activity Center
- Parkway Conceptual Alignment
- Gateway
- Light Rail Station
- RDA/AZ
- Intersection Modification

A. T.O.D.

1. Retail
2. Residential
3. Class A Office
4. Gateway Signage

B. Retail Activity Center

1. Retail Hub (Wal-Mart)
2. Larger Scale Retail
3. Regional Draw

C. T.N.D.

1. Traditional Neighborhood Dev.
2. Small Scale Retail
3. Residential
4. Recreational Hub

D. Mixed-Use Gateway

1. Small Scale Retail
2. Class A/B Office
3. Gateway Signage

Figure 2

City of Centennial

VISION PLAN

Scale: 1"=2000'

NORTH

0 1000 2000 4000 6000

12.30.06

DTJ DESIGN

Consultant Team: Clarion, BBC, DTJ Design, OV, Catalyst

Back side of VISION PLAN FOLD OUT

The four main elements of the Vision Plan are described below.

1. The Parkway Concept

The Parkway is a concept to establish a more continuous arterial road using existing road alignments (including Dry Creek, Easter, and Broncos Parkway) and reconfiguring intersections to create a direct, continuous route. It potentially impacts two intersections and some vacant property. Additional study will be necessary for the Parkway concept, including an engineering study to determine its exact alignment and cost, as described in Chapter 5: Implementation. For instance, the Arapahoe Road Corridor Study has a similar concept for the Parkway that does not propose realigning intersections but explores intersection improvements.

The Parkway concept brings some of the assets from the west side to the east side of the area (as described in the side bar). It addresses the access and continuity challenges of the east side and will help unify the east and west sides of the area. Moreover, it accomplishes the following aims:

- **Improves Direct Access:** The Parkway will enhance access to the heart of the area, resolving one of the area's major challenges..
- **Reduces Dependency on Arapahoe Road:** By creating a direct, alternative east-west access route, Arapahoe Road will become less congested, creating a better experience when driving to the east side of the area or through the Arapahoe Road Corridor in general.
- **Improved Gateway Experience:** The Parkway provides an opportunity for a new entry experience to the City of Centennial and the area.
- **Access to Transit:** The Dry Creek interchange has a "FasTracks" stop. The Parkway connects that stop to the east side of the area, allowing office users and residents better access to alternative transportation options and potential bus transit corridor connections.

2. Gateways

The Vision Plan shows four Gateways at important entrance points. They correspond to the access points from I-25, Jordan Road, and Parker Road onto the new Parkway and the E-470, Arapahoe Road Access points to Potomac and Chambers and at Arapahoe and Potomac (outside the study area). These locations create a sense of entry to the area.

Creating a Gateway element helps establish and identify those Signature Areas. (See Goal A 1 [*Reflect a Unified Image and Identity of the area through Quality Design in Signature Areas*] and Goal A2 [*Build and Improve Attractive and Landscaped Gateways, Parkways, and Activity Centers*.])

The Gateways themselves are not specifically designed in this document, but are outlined as needed elements that provide identity, set an architectural tone and character, and reinforce a sense of place and entry to a unique development.

Two Distinct Sides

The study area has two distinct eastern and western halves with Centennial Airport in the middle. The western half of the study area is developing as a high-end office park, with retail and higher-density residential uses, and is evolving into a mixed-use community. It has a robust absorption rate and high land values. Light rail access and direct roadway connections to I-25 via the Dry Creek Road interchange as well as access from Arapahoe Road and County Line Road provide great access opportunities for multiple travel modes, serving to enhance the area's viability.

West Side Influential Factors:

Successful factors on the west side of the study area include:

1. **Visibility:** I-25 visibility is ideal for the Class 'A' Office and large scale retail.
2. **Access:** The west side has three interchanges from I-25: County Line, Dry Creek, and Arapahoe Roads. They provide ready access to and from employment and retail centers.
3. **Reputation/Quality:** The precedents set by Inverness have created a great reputation for high quality and consistent development.

East Side Influential Factors:

The east side lacks some of the assets of the west side, and is not performing as well. Influencing factors include:

1. **Lack of Direct Access:** A connection from the Dry Creek interchange to Broncos Parkway exists, but is circuitous and involves a series of turns at signalized and unsignalized intersections.
2. **Lack of Visibility:** The east side does not have good visibility from regional roadways.
3. **Consistency and Quality:** Finally, inconsistent development patterns and characteristics have not led to an established and consistent image and

3. Activity Centers

The Vision Plan illustrates a series of four Activity Centers at key intersections along the Parkway. Each Activity Center should have its own identity and mix of uses as identified below but all the Activity Centers are intended to have common themes or characteristics, including: concentration of complementary activities—particularly retail and services, but also potentially housing and offices, and walkability with the centers and transit facilities to support transit along the Parkway.

The Transit-Oriented Development (T.O.D.) Activity Center is located at I-25 and Dry Creek Road (above).

Transit-Oriented Development (T.O.D.) Activity Center

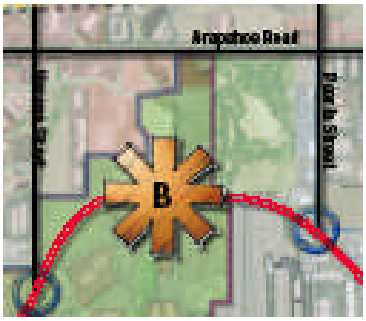
A mixed-use transit-oriented development (T.O.D.) is currently under construction at the Dry Creek/ I-25 Interchange. It includes a mix of retail, office, and residential uses. This T.O.D. Activity Center represents a whole new entry experience for the area. Dry Creek Road has great character in its present form. It is attractive, well landscaped, and is designed to accommodate the additional traffic predicted when the Parkway is completed. (See “Activity Center A” on the Vision Plan.)

Transit-Oriented Development (T.O.D.) Activity Center

Residential TOD under construction near I-25 and Dry Creek interchange (right).

Retail Activity Center

The Retail Activity Center located south of Wal-Mart, will build on the synergy associated with the newly built Wal-Mart store. (See "Activity Center B" on the Vision Plan.) This facility will bring a great deal of activity to the area between Arapahoe Road and the Parkway, and provides an opportunity for complementary retailers to be located there. The prospect of having a retail center, framed by two arterial roadways, is ideal for retailers. It provides access, service, and traffic converging on a relatively small area, located close to I-25, with many nearby residences, and employers.



Retail Activity Center is located south of Wal-Mart.

Retail Activity Center

Characteristics include:

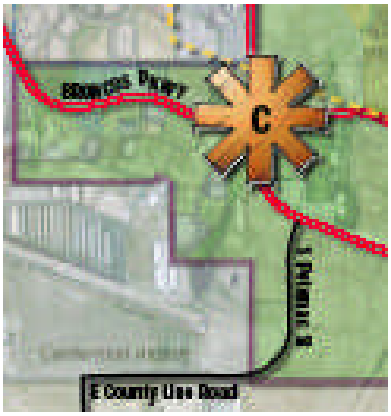
- Building on Wal-Mart as Anchor for the center.
- Retail uses should be compatible with Wal-Mart Agreement.
- The site should be walkable with connected streets and sidewalks with transit access on the Parkway.

Traditional Neighborhood Development (T.N.D.) Center

The proposed mixed-use T.N.D. Center would occupy the key corner of Broncos Parkway and Chambers in the heart of the area. (See "Activity Center C".) The Activity Center is envisioned as a "main street" type center that could contain public or private-based mixed-use development.

A number of factors indicate that a T.N.D. Center would be appropriate in this location, including the location on two major arterials, existing and proposed nearby amenities, and nearby existing and planned residential. This corner has access to E 470, I-25, Parker Road, and Arapahoe Road. Nearby amenities include the County's regional park to the south and trails that connect to the regional trail system, employment opportunities, access to a general aviation airport—Centennial Airport, and a renowned school system—Cherry Creek schools. Finally, a key factor supporting the T.N.D. Center concept is the ability to include nearby residential uses. The residential uses are critical in creating a lively street and energized core. These residential uses might include a range of building types, from multi-family with higher densities to single family attached and detached with lower densities.

Because of its location, this center would not compete with the larger retail uses planned at Arapahoe and Parker Road in Aurora. Instead, the T.N.D. Center might include smaller-scale retailers such as restaurants, coffee shops,



The Traditional Neighborhood Development (T.N.D.) Center is located on Broncos Parkway and Chambers

convenience services, and fashion retailers. The retail and services would primarily serve the offices and residents in the nearby area, as well as offer specialty shops in a unique setting to attract a greater residential base within the area. Additionally, smaller offices would help create a fully mixed-use environment. The residential portion of the T.N.D. Center would bring employees close to where they work and provide a 24- hour atmosphere to the center.

T.N.D. Center

Characteristics include:

- It contains a mix of land uses (e.g., small office users, small specialty retailers, restaurants, and nearby residential).
- It should include public space and possibly civic uses or facilities.
- It contains a walkable core with a "main street" focus and access to transit stations.

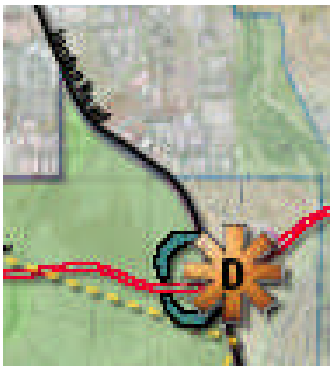
The City of Centennial does currently not have a central location, should the community decide to build a library, recreation center, or even a town hall in the future. The T.N.D. Center might be one such opportunity for that option. Although the T.N.D. Center does not require civic uses to become viable, it may be desirable to include these uses as part of the mix, as well as create the opportunity for public spaces for outdoor markets and community events. The events could include holiday decorations, public art, or a summer concert series.

T.N.D. Center

This image shows a mixed-use center with public space that could be focused near a library, recreation center or other civic facility.

Mixed-Use Gateway Activity Center

The final Activity Center is located on the eastern end of the Parkway, at the corner of Broncos Parkway and Jordan Road. (See "Activity Center D" on the Vision Plan.) As the eastern gateway, it is important that the first impression of the area be well presented. Activity at this intersection will only increase over time and therefore provides opportunities for retail and higher-end office uses. Although not the same as I-25 exposure, the access and visibility at this intersection is amenable to quality commercial uses.



The Mixed-Use Gateway Activity Center is located at the corner of Broncos Parkway and Jordan Road.

Mixed-Use Gateway Activity Center

The first impression should be well presented in the Gateway Activity Centers—east and west sides—as illustrated here.

4. The Common Thread: Recreational and Sports Theme Component

The study area has a variety of recreational elements that create an added amenity to the planning area. (See the Recreation Opportunities Map on the following page.)

The Recreation Opportunities Map

The Recreation Opportunities Map shows the study area contains a number of private and public recreational amenities.. They include Arapahoe County Community Park, several golf courses, the indoor soccer field, the Family Sports Center Ice Arena, the Broncos Training Facility, and the Family Fun Center. Families drawn into the area by these activities, may then shop and enjoy local restaurants before, between, and after events and recreation.

In addition, the study area's eastern half is connected through existing and planned local trails along drainage ways and creeks to the regional Cherry Creek and E-470 trail systems.

Over time, added emphasis can be placed on open space and recreation theme in the central portion of the study area--to build on established uses and create a identity and destination.

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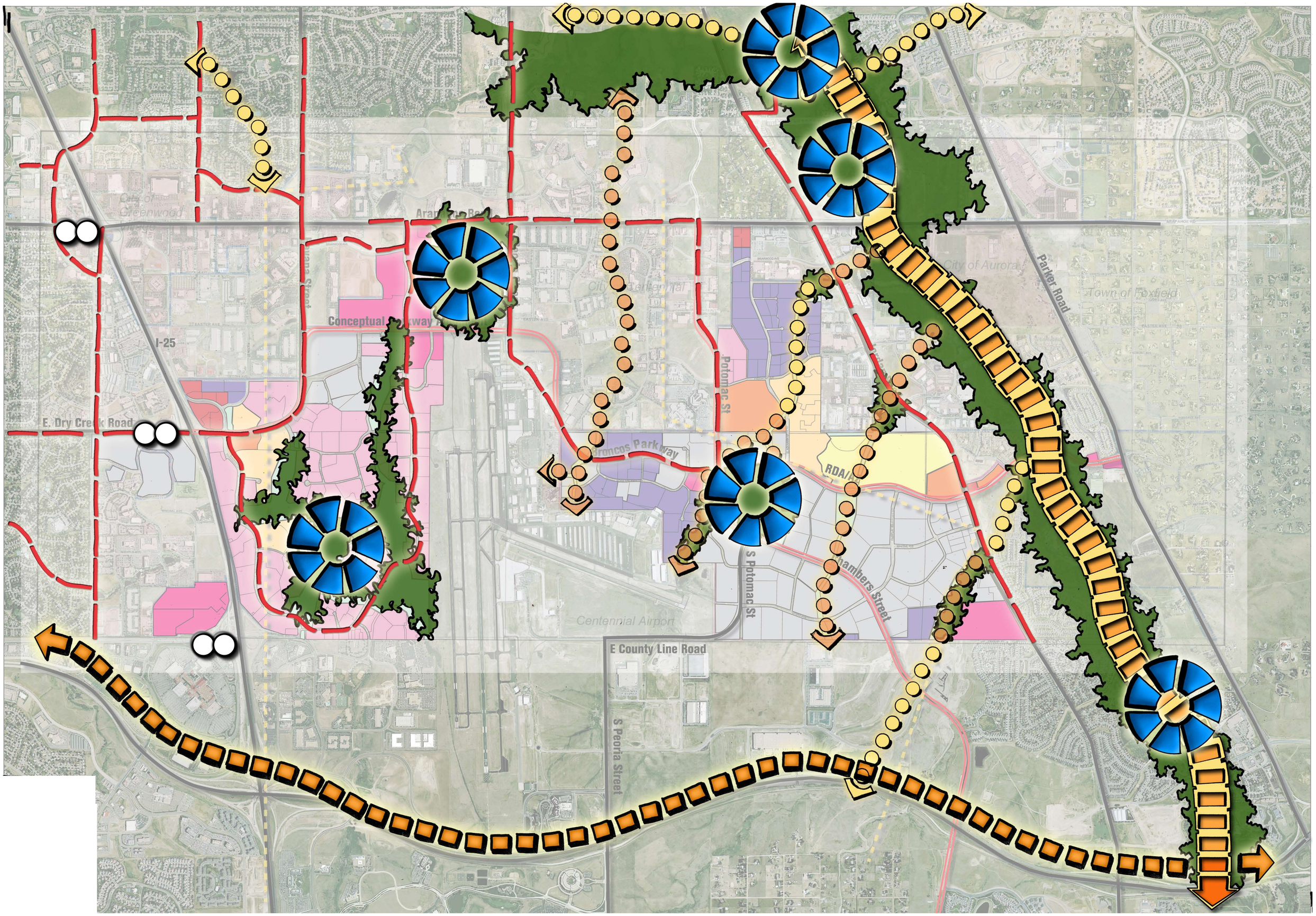


