



## MEMORANDUM

TO: Mayor Jones and Members of the Board

FROM: Karen Proctor, Town Administrator

DATE: July 21, 2022

RE: Introduction of Austin Pierce Flanagan and Discussion of Master Plan Update & Municipal Code Rewrite

### DISCUSSION:

The Town of Foxfield's Master Plan was last updated in 2008 and the municipal code has not had a full review since 2012. The Board has an extensive list of sections in the code to review and revise. It is recommended that the Master Plan be updated at least every five (5) years and be done in conjunction with an update to the Municipal Code.

The Town is not required to do an RFP for professional services. Therefore, the Board expressed an interest in the possibility of working with Town Attorney Corey Hoffmann's office for the Municipal Code update. Mr. Flanagan from Attorney Hoffmann's will be in attendance at tonight's meeting to discuss how he can help the Town with the update of the municipal code.

***Austin Pierce Flanagan*** is an associate attorney at Hoffmann, Parker, Wilson and Carberry (HPWC). At HPWC, Austin represents Colorado municipalities on matters including urban renewal law, land use and zoning, real and personal property, constitutional law, open meeting and open records, and taxation. Prior to joining HPWC, Austin was an associate at Clarion Associates where he primarily drafted land use codes for counties and cities across Colorado and the Nation. He has also worked at the National Renewable Energy Laboratory where he drafted geothermal regulations and the City of San Diego where he ensured compliance with water quality regulations. He is passionate about empowering local communities to meet their environmental and planning goals.

In addition, Staff is learning that DOLA may no longer be offering the program with DU for the assistance with the Master Plan update. That said, the question has been asked of how much the Master Plan needs updating. The 2008 Town of Foxfield Master Plan is attached as Exhibit A for the Boards review and input. Staff would suggest at a minimum the Master Plan's

formatting, some minor use of wording and a more professional presentation should be done, which Staff can do.

**EXHIBITS:**

Exhibit A – Town of Foxfield 2008 Master Plan

# **TOWN OF FOXFIELD, COLORADO**

## **MASTER PLAN**

Adopted: December 17, 1998

Adopted: Amendment #1 -Trails Plan -June 3, 2004

Adopted: Amendment #2-Parker Road Sub-Area - May 15,  
2008

**TOWN OF FOXFIELD  
MASTER PLAN & AMENDMENTS**

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## **SECTION 1: INTRODUCTION**

The purpose of the Town of Foxfield Master Plan is to provide a guide for public officials, residents, and others who are involved with planning, land use, and development in this community. Foxfield was incorporated as a statutory town in December 1994. It represents the community's vision as to how this low density residential "enclave" should develop in the future. It will be updated and amended as conditions may warrant.

Over a period of several months in 1995, the first Master Plan was developed in its initial draft form by the Foxfield Land Use and Zoning Committee. It was adopted in 1996 by the Foxfield Planning Commission. Because of significant changes which took place around the community since 1995, the Foxfield Board of Trustees decided to revisit the Master Plan in 1998 and in April the Trustees charged the Planning and Communications Committee to revisit the Master Plan and recommend revisions based upon community input.

This process was completed in November 1998 and the draft Master Plan and several land use alternatives were presented to the Foxfield community in December 1998 at a public hearing. Based upon comments at the hearing, the Committee made revisions to the documents and forwarded them to the Town of Foxfield Planning Commission for consideration. The proposed revisions were minimal, and continued to emphasize the desire of Foxfield's residents to maintain the rural atmosphere of the community while allowing for approximately seven acres of replacement commercial in response to the planned interchange at Arapahoe and Parker Roads.

The revised Town of Foxfield Master Plan was adopted in December 1998. Subsequent to adoption, the Plan has been revised twice in 2004 and 2008.

The format of the Master Plan is succinct and straightforward and includes a discussion of the background of the community, existing conditions, goals and policies. These narrative sections are supplemented by a Master Land Use Plan map, which graphically depicts the overall policies and concepts for the community.