Existing Recreation Amenity (Golf Course, Park, Private Facility)

Existing Local Trail

Possible or Planned Local Trail

Regional Trail - Cherry Creek

Existing Regional Trail - E470

Existing or Proposed Bikeways

Light Rail Station

Figure 3

City of Centennial

RECREATIONAL OPPORTUNITIES

Scale: 1"=2000'

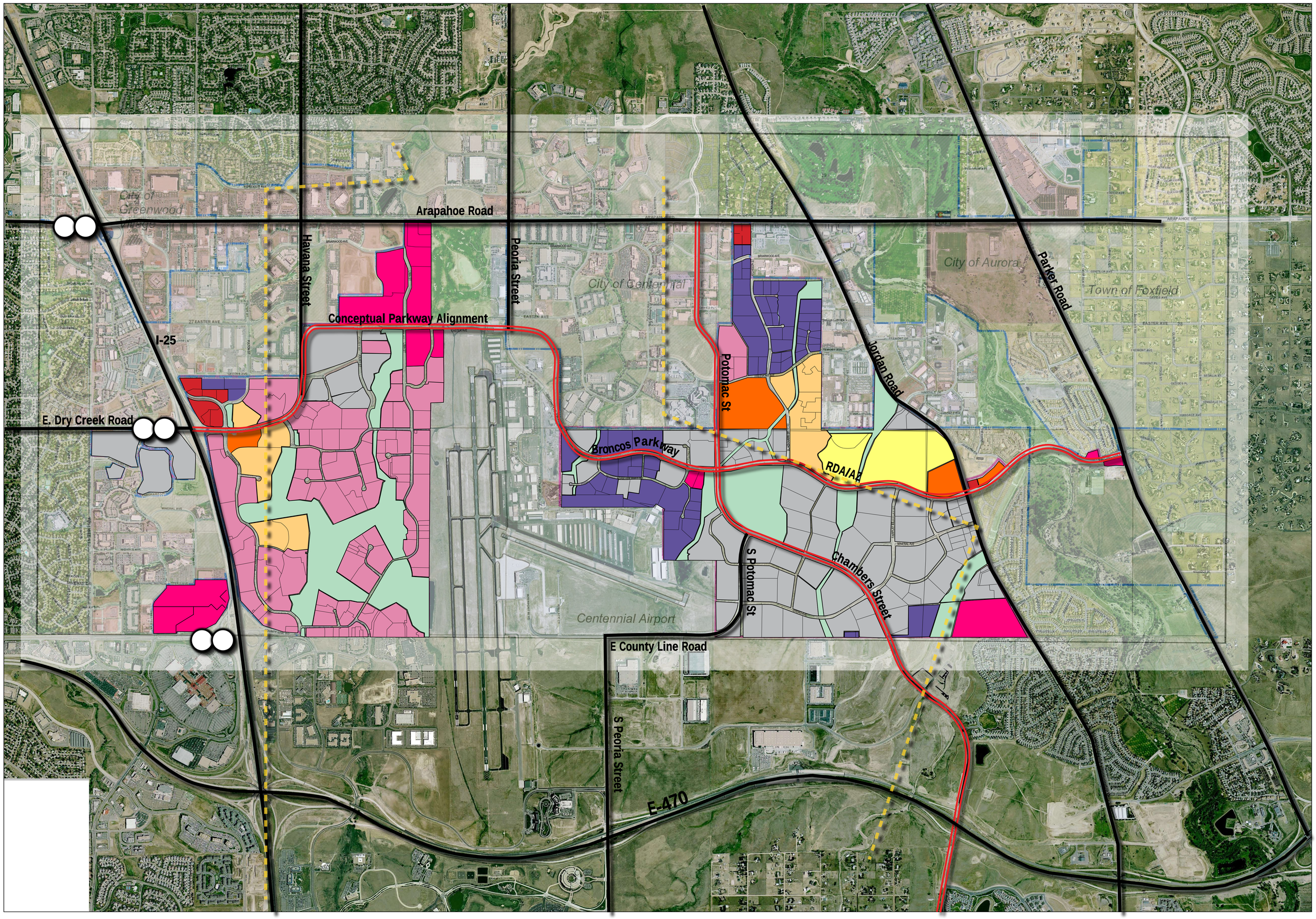
0 1000 2000 4000 6000

12.30.06

DTJ DESIGN

Consultant Team: Clarion, BBC, DTJ Design, OV, Catalyst

Back side of Recreation Opportunities



LEGEND

- Urban Residential:Mulit-Family
- Urban Residential:Single Family Detached and Attached
- Mixed-Use Residential/Commercial
- Mixed-Use Commercial/Office
- Commercial
- Existing Master Development Plan
- General Office
- Office/ Light Industrial
- Open Space/Parks
- Light Rail Station

Figure 4

City of Centennial

LAND USE PLAN

Scale: 1"=2000'

NORTH

0 1000 2000 4000 6000

12.30.06

DTJ DESIGN

Consultant Team: Clarion, BBC, DTJ Design, OV, Catalyst

REMOVE THIS PAGE AND INSERT 11x17 LAND USE PLAN FOLD OUT

Land Use Plan

Description

To reflect the Vision Plan, the Land Use Plan contains eight land use categories described below in the definitions. The land use plan illustrates the desired mix and location of general land uses at a finer grain of detail than the Vision Plan for the properties that do not have approved Master Development Plans. (See the Land Use Plan on the previous page.)

Land Use Definitions

Residential

The study area contains two urban residential categories: Multi-Family and Single-Family Detached and Attached. Residential designations within the study area respect the Airport AIA Overlay District, although there may be small portions of residentially-designated land (i.e., less than 20 acres for the entire study area) that intrude into the RDA.

An example of Urban Residential/ Single Family Detached and Attached.

Urban Residential/Multi-Family

Much of the multi-family residential in the study area is already developed or is currently in the process of development. It is comprised of apartments and townhomes with an average gross density of 13 or more units per acre. This land use should complement the employment centers within Centennial and Arapahoe County. Additionally, the residential units within this land use are located adjacent to amenities such as the future mixed-use T.N.D. Center, trails, parks, and recreational facilities.

Residential uses allowed include apartments and townhomes.

Urban Residential/Single Family Detached and Attached

Urban residential—Single Family Detached and Attached—will provide opportunities for a variety of moderate density homes intended to complement the employment centers and retail within the study area. Density will range from one to six (1-6) units per acre however; the area can contain a mix of higher densities (up to twelve units per acre). This type of urban residential is located in the allowable area per the Centennial Airport Overlay Zones. Furthermore, residences should be located adjacent to multi-family residential, the future T.N.D. Center, trails, parks, and recreational facilities. Where indicated next to Office/Light Industrial land uses, there should be transitions that may include landscaping, necessary screening to allow the land uses to coexist, or transitional uses.

Residential uses allowed include single family homes, town tomes and clustered attached residential.

Urban Residential/Single Family Detached and Attached includes single family, townhomes, and attached homes at an average density of one to six units per acre with an upper limit of twelve units per acre.

Mixed-Use and Non-Residential

The Land Use Plan shows a variety of non-residential and mixed-uses as described below.

Mixed-Use Residential/Commercial

The Mixed-Use Residential/Commercial land use category creates an opportunity for a complete and complementary mix of uses to occur, including residential, retail, and office. These uses could be mixed vertically, such as residential above retail, or horizontally on a site. The Dry Creek/I-25 interchange is the ideal place for such a land use and should complement the Transit Oriented Development on the west side of I-25. The property designated with this category is currently under development, and retail and residential are planned as part of the mix. Two additional locations where this category occurs in the study area include the Post Office site and the property on Jordan Road and Broncos Parkway.

General uses allowed include multi-family residential, retail, restaurant, and offices and uses permitted by PDPs and the County and City standards for certain non-residential uses.

Mixed-Use Commercial/Office

This land use category respects the office uses occurring in the study area, but allows for a mix of retail, as well in areas that are adjacent to major roadways (such as Jordan Road, Easter Ave, and Broncos Parkway). The office uses in should have a quality image since they would be highly visible.

General uses allowed include retail, restaurants, offices, lodging, recreation and entertainment, light industry and manufacturing, outdoor storage, as well as uses permitted by PDPs and the County and City standards for certain non-residential uses.

Commercial

The commercial or retail locations within the study area take advantage of the high traffic roads, as well as being located to support the local area. Most of the commercial retail is smaller footprint opportunities at the two gateways and near the T.N.D. Center. The area surrounding the existing Wal-Mart provides a great location for larger format retailers and can create a retail district within the study area that is framed by two arterial roadways.

General uses allowed include retail, restaurant, and offices and uses permitted by PDPs and the County and City standards for certain non-residential uses.

General Office

The general office land use supports the existing development within Inverness and suggests higher quality offices within the eastern half of the study area. This is the most restricted of the office uses within the study area. Class 'A' office is considered as the ideal within this category to reflect the importance of Broncos Parkway, Inverness, and adjacent residential areas.

General Office example.

General uses allowed include offices as well as uses permitted by PDPs and the County and City standards for certain non-residential uses.

Office/Light Industrial

The office/light industrial category allows for a broader mix of office an light industrial uses than general office, including research and development spaces, warehouse, class A-C office, as well as some manufacturing uses. These office locations are generally adjacent to the airport or off secondary roads in the study area. Standards for these uses ensure treatments to ensure an attractive appearance from the street (e.g., landscaping and screening outdoor storage) to mitigate their overall appearance.

Office/Light Industrial flex-office example.

General uses allowed include office, flex-office, light industry, manufacturing, research and development spaces, lodging and creation, wholesale business

and display, outdoor storage, manufacturing uses, and uses permitted by PDPs and the County and City standards for certain non-residential uses.

Open Space /Parks

The Open space/parks category represents the existing parks, open spaces, and golf courses in the study area.

CHAPTER 5: IMPLEMENTATION

This chapter includes a broad framework for the types of actions that will be necessary to carry out this Plan. Although Arapahoe County has withdrawn its participation in this planning effort, the City can continue to work toward the following implementation steps. Future collaborative efforts with the County may also be possible if the County changes its position relative to this plan.

What will it take to Implement this Plan?

To implement this Plan, the following general collaborative actions will be necessary, as described below:

- Future Planning;
- Capital Improvements;
- Regulations; and
- Marketing the Area/Economic Development.

Future Planning

Additional planning may be required to develop the study area as indicated in the Vision Plan description. The City may need to undertake the following planning activities:

- **Explore Applicability of the Sub-Area Plan and Standards for a Broader Area –** Through the process, some participants have suggested that the study area should also include lands within the City of Centennial. This plan proposes to review a larger study area (including some Centennial incorporated areas and developed properties) to ensure the study area ties in with surrounding development from I-25 to Parker Road and Arapahoe Road to E-470 and that consistent standards will be applied. The City is agreeing to apply the interim development standards citywide following a public process to review them.

- **Site Plans** - Prepare detailed site planning to be used in attracting specific projects to the study area and to represent the desired character.

- **Destination Development** - Plan for accommodating any major user or destination development, base on opportunities developed through Marketing and Economic Development efforts.

- **Private Plans Change to Conform to the Vision Plan** – At the behest of property owners or developers, landowners potentially could change existing private plans for development to conform to the Vision Plan.

- **Additional Engineering and Cost Study for the Parkway Concept –** The Arapahoe County Public Works staff have conducted some preliminary investigations of the Parkway concept. At this time, several unknowns about the realignment of Easter Avenue and intersections are still in play. If the City and County move forward with that aspect of the plan, they will need to conduct further study to identify potential relocation of utilities, identify ultimate design speed, identify material and construction costs, and coordinate with the Arapahoe Road Corridor Study.

- **Pedestrian Connectivity** – Plan for better pedestrian connectivity, especially between residential developments and destinations, such as the County regional park.

- **Open Space, Parks, and Recreation** – Recognize the value of open space, parks, and recreation in the area and the need to perform additional planning work to build on the open space, parks, and recreation element of this plan.

- **Unified Signage Program** – Recognize the benefit of an area-wide signage program that could promote the area and draw people to the area. Additional planning work would be necessary to add a unified signage program element to this Plan.

Capital Improvements

This Plan identifies a number of projects and physical improvements that will need to be constructed over time to implement the vision for the area. Improvements to implement this Plan include:

- **Parkway** – Make road and intersection improvements to implement the Parkway concept (or alternative road concept) identified in Chapter 4, if engineering studies show an overall benefit.

- **Gateway Design** - Provide some gateway treatments to establish a unified image for the area.

- **Recreation, Parks, and Open Space** - Plan and execute recreation, parks, and an open space network; to connect the area to the Cherry Creek open space and trails network.

Fiscal Constraints

It is anticipated that some shared responsibilities of the City, County, and property owners will be necessary to fund capital improvements. Improvements would also have to rank as high priorities in the City's Capital Improvements Program to receive funding.

Regulations

Focused Regulations

This plan recommended immediate focused development regulations to update and make more consistent the quality of development in the area. The standards "raise the bar" on development quality and ensure consistency in the area. They build on existing standards and guidelines of the adopting local governments—the City and County. New standards address nonresidential building design, siting, outdoor storage, landscaping, and connectivity are addressed below. These regulations, adopted in December of 2007 through separate ordinances of the County and City, are briefly summarized below:

- **Nonresidential Building Design** – New standards address building mass, façade articulation and entrances, screening of service and refuse collection areas, lighting. Standards for outdoor storage require that screening materials match the colors and materials used on primary buildings.

- **Standards for Certain Uses** - These include additional standards for specific uses including convenience stores, service stations, vehicle wash facilities, fast-food restaurants, mini-warehouses, self-storage facilities, and auto dealerships.

- **Landscaping in Non-Residential Areas** - New landscaping standards raise the bar of for parking lot landscaping, quantity of materials, xeriscape standards, landscaping around building foundations, and buffering between residential and non-residential uses.

- **Connectivity in Non-Residential Areas -** Standards address on-vehicular and pedestrian connections between developments to promote walking and reduce street traffic on major arterials.

Regulations to Implement the Vision Plan

In addition to the focused standards described above, the City should consider the following regulatory issues to implement this Plan's goals and the Vision Plan.

- **Standards/Regulations for Activity Centers** – The City should review and revise, as necessary, applicable zoning to ensure that the mixed-use development patterns envisioned for the Activity Centers are achievable.

- **Residential Use Standards -** The City should review and revise, as needed, zoning to ensure that residential uses included in this Plan can be developed in a manner to create neighborhoods that compliment the Activity Centers and that do not conflict with Centennial Airport. This plan aims for moderate levels of residential density, in connected and

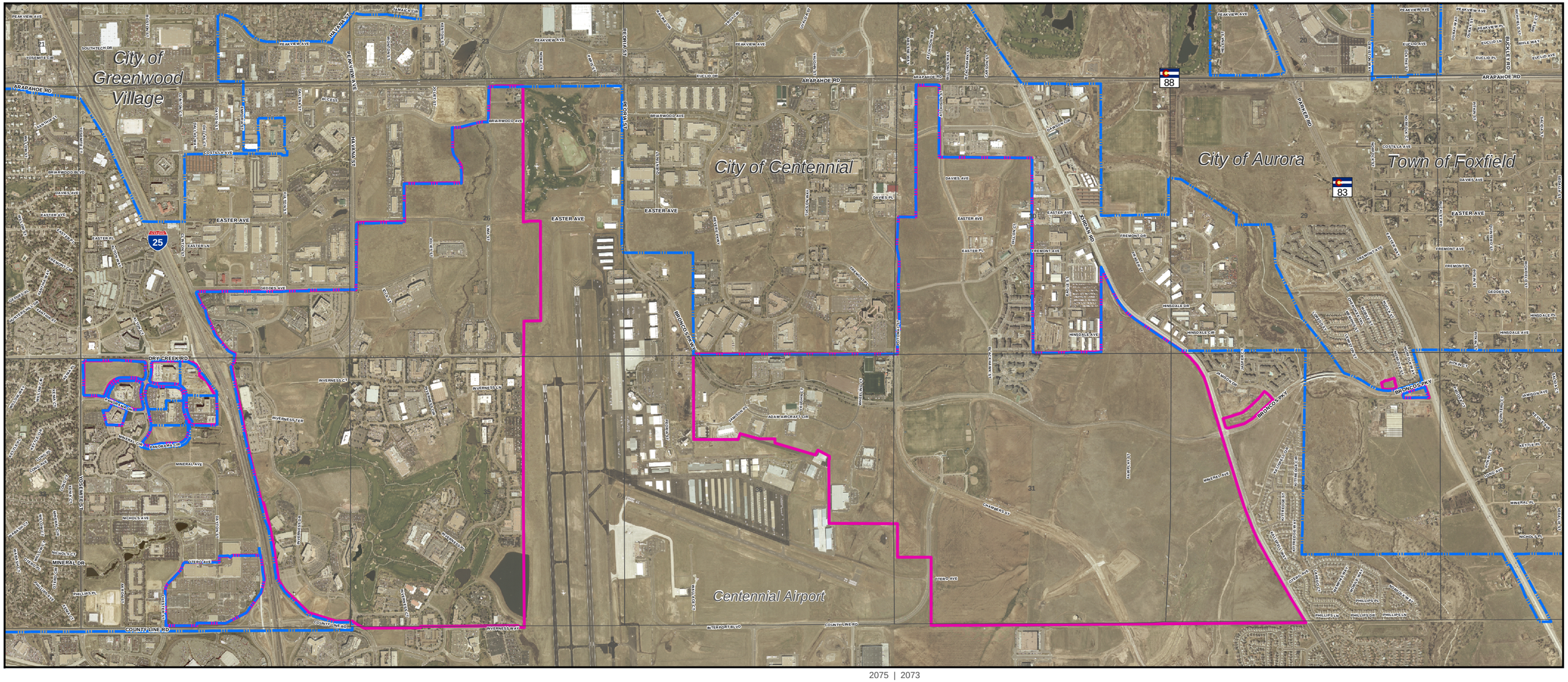
walkable neighborhoods that have amenities, and with a high level of design quality.

Marketing the Area/Economic Development

The City will need to work closely with property owners and regional economic development organizations, including the Southeast Business Partnership, to identify and attract major users and destination developments to the area. The City of Centennial anticipates addressing this area through a new economic development program.

APPENDIX A: SITE ANALYSIS MAPS

Map 1. Aerial Photo
Map 2. Study Area Extent
Map 3. Topography and Natural Features
Map 4. Existing Land Uses
Map 5. Undeveloped Parcels
Map 6. Stakeholder Clusters
Map 7. Current Zoning
Map 8. Entitlement Process
Map 9. Vested Property Rights
Map 10. Centennial Airport Influence Area
Map 11. Metropolitan Districts and Improvement Districts
Map 12. Arapahoe County 2020 Roadway Plan
Figure 12.1 Arapahoe County Street Sections
Map 13. Bicycle Routes and Trail Network



2075 | 2073

LEGEND

- Centennial Boundary
- Study Area Boundary

City of Centennial

Aerial Photo

0 0.125 0.25 0.5 0.75 1
Mile

DATA SOURCES:
1. City of Centennial Land Use Department 2002-06
2. Arapahoe County, 2002-2006
3. URS Corporation, 2006
4. City of Centennial Boundary (version updates: Farnsworth 2002, URS 2003, Farnsworth 2003, URS 2004, URS 2006)

DISCLAIMER:
The contents of this map were compiled from a variety of best available sources. The map and associated data herein is subject to change; therefore, the City of Centennial/URS Corporation makes no warranty, representation or guaranty as to the content, sequence, accuracy, timeliness or completeness of any of the data provided herein.

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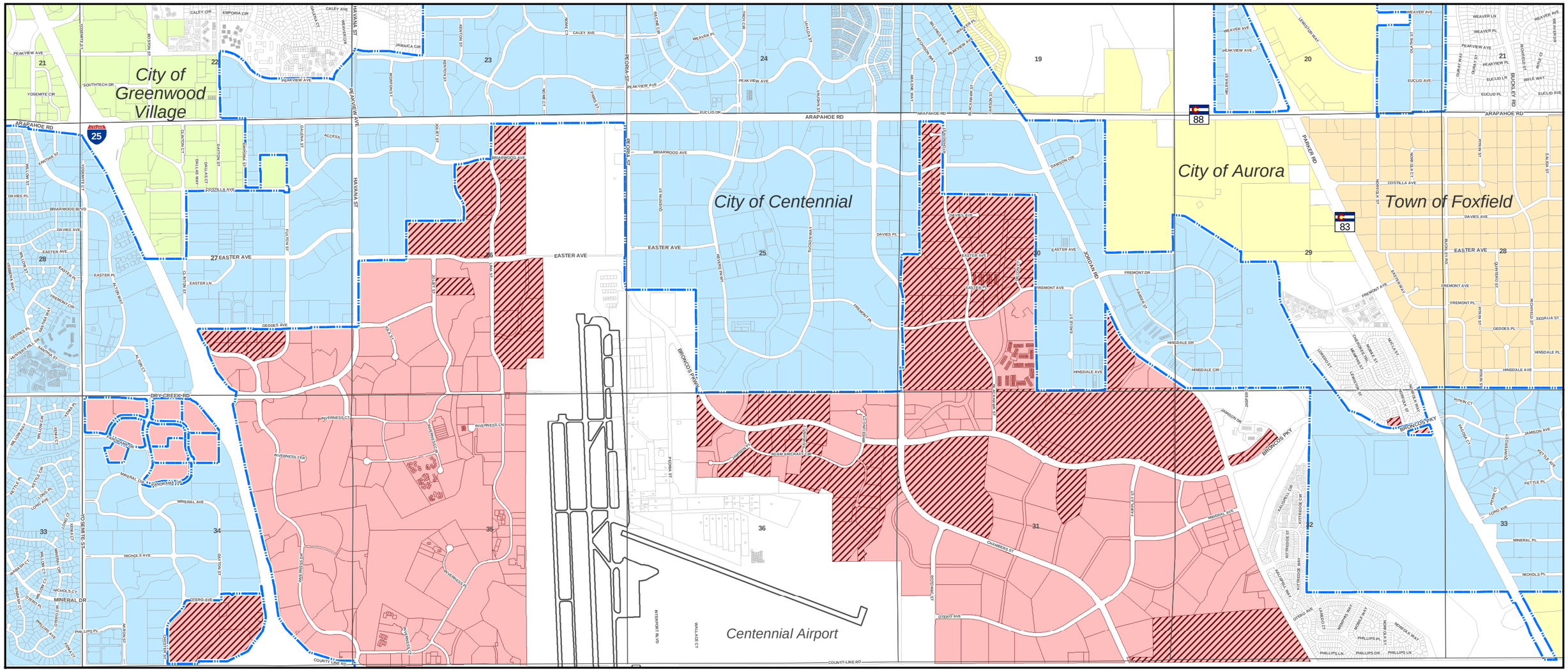
Revision Date: 25 September 2006

Map 1



2075 | 2073

LEGEND

- Centennial Boundary
- Section Lines
- Study Area
- Temporary Suspension

City of Centennial

Study Area Extent

0 0.125 0.25 0.5 0.75 1
Mile

DATA SOURCES:
1. City of Centennial Land Use Department 2002-06
2. Arapahoe County, 2002-2006
3. URS Corporation, 2006
4. City of Centennial Boundary (version updates: Farnsworth 2002, URS 2003, Farnsworth 2003, URS 2004, URS 2006)

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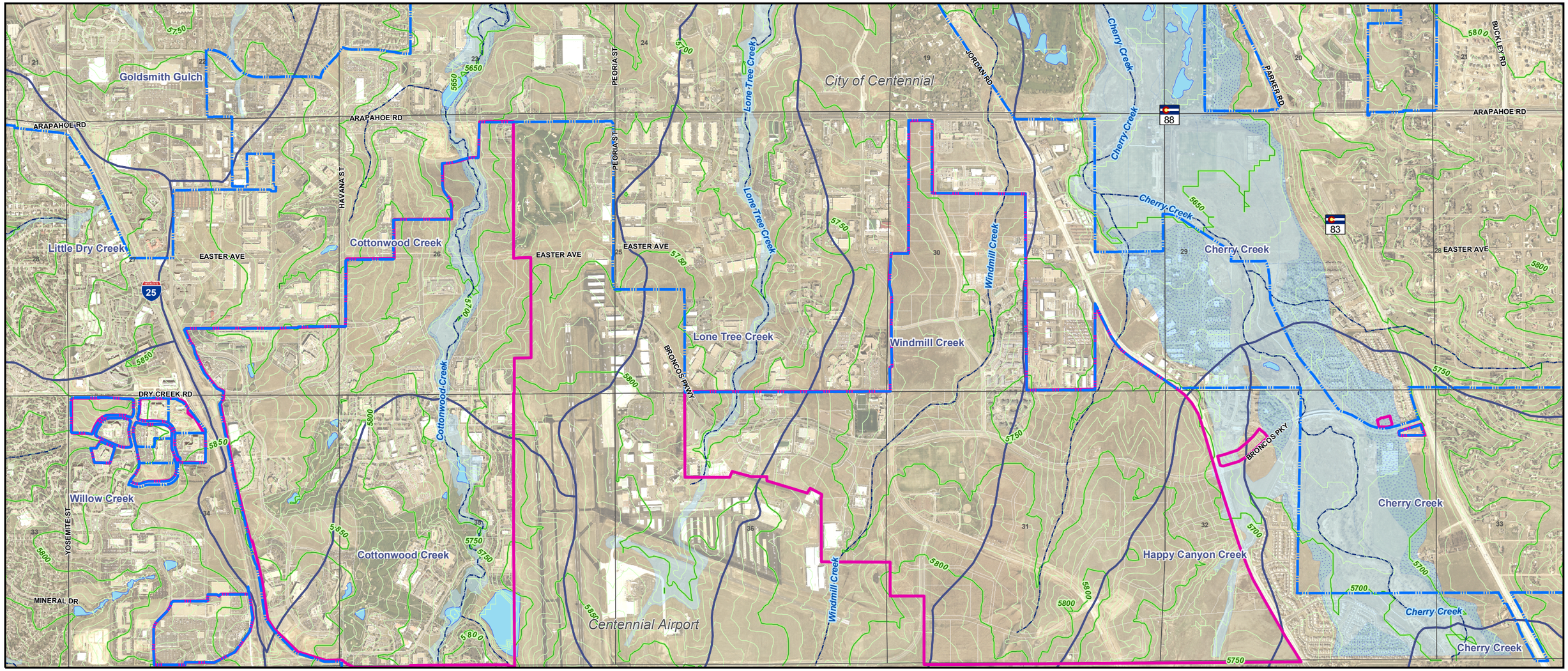
Revision Date: 25 September 2006