It is important to emphasize that the Town of Foxfield Master Plan is not zoning. It does, however, present recommendations about future land use and development and is to be utilized as a guide for future decisions by the Town. The Town of Foxfield has adopted zoning and other development regulations which reinforce the concepts and recommendations in the Master Plan, which are consistent with the provisions of Town regulations and Colorado State Statutes.

## **SECTION 2: BACKGROUND**

### **2.1 INTRODUCTION TO THE EXISTING COMMUNITY**

The recently incorporated Town of Foxfield encompasses approximately 1.3 square miles (820 acres) and is located east of Parker Road and south of Arapahoe Road in Arapahoe County. This unique enclave has a rural character in that each single family dwelling within the community sits on a minimum lot of approximately 2.5 acres served by individual well and septic systems. The lots are zoned for horses. All of the existing roads were gravel, but have been paved since incorporation. There are no street lights, which plague most of the metro Denver area.

Some of the residents first settled in the area now known as Foxfield, in the 1950's. Although development was relatively slow through the years, it has accelerated dramatically since 1990. At the time of incorporation in 1994, approximately 85% of the property was developed, comprising over 200 homes.

If there is one thing that all residents agree upon, it's the rural quality of life as presented by the Town of Foxfield to its inhabitants as being the reason for residing here.

### **2.2 HISTORY OF THE COMMUNITY**

Historically, Foxfield is located in a state which was part of the Louisiana purchase of 1803, associated with the Kansas territory, and more recently unincorporated Arapahoe County. Prior to the establishment of land claims by foreign interests, the area now known as Colorado was inhabited by Native Americans, specifically, Kiowas, Cheyennes, Arapahos, and others of Indian origins. When the Kansas territory was formed, a large part of eastern Colorado was included in a county called Arapahoe. Upon Kansas becoming a state in 1861, the territory of Colorado was established and Arapahoe was designated as a Colorado county. Arapahoe County's eastern border at that time was the Kansas State line and continued westward to what is now Sheridan Boulevard. The size of the county existed until 1902, when it was divided and assigned to other counties, namely Washington, Yuma, Valverde, and the City and County of Denver. An additional division was made to form Adams County from the remaining Arapahoe County area. Currently, Arapahoe County is a rectangular strip, seventy-two miles long and twelve miles in width in which the Town of Foxfield is a part of its western region.

The 1848-49 gold rush to California contributed many of those prospectors who either passed through, or stayed to try their luck within Colorado. One of the locations where gold was found by some of these adventurers was at the confluence of Cherry Creek and the Platte River. This became a settlement called Denver, which later became the Arapahoe County seat until 1902, when it was moved to Littleton.

The first educational opportunity for settlers in Arapahoe County was offered in 1857 by a private school and enrolled nine white children along with four Indians. Currently, the school district which serves Foxfield is Cherry Creek School District #5.

John and Isaac McBroom built one of the first irrigation ditches in 1859. They founded and incorporated the City of Sheridan in 1890, including the areas of Petersburg and Fort Logan within the Sheridan boundaries. The Rocky Mountain News reported the McBrooms' bringing into Arapahoe County the first hive of honey bees to the area in 1862. The first log cabin constructed in the Englewood area was by T. Skerritt in 1859. His claim to fame was further enhanced by plowing two parallel furrows from Dry Creek to Cherry Creek to enable him to more easily travel to Denver. This resulted in a roadway which is now identified as Broadway.

In 1862, Richard S. Little claimed land adjacent to the South Platte River and subsequently constructed a flour mill in 1867. He operated the mill under the title of the "Rough and Ready Mill" which existed as a historical landmark until a 1958 fire destroyed its buildings. Mr. Little developed part of his property as housing for his employees which formed the nucleus for the Town of Littleton.

Prior to the formation of the Town of Foxfield, Arcadian Acres was the first development in the area. Following was Sierra Vista Estates in the early 1960's and smaller subdivisions made their presence felt up to, and including the establishment of Foxfield. Much of the land comprising the Town of Foxfield came from sections 28 and 29 fronting the main artery, East Arapahoe Road. However, this roadway was not always known by its present name.