Map 2



2075 | 2073

LEGEND

- Centennial Boundary
- Study Area Boundary
- 10-Foot Contours
- 50-Foot Contours
- Streams
- Drainage Basins
- Water Bodies
- 100-Year Floodplain
- 500-Year Floodplain

City of Centennial

Topography & Natural Features

0 0.125 0.25 0.5 0.75 1
Mile

DATA SOURCES:
1. City of Centennial Land Use Department 2002-2006
2. Arapahoe County, 2002-2006
3. URS Corporation, 2006
4. City of Centennial Boundary (version updates: Farnsworth 2002, URS 2003, Farnsworth 2003, URS 2004, URS 2006)

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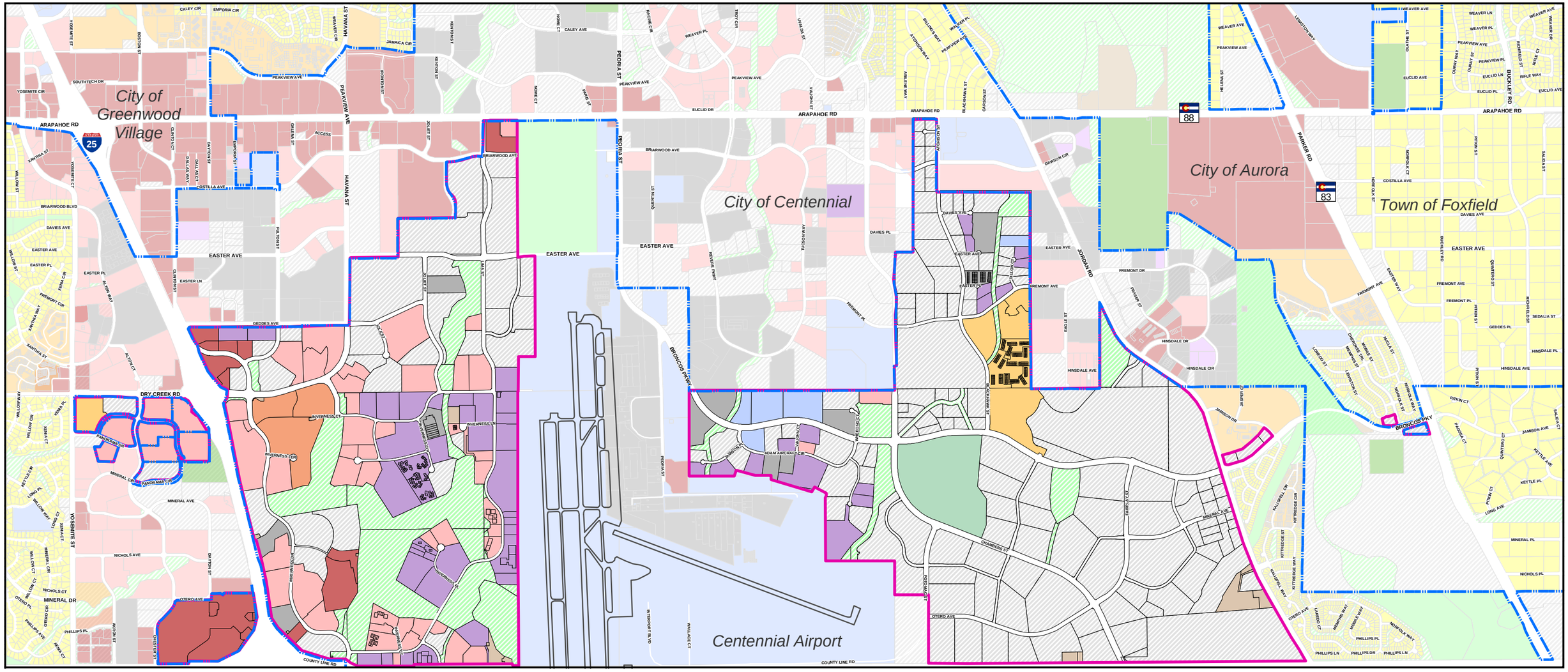
Revision Date: 25 September 2006

Map 3



LEGEND

- Centennial Boundary
- Study Area Boundary

STUDY AREA LAND USES:

- Study Area, govt/institutional
- Multi-Family Residential
- Mixed-Use Residential & Commercial
- Retail / Service Commercial
- Office
- Light Industrial / R&D / Flex [JPA]
- Warehouse / Distribution [JPA]
- Utility
- Public Open Space / Park
- Private Open Space (Drainange, HOA)
- Undeveloped

SURROUNDING LAND USES:

- Single-Family Residential
- Multi-Family Residential
- Mixed-Use Residential & Commercial
- Retail / Service Commercial
- Office
- Industrial [Centennial Comprehensive Plan]
- Warehouse / Distribution [Centennial Comprehensive Plan]
- Government / Institutional
- Utility
- Agricultural
- Public Open Space / Park
- Private Open Space (Drainage, HOA)
- Undeveloped

City of Centennial

Existing Land Use

0 0.125 0.25 0.5 0.75 1
Mile

DATA SOURCES:
1. City of Centennial Land Use Department 2002-2006
2. Arapahoe County, 2002-2006
3. URS Corporation, 2006
4. City of Centennial Boundary (version updates; Farnsworth 2002, URS 2003, Farnsworth 2003, URS 2004, URS 2006)

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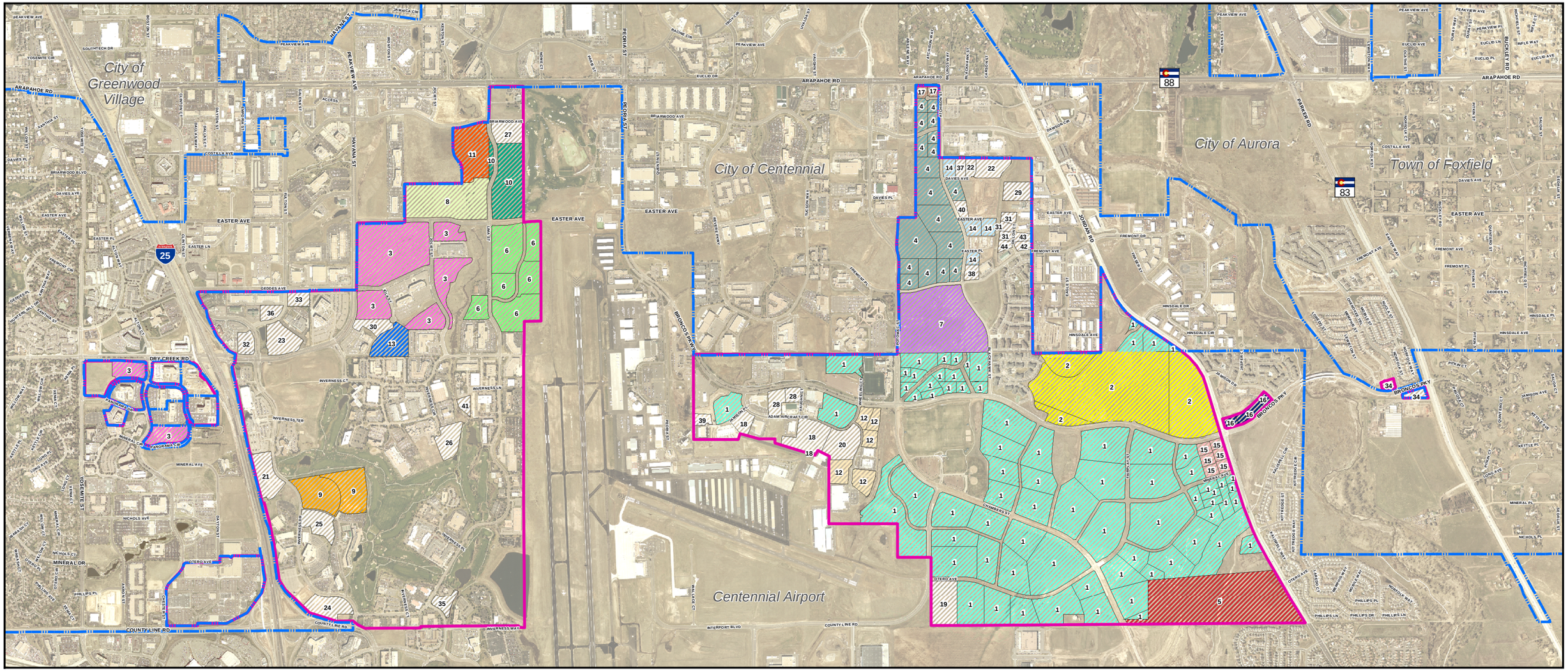
Revision Date: 25 September 2006

Map 4



LEGEND

- Centennial Boundary
- Study Area Boundary

PROPERTY OWNERS:

1) DOVE VALLEY BUSINESS PARK (465.57 ac, 74 parcels)
2) DOVE VALLEY LAND LLC (110.69 ac, 4 parcels)
3) CARRAMERICA DEVELOPMENT INC (73.38 ac, 7 parcels)
4) JORDAN-ARAPAHOE LTD (65.76 ac, 18 parcels)
5) JORDAN ROAD PROPERTIES (61.10 ac, 1 parcel)
6) ARROW ELECTRONICS, INC (44.75 ac, 6 parcels)
7) UNITED STATES POSTAL SERVICE (44.04 ac, 1 parcel)
8) EASTERLIMA DEVELOPMENT LLP (26.64 ac, 1 parcel)
9) METROPOLITAN HOMES (22.72 ac, 2 parcels)
10) DRY CREEK BUSINESS CENTER LLC (19.61 ac, 2 parcels)
11) ARAPAHOE PARTNERSHIP (15.45 ac, 1 parcel)
12) DOVE VALLEY BUSINESS CENTER (14.63 ac, 5 parcels)
13 INVERNESS ASSOCIATES LLC (8.43 ac, 1 parcel)
14) CENTENNIAL LOTS 1, 11, 12 & 16 LLC (8.18 ac, 4 parcels)
15) BRONCOS PARKWAY PLAZA LP (8.03 ac, 6 parcels)
16) PEAK DEVELOPMENT GROUP LLC (5.11 ac, 3 parcels)
17) JACOB MAZIN COMPANY INC (2.60 ac, 2 parcels)
18-44) MISC SMALL LANDHOLDINGS (124.14 ac, 34 parcels)

City of Centennial

Undeveloped Parcels

0 0.125 0.25 0.5 0.75 1
Mile

DATA SOURCES:
1. City of Centennial Land Use Department 2002-06
2. Arapahoe County, 2002-2006
3. URS Corporation, 2006
4. City of Centennial Boundary (version updates: Farnsworth 2002, URS 2003, Farnsworth 2003, URS 2004, URS 2006)

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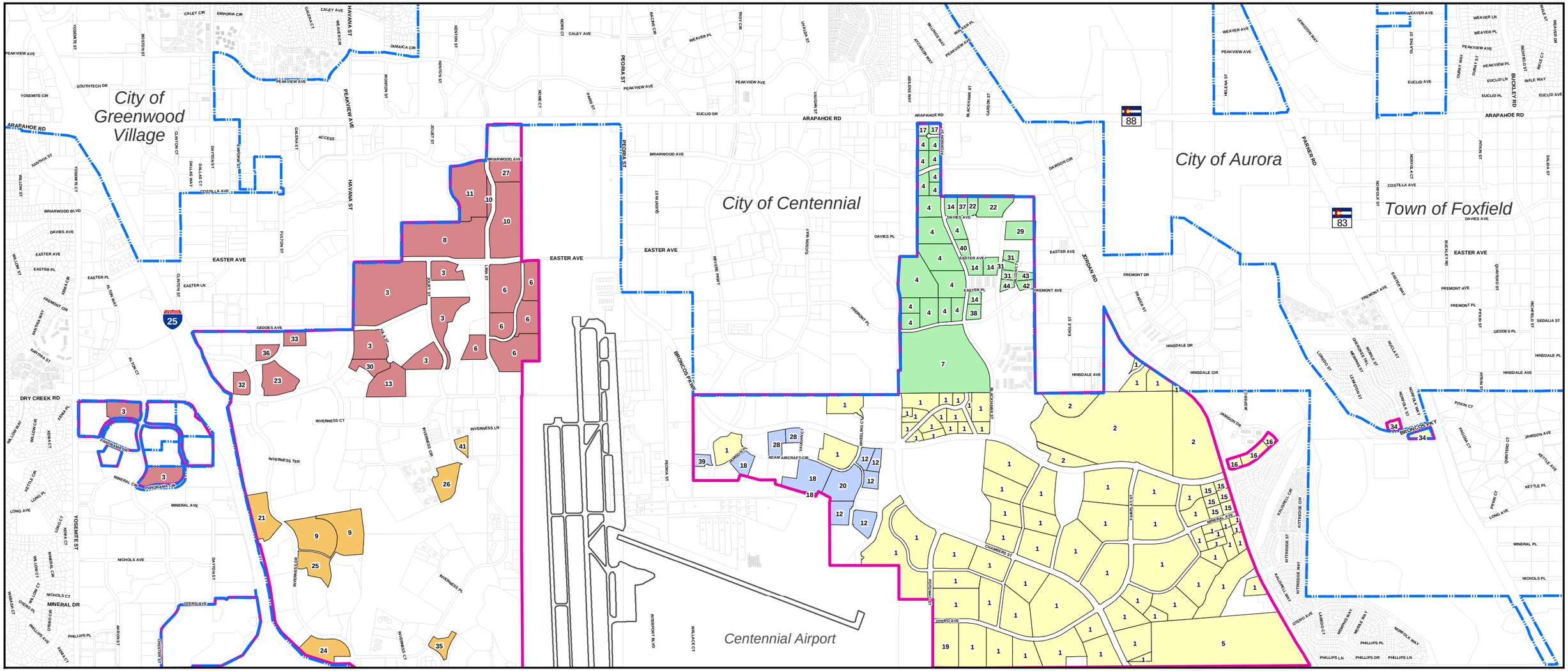
Revision Date: 25 September 2006

Map 5



LEGEND

- Centennial Boundary
- Study Area Boundary

STAKEHOLDER CLUSTERS:

- A
- B
- C
- D
- E

MAP ID	OWNER	ACRES	NO. PARCELS	CLUSTER
1	DOVE VALLEY BUSINESS PARK	465.57	74	A
2	DOVE VALLEY LAND LLC	110.69	4	E
3	CARRAMERICA DEVELOPMENT, L.L.C.	73.38	7	C
4	JORDAN-ARAPAHOE LTD	65.76	18	B
5	JORDAN ROAD PROPERTIES	61.10	1	E
6	ARROW ELECTRONICS INC	44.75	6	C
7	UNITED STATES POSTAL SERVICE	44.04	1	B
8	EASTERLIMA DEVELOPMENT LLP	25.64	1	C
9	METROPOLITAN HOMES	22.72	2	D
10	DRY CREEK BUSINESS CENTER LLC	19.61	2	C
11	ARAPAHOE PARTNERSHIP	15.45	1	C
12	DOVE VALLEY BUSINESS CENTER	14.63	5	A
13	INVERNESS ASSOCIATES LLC	8.43	1	C
14	CENTENNIAL LOTS 1, 11, 12 & 16 LLC	8.18	4	B
15	BRONCOS PARKWAY PLAZA LP	8.03	6	E
16	PEAK DEVELOPMENT GROUP LLC	5.11	3	E
17	JACOB MAZIN COMPANY INC	2.60	2	B
18	GREENWOOD PLAZA PARTNERS LLC	12.54	3	A
19	ARAPAHOE COUNTY AIRPORT	10.04	1	E
20	WALLACE COMPUTER SERVICES INC	8.74	1	A
21	WILLIAM S BERGNER HOLDINGS,LLC	8.26	1	D
22	WEGG PARTNERSHIP, LLP	7.72	2	B

MAP ID	OWNER	ACRES	NO. PARCELS	CLUSTER
23	FAIRFIELD RESIDENTIAL LLC	7.63	1	C
24	INTERFACE AT INVERNESS, LLC	7.42	1	D
25	CORPOREX INVERNESS LLC	6.38	1	D
26	LINCOLN-INVERNESS, LLC	6.04	1	D
27	SOUTH METRO FIRE RESCUE	5.50	1	C
28	GAUBE INVESTMENTS LLC	5.24	2	A
29	JOHNSON PROPERTIES LLC	4.72	1	B
30	DRY CREEK MEDICAL CAMPUS LLC	3.82	1	C
31	LUNDQUIST, RONALD A & GORDON J	3.42	3	B
32	BRINKER RESTAURANT CORP	3.14	1	C
33	NEWMONT USA LIMITED	2.96	1	C
34	PARKER ROAD INVESTMENT LLC	2.78	2	E
35	BIG ISLAND PARTNERS LLP	2.84	1	D
36	NORTHGLENN INTERSTATE	2.54	1	C
37	PATTLEN ENTERPRISES, INC	1.86	1	B
38	FREHAWK LLC	1.84	1	B
39	GLASER, PAUL M	1.75	1	A
40	SANDER, MICHAEL A	1.57	1	B
41	ILEWOOD LLC	1.55	1	D
42	LAMBERTON ENTERPRISES LLLP	1.43	1	B
43	DILLON COURT PARTNERS, LLC	1.27	1	B
44	CENTENNIAL SIERRA LLC	1.14	1	B
	TOTAL	1,119.83	172	

City of Centennial

Stakeholder Clusters

0 0.125 0.25 0.5 0.75 1
Mile

DATA SOURCES:
1. City of Centennial Land Use Department 2002-2006
2. Arapahoe County, 2002-2006
3. URS Corporation, 2006
4. City of Centennial Boundary (version updates: Farnsworth 2002, URS 2003, Farnsworth 2003, URS 2004, URS 2006)

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Revision Date: 25 September 2006

Map 6

City of Greenwood Village
City of Aurora
City of Centennial
Town of Foxfield
Centennial Airport
ARAPAHOE RD
EASTER AVE
DRY CREEK RD
MINERAL DR
YOSEMITE ST
HAVANA ST
PEORIA ST
JORDAN RD
PARKER RD
BUCKLEY RD
BRONCOS PKWY
BRONCOS PKY
25
88
83

LEGEND

- Centennial Boundary
- Study Area Boundary
- F
- O
- O PUD
- A-1
- A-2
- R-A
- R-1
- R-2
- R-3
- R-4 PUD
- R-5 PUD
- R-PSF
- R-P
- R-PM
- R-PH
- M-U PUD
- B-1
- B-1 PUD
- B-3
- B-3 PUD
- B-5
- I-1
- I-1 PUD

City of Centennial

Current Zoning

0 0.125 0.25 0.5 0.75 1
Mile

DATA SOURCES:
1. City of Centennial Land Use Department, 2002-2006
2. Arapahoe County, 2002-2006
3. URS Corporation, 2006
4. City of Centennial Boundary (version updates; Farnsworth 2002, URS 2003, Farnsworth 2003, URS 2004, URS 2006)

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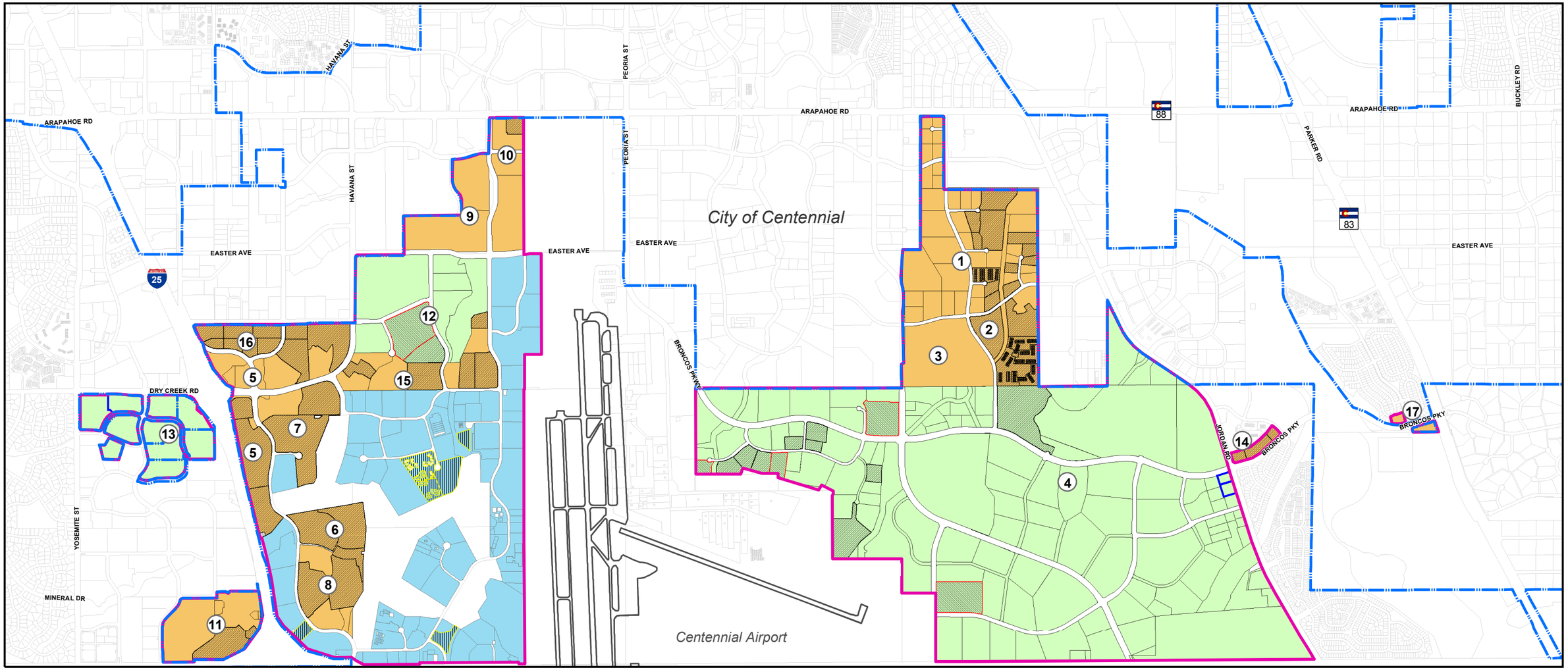
Q:\GIS\Maps\2006JPA\FINAL_mxds\04_JPA_Zoning_060925.mxd
Revision Date: 25 September 2006

Map 7



LEGEND

- Centennial Boundary
- Study Area Boundary
- ASP (Administrative Site Plan) Approved
- MDP (Master Development Plan) Approved
- FDP (Final Development Plan) Approved
- PDP (Preliminary Development Plan) Approved
- SDP (Subdivision Development Plan) Approved
- Straight-Zoned District
- USR (Use By Special Review) Approved

	Case Name	Case Number
1	Centennial East Corporate Center 1st Amend. PDP	Z99-003
2	Centennial East/Blackhawk PDP	Z01-005
3	Jordan - Arapahoe LTD PDP	Z87-027
4	Dove Valley Business Park 1st Amend. MDP	Z04-010
5	Inverness North Amend. PDP	Z86-032
6	Inverness F. 1, Block 2-H 4th Amend. PDP	Z04-002
7	Inverness North, Parcel 4 (portion of Z86-032) 4th Amend. PDP	A05-012
8	Inverness F. 1, Block 2-H 3rd Amend. PDP	Z89-003
9	Arapahoe Partnership PDP	Z84-038

	Case Name	Case Number
10	Arapahoe Associates PDP	Z75-021
11	Centennial Promenade PDP	A95-021
12	Dry Creek Corporate Center MDP	Z99-005
13	Panorama Corporate Center 2nd Amend. MDP	A01-011
14	Ashbrooke Executive Park 1st Amend. PDP	Z85-036
15	Greenwood Lakes 3rd Amend. PDP	A86-043
16	Signature @ Dry Creek PDP	A95-041
17	River Run II Amend. PDP	Z98-012

City of Centennial

Entitlement Process

0 0.125 0.25 0.5 0.75 1
Mile

DATA SOURCES:
1. City of Centennial Land Use Department, 2002-2006
2. Arapahoe County, 2002-2006
3. URS Corporation, 2006
4. City of Centennial Boundary (version updates: Farnsworth 2002, URS 2003, Farnsworth 2003, URS 2004, URS 2006)

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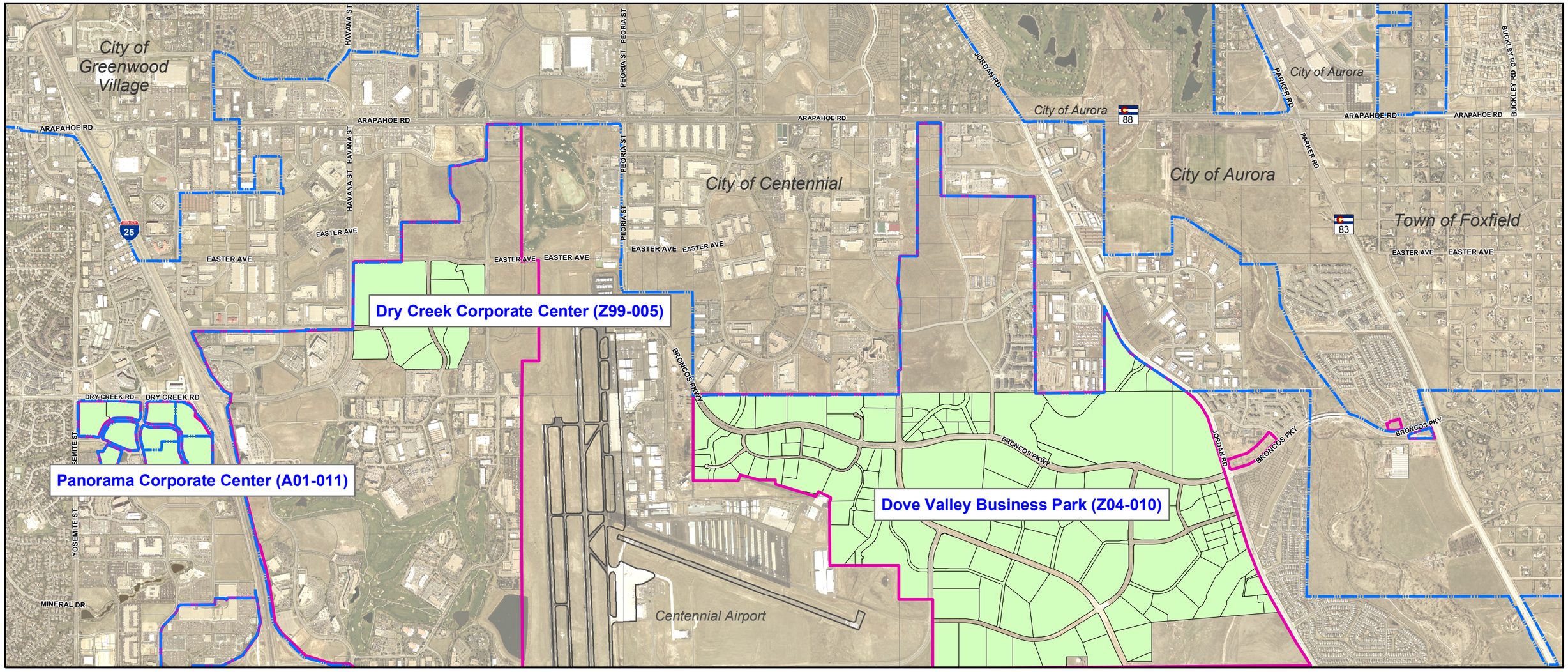
Revision Date: 25 September 2006