Commencing at Parker Road and continuing eastward to South Liverpool, Arapahoe Road was known, prior to 1965, as East Davidson Road. This title was conferred upon the roadway in respect to its main inhabitants of many years, the Davidson family. Bill and Joe Davidson were brothers who owned much of the land east of Foxfield and whose heirs sold their farming and ranching acreage to developers for some of the subdivisions existing today in the vicinity of Liverpool and Arapahoe Road.

For those residents living along Davidson Road, access to metro Denver area locations west of Cherry Creek could only be reached by traversing Parker Road because of the non-existence of bridges spanning Cherry Creek. The only bridge that was available in the 1950's was at Belleview Avenue, which was later destroyed by fire and never rebuilt.

On August 19, 1891, the United States deeded by patent, the southeast one-fourth of Section 28 to Henry O. Lohrer. In October of the same year, Henry was made owner of the northwest one-fourth of the same section, thereby giving Henry one-half of Section 28. This was subject to any vested and accrued mineral, water, agriculture, and manufacturing rights. President Benjamin Harrison deeded the southeast one-fourth to F. C. Smidt on May 19, 1892. William Lohrer obtained the remaining northeast quarter from President Harrison and Ellen MacFarland, Assistant Secretary, then recorded the parcel through the general land office. A variety of exchanges and sales of parcels of land within section 28 are recorded from this point of original ownership to the present.

The last owner of Section 28 was William and Tena Mellema, who were responsible for developing Sierra Vista Estates.

References:

Arapahoe County Government, et al, Arapahoe County: Community of Contrast and Change. Arapahoe County, CO. pp 1-6.

The Arapahoe County Abstract and Title Company, Abstract of Title, Littleton, CO, 1892- 1968.

### **SECTION 3: PLANNING PROCESS**

#### **3.1 INTRODUCTION**

Planning is essential for a town and its residents if the achievement of goals and objectives are to be realized in the future. All towns in the State of Colorado have the legal power and authority to plan for their communities while the judicial court system assures its citizenry that such plans and tools utilized by the towns are constitutionally correct.

#### **3.2 MISSION STATEMENT**

Due to the responsibility imposed by C.R.S. Section 31-23-206(1), the members of the Foxfield Land Use and Zoning Committee created and subsequently offered for adoption a Master Plan for the physical development of the land within the Town of Foxfield. In addition, C.R.S. Section 31-23-208 provides that Foxfield may amend, extend and/or add to the Master Plan as deemed necessary.

#### **3.3 VISION STATEMENT**

The vision of the Town of Foxfield is: "To maintain for the residents of the Town of Foxfield the quality of life which has been and is currently enjoyed by its citizenry." This includes, but is not limited to:

- Low density housing
- Rural character of roadways
- Low levels of traffic, noise, light, and air pollution
- Scenic views of the mountains
- Rural and relaxed atmosphere, coupled with fairly close-in proximity to the metro Denver area
- Live in harmony with the environment and its wildlife

#### **3.4 AMENDMENT #1 -TRAILS**

##### **A. Introduction**



Amendment #1 regarding trails in the Town of Foxfield was developed in 2004 and adopted June 3 of that year. The amendment consisted of additions to policies in subsection 4.5 Open Space, Trails and Parks. A Trails Map was included which was subsequently amended by Amendment #2 in 2008.

Foxfield's trail system consists of a crusher fire path generally set within the existing street ROW. Portions of the path have been constructed as part of the street paving project and can be used by walkers, runners, bicyclists and horseback riders. Remaining portions of the trail will be constructed when sufficient town funds are available. The trail system consists of a loop through the community providing a community wide collector route to the Cherry Creek Trail System or to adjacent subdivisions. It also acts as simply a loop system within the community connecting individual residential units with each other and to the commercial areas both within and external to it.