Map 8



LEGEND

- Centennial Boundary
- Study Area Boundary
- Vested Property Rights

Case Name	Case Number	Permitted Use	FDPs or ASPs
Dove Valley MDP	Z04-010	Professional Offices, Office Showroom, R&D facilities, Wholesale merchandise, Warehouse and distribution facilities, medical and dental facilities, telecommunications and computer facilities, parking structures, mini-warehouse/self-storage. In certain areas: Hotel/motel, recreation facility, educational facility, banks with or without drive-thru, day care, churches, outdoor storage.	A06-002, A05-004, A04-009, A03-009, A01-031, P00-101, P00-098, P00-045, P00-029, P99-111, P98-122, A97-025, P84-098
Dry Creek Corporate Center MDP	Z99-005	Professional and Administrative Offices, Conditional Uses: Nursery School, Retail, Health Club, Pharmacy, Meeting Hall, Warehousing, Laboratories, Hotel/Motel, Restaurant, Parking Structures.	Z99-005, P84-044
Panorama Corporate Center MDP	A01-011	Professional Office Use, Retail within Office Buildings Use by Special Condition or Review: Public or Private Meeting Hall	N/A

City of Centennial

Vested Property Rights

0 0.125 0.25 0.5 0.75 1
Mile

DATA SOURCES:
1. City of Centennial Land Use Department, 2002-2006
2. Arapahoe County, 2002-2006
3. URS Corporation, 2006
4. City of Centennial Boundary (version updates: Farnsworth 2002, URS 2003, Farnsworth 2003, URS 2004, URS 2006)

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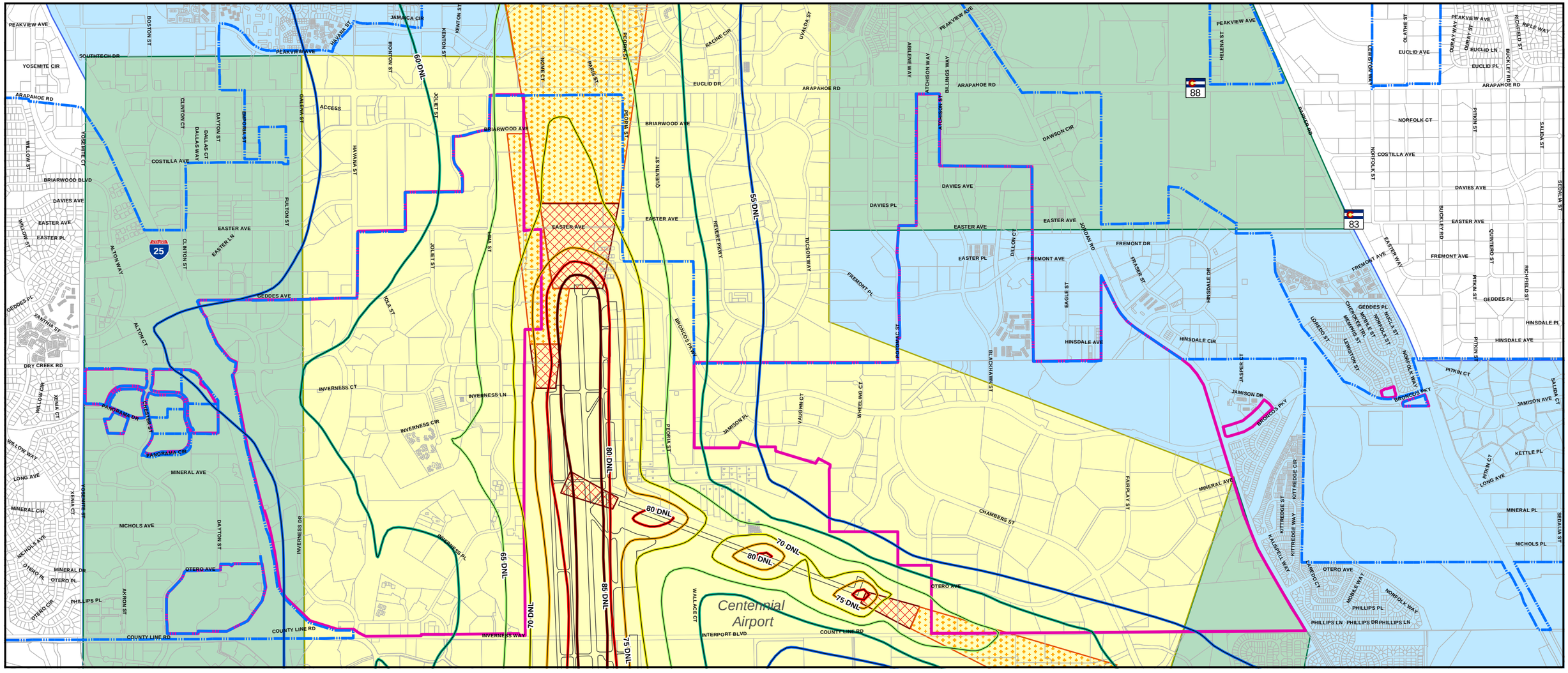
Q:\GIS\Maps\2006\JPA\FINAL_mxds\03_JPA_Vested_Rights_060925.mxd
Revision Date: 25 September 2006

Map 9



LEGEND

- Centennial Boundary
- Study Area Boundary
- AIA
- BZ
- RDA
- AZ
- RPZ

NOISE EXPOSURE (1999):

- 55 DNL
- 60 DNL
- 65 DNL
- 70 DNL
- 75 DNL
- 80 DNL
- 85 DNL

CENTENNIAL AIRPORT LAND USE GUIDELINES (MARCH 12, 1998)	
AIA:	**Airport Influence Area:** Refer all plats and development plans to the Airport Authority for review. Comply with FAR Part 77. Require Avigation Easement by landowner and Public Disclosure to prospective buyers and tenants. Residential and other noise sensitive development requires a 7-day noise test and development is prohibited/not recommended in areas at DNL 65 or above.
BZ:	**Buffer Zone:** Recommend no new residential or other noise sensitive development. Governmental entity with zoning and building permit authority to develop specific restrictions.*
RDA / AZ:	**Restricted Development Area / Approach Zone:** Prohibit new residential and other noise sensitive development. Building height must comply with FAR Part 77 surface criteria, existing or future, whichever is more restrictive.
RPZ:	**Runway Protection Zone:** No structures permitted.

** NOTE: Arapahoe County Land Development Code (Section 1-3403.05) prohibits residential development in the Buffer Zone.*

City of Centennial

Centennial Airport Influence Area

0 0.125 0.25 0.5 0.75 1
Mile

DATA SOURCES:
1. City of Centennial Land Use Department 2002-2006
2. Arapahoe County, 2002-2006
3. URS Corporation, 2006
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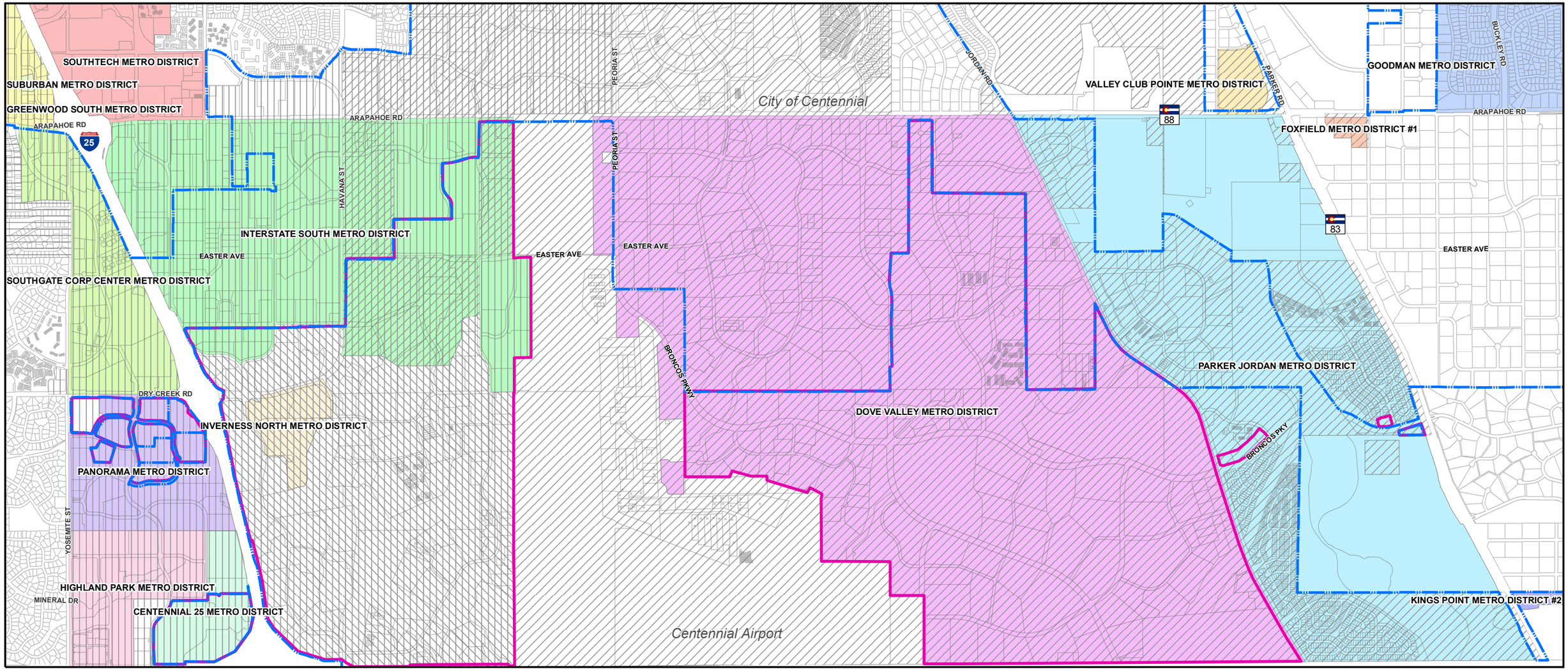
Revision Date: 25 September 2006

Map 10



LEGEND

- Centennial Boundary
- Study AreaBoundary

IMPROVEMENT DISTRICTS:

- ARAPAHOE WATER & WASTEWATER PUBLIC IMPRV DISTRICT
- INVERNESS METRO IMPROVEMENT DISTRICT
- SOUTHEAST PUBLIC IMPROVEMENT METRO DISTRICT
- WALNUT HILLS GENERAL IMPROVEMENT DISTRICT

METROPOLITAN DISTRICTS:

- CENTENNIAL 25 METRO DISTRICT
- DOVE VALLEY METRO DISTRICT
- FOXFIELD METRO DISTRICT #1
- GOODMAN METRO DISTRICT
- GREENWOOD SOUTH METRO DISTRICT
- HIGHLAND PARK METRO DISTRICT
- INTERSTATE SOUTH METRO DISTRICT
- INVERNESS NORTH METRO DISTRICT
- KINGS POINT METRO DISTRICT #2
- PANORAMA METRO DISTRICT
- PARKER JORDAN METRO DISTRICT
- SOUTHGATE CORP CENTER METRO DISTRICT
- SOUTHTECH METRO DISTRICT
- STERLING HILLS METRO DISTRICT
- SUBURBAN METRO DISTRICT
- VALLEY CLUB POINTE METRO DISTRICT

City of Centennial

Metropolitan Districts & Improvement Districts

0 0.125 0.25 0.5 0.75 1
Mile

DATA SOURCES:
1. City of Centennial Land Use Department 2002-2006
2. Arapahoe County, 2002-2006
3. URS Corporation, 2006
4. City of Centennial Boundary (version updates: Farnsworth 2002, URS 2003, Farnsworth 2003, URS 2004, URS 2006)

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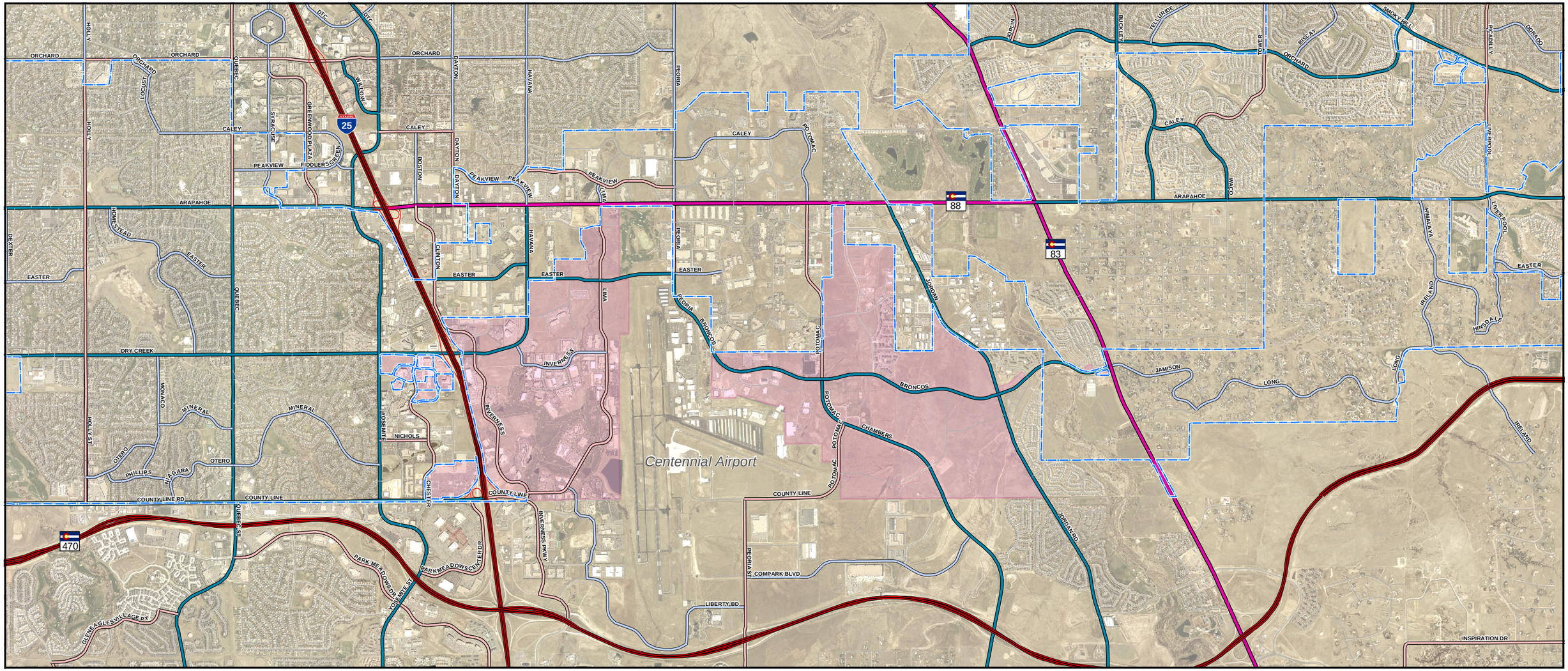
Revision Date: 25 September 2006