### 3.5 **AMENDMENT #2 – PARKER ROAD SUB-AREA**

#### A. Introduction

Amendment #2 was adopted on May 15, 2008 and consisted of additions of polices and modifications/additions of maps. This amendment for the Parker Road Frontage Sub-Area involves the Plan elements of Land Use, Roads and Transportation, Open Space, Trails and Parks and Community Services and Facilities. The Trails Map was previously modified as part of Comprehensive Plan Amendment #1, and approved in 2004. The Land Use and Trails were modified with this Amendment. In addition, an Infrastructure map has been added to identify connection options for a frontage roadway, storm drainage, sanitary sewer and water utilities.

The Town has identified the potential for commercial development along the Parker Rd. frontage and it is for this reason that this amendment to the Master Plan was written and approved by the Town Board.

#### B. Purpose

The purpose of this Master Plan Amendment is to modify the Land Use allocation for lots along South Parker Road (Parker Road} from single family residential and institutional to commercial use. The intent is to maximize the commercial value of these lots for future development to accomplish the following:

- Provide an alternative to single family development on lots that are heavily impacted by South Parker Road traffic.
- Raise sales tax revenue for the Town for purposes of infrastructure improvements and property tax relief.
- Create a development buffer for interior single family lots along South Parker Road.

#### C. Land Use

Commercial Designation -The 1998 Master Plan, as adopted, had a small amount of land in Foxfield designated for commercial use. This land is located at the intersection of Parker Rd. and Arapahoe Rd. Commercial development is complete

on approximately one third of this land and it is expected that the remaining two thirds will not develop in the near future, but possibly within the next 5 to 10 years.

South of this land and the Parker Rd./Arapahoe Rd. intersection, there are 12 parcels that were designated for rural residential use (large lot residential use) plus one parcel occupied by the Parker Fire District, designated as an Institutional Use. Presently five of the residentially designated parcels are vacant. The Fire District has plans to possibly vacate their building and relocate to another site either inside or outside of Foxfield. The change in designation for these thirteen parcels -the Parker Road Frontage Sub-Area- will increase the amount of land in Foxfield that has the potential for development into commercial and business uses. These changes are graphically noted on the Land Use map.

#### D. Roads and Transportation

##### 1. Frontage Road

The proposed frontage road on the Land Use Map and Trails Plan Map extends north to south along the entire Parker Road Frontage Sub-Area, providing access to each parcel. A conceptual layout of the frontage road is depicted as shown on the attached Infrastructure Map. Its full access point to Parker Rd. is at the signalized intersection of Parker Rd. and Chambers Way connecting to the Cornerstar development on the west side of Parker Rd. as shown on the Infrastructure Map.

##### 2. Access Availability and Frontage Road

Currently there are no direct full movement access points to the proposed commercial area from South Parker Road. There is a signalized intersection, recently constructed, onto South Parker Road on a street from the west called Chambers Way, located approximately the mid-point of Tract 40, Arcadian Acres Second Filing.

Interim access to Tract 19, Arcadian Acres Second Filing, prior to the development of any of the commercial area may be required as shown on the Infrastructure Map across Tract 30 and 31. The acquisition of public right-of-way/easement and a temporary construction easement will be required for this interim access if provided prior to any commercial development.

The frontage road will close East Fremont Avenue access to its current Parker Road location and route East Fremont Avenue to the Chambers Way signalized intersection. A right-in/right-out access will be provided at approximately the middle of the large unplatted property in the southwest corner of the Town to provide a secondary access to the commercial area. If the Parker Fire Protection District Station remains on Tract 12, emergency signals and signage will be required at their crossing of the frontage road to allow access onto Parker Road from the station.

Screening of the frontage road, acceptable to COOT, to avoid having headlights from the southbound traffic on the frontage road interfering with the northbound traffic on Parker Road will be required. Also associated with the frontage road intersection with Parker Road are the costs to convert the three-way traffic signals at the intersection of Parker Road and Chambers Way to a four-way signalized intersection, the construction of a left turn lane for southbound traffic on Parker Road to the frontage road, the construction of the accel and decellanes required for the frontage

road access and any storm drainage facilities required for the construction of the frontage road intersection.