LEGEND

- Centennial Boundary
- Study Area Boundary

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)
- Minor

City of Centennial

*Arapahoe County 2020 Roadway Plan**

**The 2020 Roadway Plan and the 2002 Arapahoe County Transportation Plan have not been adopted by the City of Centennial.*

0 0.25 0.5 1 1.5 2
Mile

DATA SOURCES:
1. City of Centennial Land Use Department, 2002-2006
2. Arapahoe County, 2002-2006
3. URS Corporation, 2006
4. City of Centennial Boundary (version updates: Farnsworth 2002, URS 2003, Farnsworth 2003, URS 2004, URS 2006)
5. CDOT, 2006
6. Arapahoe County Comprehensive Plan, June 19, 2001
7. Arapahoe County Transportation Plan, March 2002

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Revision Date: 25 September 2006

City of Centennial

*Arapahoe County Street Sections**

**The illustrated street sections reflect current County standards. The 2002 Arapahoe County Transportation Plan has not been adopted by the City of Centennial.*

DATA SOURCES:
1. Arapahoe County Comprehensive Plan, June 19, 2001
2. Arapahoe County Transportation Plan, March 2002

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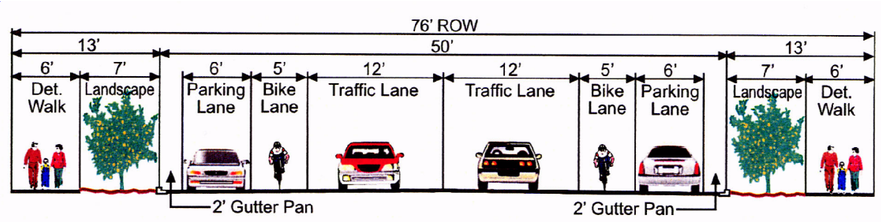
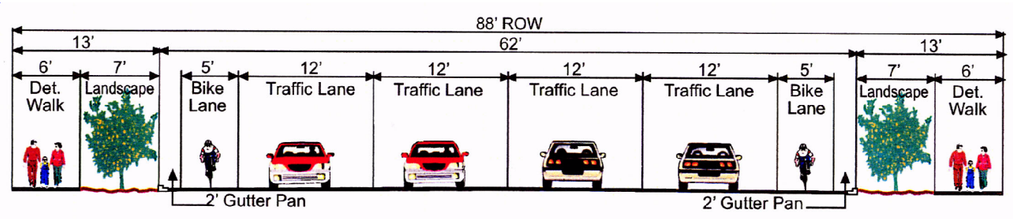
Revision Date: 25 September 2006

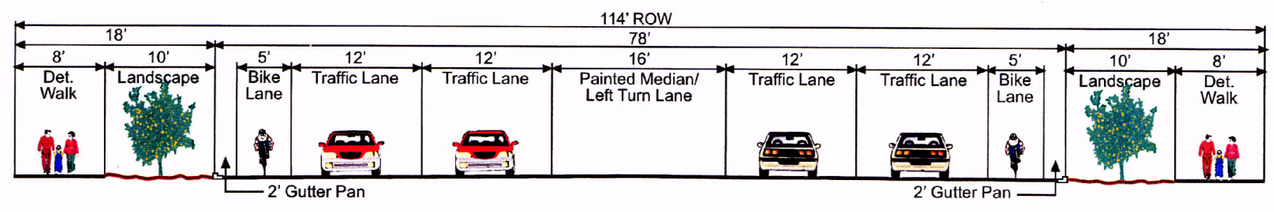
Two-Lane Collector



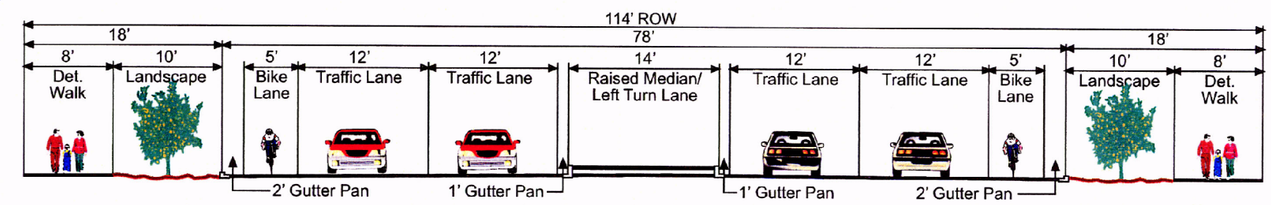
Four-Lane Collector



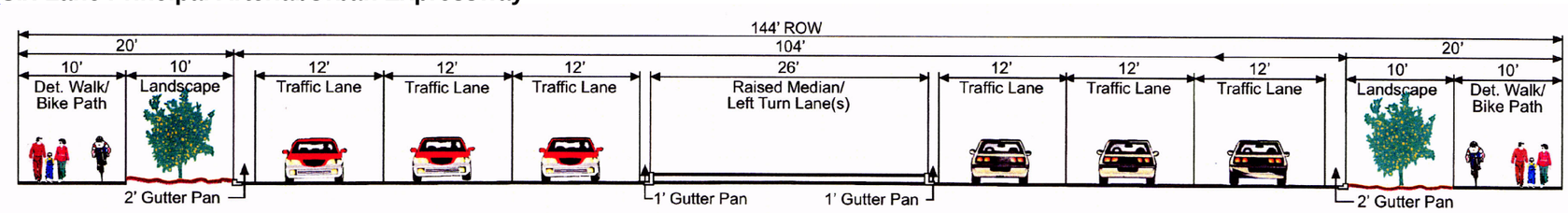
Four-Lane Arterial with Painted Median



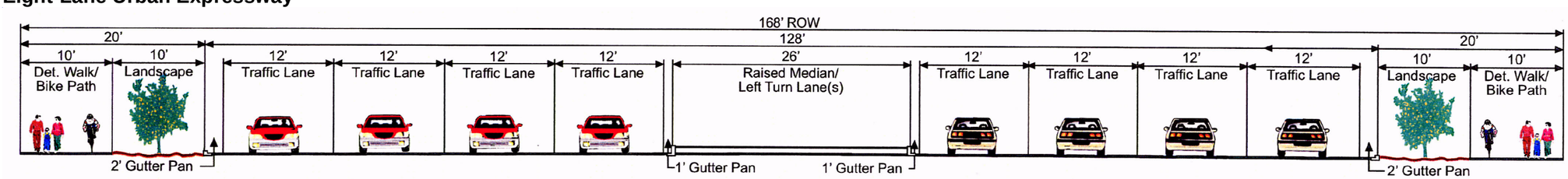
Four-Lane Arterial with Raised Median



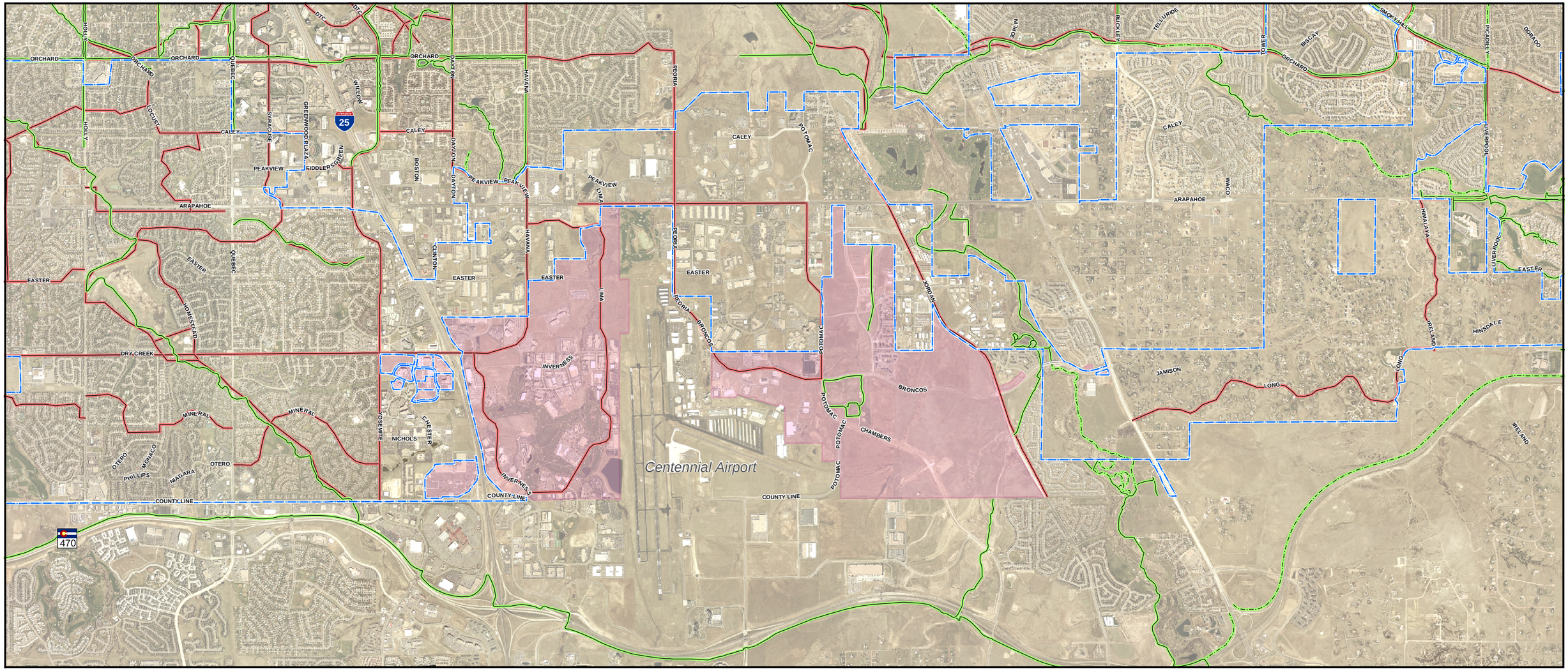
Six-Lane Principal Arterial/Urban Expressway



Eight-Lane Urban Expressway



Map 12.1



LEGEND

- Centennial Boundary
- Study Area Boundary
- Bikeway (existing)
- Bikeway (planned)
- Trail (existing)
- Trail (proposed)

City of Centennial

Bicycle Routes & Trail Network

0 0.25 0.5 1 1.5 2
Mile

DATA SOURCES:
1. City of Centennial Land Use Department 2002-2006
2. Arapahoe County, 2002-2006
3. URS Corporation, 2006
4. City of Centennial Boundary (version updates: Farnsworth 2002, URS 2003, Farnsworth 2003, URS 2004, URS 2006)

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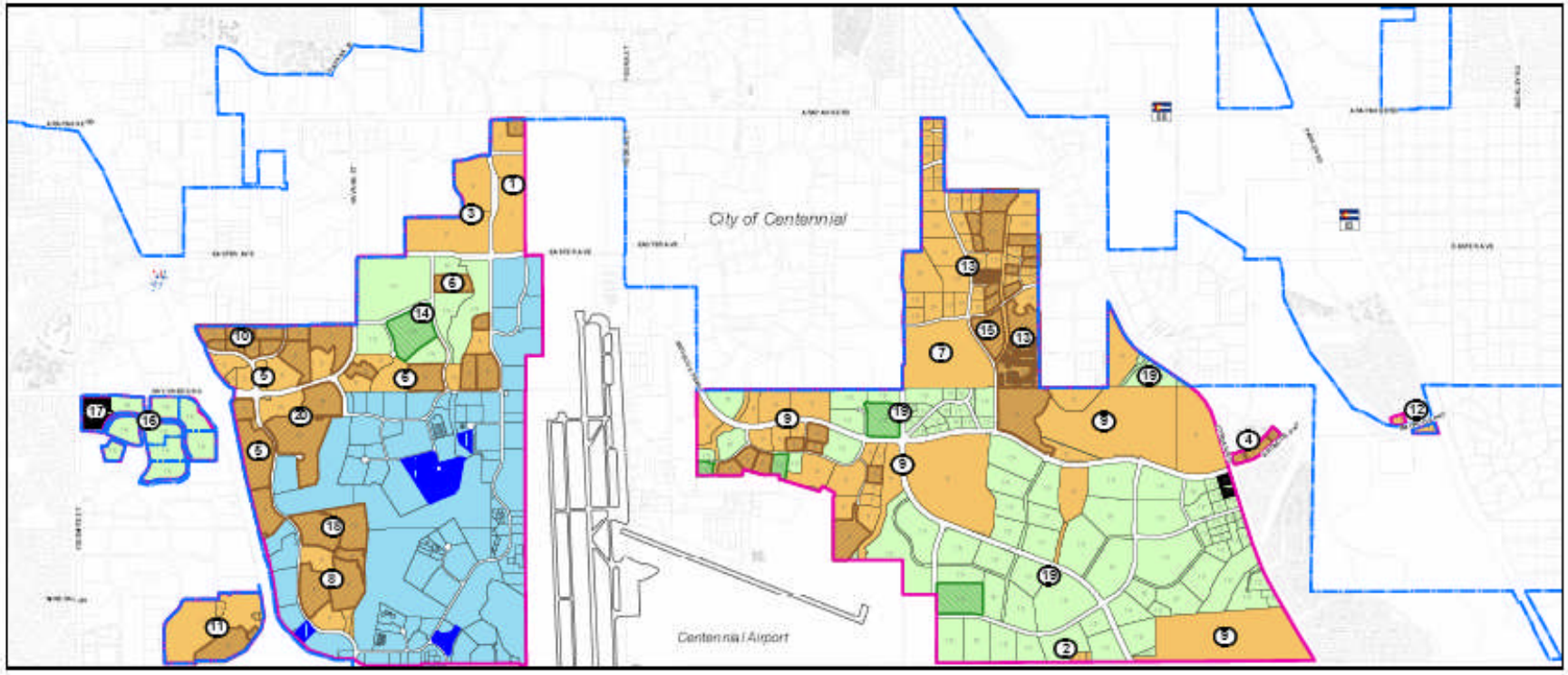
Q:\GIS\Maps\2006\UPA\FINAL_mxds\15_JPA_Trails_Bike_060925.mxd
Revision Date: 25 September 2006

Map 13

APPENDIX B: ENTITLEMENTS

Note: Insert Wayne's PowerPoint slides showing PDPs.

Existing PDP's/MDP's



Existing PDP's and MDP's

1. Arapahoe Associates PDP
2. Dove Valley Center at Arapahoe County Airport PDP
3. Arapahoe Partnership PDP
4. Ashbrooke Executive Park PDP
5. Inverness North Amend. PDP
6. Greenwood Lakes PDP
7. Jordan - Arapahoe LTD PDP
8. Inverness F. 1, Block 2-H 3rd Amend PDP
9. Dove Valley III PDP
10. Signature @ Dry Creek PDP

Existing PDP's and MDP's

11. Centennial Promenade PDP
12. River Run II PDP
13. Centennial East Corporate Center PDP
14. Dry Creek Corporate Center MDP
15. Centennial East/Blackhawk PDP
16. Panorama Corporate Center 2nd Amend. MDP
17. Panorama Corporate Center 3rd Amend. MDP
18. Inverness F. 1, Block 2-H 4th Amend. PDP
19. Dove Valley Business Park 1st Amend. MDP
20. Inverness North, Parcel 4 4th Amend. PDP

Location Standards Restrictions

1. **Arapahoe Associates PDP**
   - Home improvement center
   - **Restaurant (fast-food restricted)**
   - **RV-boat-camper sales, repair, and display (restricted)**
   - Sporting goods center
   - Floor coverings store
   - Furniture store
   - Nursery or farm and garden supplies
   - Office buildings
   - Light-industrial and manufacturing
   - Warehousing
   - **Outdoor Storage of items for sale (restricted)**

Location Standards Restrictions

2. Dove Valley Center at Arapahoe County Airport PDP

- All uses per I-1, and B-1 through B-5 **except**:
  - Auto Sales/repair
  - Auto, Truck, Boat, Trailer rental/sales/body shop
  - No Outdoor Storage for office, laboratory, research or testing

Other specific uses restricted as allowed by B-1 through B-5

Location Standards Restrictions

3. Arapahoe Partnership PDP

- Offices
- Office Retail
- Showroom
- Showroom Retail
- **Neighborhood & General Convenience Retail (restricted)**
- **Auto Sales & Service (restricted)**
- **Restaurant (fast-food restricted)**
- Motel/Hotel
- Commercial Recreation
- Indoor Theater
- Financial Institution
- Warehousing
- Labs
- Light-Industry
- **Outdoor Storage (restricted)**
- Commercial leased storage space
- Sleeping quarters for watchmen
- All B-3 Uses except as prohibited in PDP

Specific uses restricted as allowed in B-3

Location Standards Restrictions

4. Ashbrooke Executive Park PDP

- High-Density Residential
- General Office
- **Retail Business (specific uses restricted)**
- Office Showroom
- Sleeping Facilities for Night Watchmen as accessory use

Location Standards Restrictions

5. Inverness North PDP

- General Office
- **Retail (specific uses restricted)**
- Wholesale
- Storage or warehousing
- Entertainment facilities
- Public or private facilities
- **Restaurants (fast-food restricted)**
- Hotel/motel
- Night club/Tavern
- Beauty salon
- Nursery school
- **Auto sales and repair (restricted)**
- Auto parking lot
- **Auto service station (restricted)**
- Labs
- Manufacturing
- **Self-storage (restricted)**
- Transit station
- R&D
- Golf course
- Water features
- Outdoor Recreation

Location Standards Restrictions

6. Greenwood Lakes PDP

- General Office
- Warehousing
- **Retail Business (specific uses restricted)**
- Hotel/Motel
- **Free-standing restaurant (fast-food restricted)**
- Health Club
- Laboratories
- Nursery School
- Pharmacy
- Recreation/Meeting Halls

Location Standards Restrictions

7. Jordan - Arapahoe LTD PDP

- General Office
- Professional offices including medical and dental
- Light-industrial
- R&D facility
- Warehouse and distribution
- Wholesale merchandise display and sales
- Educational institution
- **Retail (specific uses restricted)**
- Public and quasi-public facilities

Location Standards Restrictions

8. Inverness F. 1, Block 2-H 3rd Amend PDP

- ☐ General Office/Business
- ☐ Warehouse/Assembly
- ☐ Retail Business
- ☐ Hotel
- ☐ Restaurant
- ☐ Health Club/Recreation
- ☐ Research & Development

Location Standards Restrictions

9. Dove Valley III PDP

- Retail and personal service commercial (specific uses restricted)
- Professional Offices including medical and dental
- Light Industrial facilities that are not nuisance producing
- Research and Development facilities
- Warehousing and distribution
- Wholesale business and display
- Hotels, Motels, conference and meeting facilities
- Recreation facilities, public or private
- Educational and Vocational training institutions
- Heliport
- Temporary Uses associated with above uses
- Single-family attached, and multi-family
- Parking lot/structure for use of residents

Location Standards Restrictions

10. Signature @ Dry Creek PDP

- General Office
- Medical & Dental (outpatient only)
- Bank w/ drive-thru
- Hotel Appurtenant
- **Retail (automobile or vehicle sales restricted)**
- Office Warehouse or Showroom Warehouse
- Hotel/Motel
- Laboratories
- Health Clubs
- Office Appurtenant Retail
- Restaurant
- Day Care for Employers

Location Standards Restrictions

11. Centennial Promenade PDP

- Professional and Administrative Offices
- Hotel/Motel
- Restaurants
- Retail Commercial as defined:
  - Merchandise Stores
  - Entertainment Facilities
  - Recreation Facilities
  - Super Markets
  - Specialty Retail

Location Standards Restrictions

12. River Run II PDP

- Open Space, park and recreational facilities
- Administrative and Professional Offices:
  - Medical and Dental
  - General Business
- Bank
- Nursery
- Churches
- **Restaurants (fast-food restricted)**
- Community level retail and stores:
  - **Convenience stores (restricted)**
  - **Auto service and repair (restricted)**
  - **Fuel station (restricted)**
  - **Auto wash facility (restricted)**

Location Standards Restrictions

13. Centennial East Corporate Center PDP

- General Office
- Administrative and Professional offices
- Light-industrial
- R&D facility
- Warehouse and distribution
- **Wholesale merchandise display and sales (outdoor storage restricted)**
- Educational institution
- Cellular facility
- Bank w/ or without drive-thru

Location Standards Restrictions

13. Centennial East Corporate Center PDP (con't)

- **Auto sale and repair (restricted)**
- Furniture store
- **Restaurant - including drive-thru (fast food restricted)**
- Building material sales yard
- Correctional facility
- **Outdoor storage associated with business (restricted)**
- Hotels, Motels, Conference and Meeting Facilities
- Recreational Facilities
- Churches, Schools and Daycare
- Multi-family residential (south of Freemont)

Location Standards Restrictions

14. Dry Creek Corporate Center MDP

- Professional and Administrative Offices
- Conditional Uses:
  - Nursery School
  - Retail
  - Health Club
  - Pharmacy
  - Meeting Hall
- Warehousing
- Laboratories
- Hotel/Motel
- Restaurant
- Parking Structures

Location Standards Restrictions

15. Centennial East/Blackhawk PDP

- Professional offices including dental and medical
- Light industrial
- R&D facility
- Warehousing and distribution facilities
- Wholesale merchandise sale and display
- Recreation facilities
- Educational institutions
- Cellular facility
- Multi-family residential & senior housing
- Church
- School
- Day care
- **Outdoor storage associated w/ business (restricted)**

Location Standards Restrictions

16. Panorama Corporate Center 2nd Amend. MDP

- Professional Office Use
- Retail within Office Buildings
- Use by Special Condition or Review:
  - Public or Private Meeting Hall

Location Standards Restrictions

17. Panorama Corporate Center 3rd Amend. MDP

- Professional Office Use
- Retail within Office Buildings
- Use by Special Condition or Review:
  - Public or Private Meeting Hall
- Multi-family Residential

Location Standards Restrictions

18. Inverness F. 1, Block 2-H 4th Amend. PDP

- General Office/Business
- Warehouse/Assembly
- Retail Business
- Hotel
- Restaurant
- Health Club/Recreation
- Research & Development
- Multi-family Residential

Location Standards Restrictions

19. Dove Valley 1st Amend. MDP (Use Area A)

This use area covers to the entire MDP:

- Professional Office
- Office Showroom
- Office Flex
- Research and Development Facilities
- Wholesale Merchandise Display and Sales
- Warehouse and Distribution Facilities
- Telecommunications and Computer Facilities
- Parking Structures
- Mini-warehouse/Self-storage
- Outdoor storage is permitted as an accessory use, except Area C.

Location Standards Restrictions

19. Dove Valley 1st Amend. MDP (Use Area B)

This use area is located on the northeast corner of S. Potomac St and E Broncos pkwy as well as all of S. Chambers St.

- All Uses allowed in Use Area A
- Hotels, Motels, Conference and Meeting Facilities
- Recreational Facilities, Public or Private
- Educational and Vocational Training Facilities
- Banks and Financial Institutions, with or without drive-thru
- Day Care Facilities
- Uses Allowed by Special Review:
  - Retail B-3 Principal Uses, except for auto dealerships
- Outdoor storage is permitted as an accessory use in Use Area B.

Location Standards Restrictions

19. Dove Valley 1st Amend. MDP (Use Area C)

This use area is located along the E Broncos Pkwy corridor.

- All Uses allowed in Use Area A*
- Recreational Facilities, Public or Private
- Day Care Facilities

* Warehouse or Distribution Facilities within Use Area C shall not have
docks facing E Broncos Parkway.

Outdoor storage as an accessory use is not permitted in Use Area C.

Location Standards Restrictions

19. Dove Valley 1st Amend. MDP (Use Area D)

This use area is located along the Jordan Road corridor.

- All Uses allowed in Use Area A
- Churches
- Uses Allowed by Special Review:
  - Retail B-3 Principal Uses, except for auto dealerships
- Outdoor storage is permitted as an accessory use in Use Area D.

Location Standards Restrictions

19. Dove Valley 1st Amend. MDP (Use Area E)

This use area is located along the E Broncos Pkwy corridor just west of Adam Aircraft Circle.

- All Uses allowed in Use Area A
- Outdoor storage is a principal use.

Location Standards Restrictions

20. Inverness F. 1, Parcel 4 4th Amend. PDP

- General Office/Business
- Warehouse/Assembly
- **Retail Business (specific uses restricted)**
- Hotel
- **Restaurant (fast food restricted)**
- Health Club/Recreation
- Research & Development
- Multi-family Residential

APPENDIX C: SUMMARY OF MEETINGS

Elected Officials Meetings

Board of County Commissioners

The planning team met with the Board of County Commissioners to review Plan progress and the standards on the following dates:

- October 3, 2006
- October 10, 2006
- October 31, 2006
- November 13, 2006
- November 21, 2006
- December 12, 2006 (hearing for the development standards)

City Council

The planning team met with the City Council to review Plan progress on the following dates:

- September 18, 2006
- October 9, 2006
- October 30, 2006
- November 13, 2006
- November 20, 2006
- December 11, 2006 (hearing for Sub-Area Plan and development standards)
- December 18, 2006 (hearing for development standards)
- January 14, 2008 (reintroduce plan)
- February 3, 2008 (update)
- March 3, 2008 (ratification)

Joint Elected Officials Meetings

The planning team met with the City Council and Board of County Commissioners jointly on October 17, 2006.

Appointed Officials

Arapahoe County Planning Commission

The planning team met with the Arapahoe County Planning Commission on:

- September 26, 2006
- November 7, 2006
- November 28, 2006
- December 5, 2006 (public hearing)

City Planning and Zoning Commission

The planning team met with the City Planning and Zoning Commission on:

- September 27, 2006
- November 8, 2006
- November 29, 2006
- December 6, 2006 (public hearing)
- December 12, 2008 (reintroduce plan)
- January 30, 2008 (public hearing)
- February 13, 2008 (public hearing to adopt)

Joint Planning Commission Meetings

The Arapahoe County Planning Commission and City of Centennial Planning and Zoning Commission met jointly three times in late 2006 as follows:

- October 10, 2006
- October 24, 2006
- November 14, 2006

Public Meetings

Stakeholders/Public Meetings

Stakeholders and members of the public had opportunities to review draft materials during five meetings. Notes from the events are attached.