Due to the topography associated with the commercial area to the north of East Fremont Avenue, substantial grading of the area will be required. South Norfolk Street, East Easter Avenue and East Easter Way range from fourteen (14) feet to thirty-four (34) feet higher than the frontage road at the Parker Rd. intersection with Chambers Way. A retaining wall, ranging from five (5) to twenty-five (25) feet in height, depending on the final design of the frontage road and the commercial property, will need to be constructed along these streets. This item will have a significant cost impact in this area for the commercial development of the property.

### 3. Frontage Road Implementation

The Frontage Road could be built in phases, such as a northern segment with temporary right-in/right-out access with Parker Rd. at East Fremont Ave. A complete build-out of the full frontage road would cause the closure of the East Fremont Ave. intersection and the opening of a full access signalized intersection at East Easter Avenue.

Neighborhood Connectivity- The Frontage Road concept allows for a connection to the residential neighborhood of Foxfield at East Easter Way via East Fremont Avenue. This connection could be designed using traffic calming techniques to reduce the amount of commercial traffic coming into the neighborhood and at the same time making it convenient for the neighborhood traffic to access the commercial frontage property and the signalized intersection at Parker Rd. and Chambers Way.

A second point of connectivity to the Parker Rd frontage subarea is at the large, southernmost frontage parcel by means of the extension of South Buckley Rd. This extension southward could provide neighborhood access to the "back side" of this commercial frontage parcel as a convenience to Town residents. No through traffic would be allowed.

## E. Trails and Open Space

The Town Board has desired adding a trail link in the northwest part of Town that provides a better connection from the interior of the community to the Foxfield Village Center (FVC) and the Arapahoe Rd./Parker Rd. intersection and beyond. The alignment of this trail has been defined, now that the FVC has been built, and is shown on the Trails Map.

The trail link connects the cul-de-sac in Norfolk Court and extends westward through easements on residential lots and the Town's open space tracts to a below grade crossing at the Ring Road, and continues through the adjacent property to the south to a below grade crossing under the Loop Road and through the interior of the Loop Road to and through the Arapahoe Rd./Parker Rd. intersection. Eventually the trail link will connect with the regional trail along Cherry Creek.

An open space designation has been assigned to property recently acquired by the Town near the Ring Road. This is shown on the Land Use Map.

## F. Community Facilities and Services- Utility Planning

### 1. Drainage System Availability

Several drainage facilities conveying storm water from the Town of Foxfield on the east side of Parker Road to the west side of Parker Road are in place as

shown on the Infrastructure Map. The drainage facilities in place consist of two (2) 30" culverts beneath Parker Road at the proposed Chambers Way/Frontage\_Road intersection, a single (1) 30" culvert beneath Parker Road on the north side of East Fremont Avenue, a single (1) 30" culvert beneath Parker Road on the south side of East Fremont Avenue, a triple (3) 12' x 6' concrete box culvert located at the drainageway traversing the unplatted property in the southwest corner of the Town and a single (1) 30" culvert at the southwest corner of Town. These facilities, however, were sized to convey the runoff from the existing residential areas within the Town. Therefore the proposed commercial development will need to provide for the total water quality volume of the developed area along with a minimum of a 10-year detention up to a maximum of a 100-year detention requirement. Also, a 36" culvert is proposed north of East Fremont Avenue, as shown on the infrastructure map, requiring a bore of Parker Road. Additional drainage facilities may be required on the west side of Parker Road if they are not in place at the time of the provision of this 36" culvert. These drainage requirements will have an impact on the total developed commercial area, especially north of East Fremont Avenue.

## 2. Water Availability

Water service to the commercial area may be provided by the Arapahoe County Water and Wastewater Authority (ACWWA). At the present time ACWWA has a 36" transmission line within the Town boundaries traversing East Fremont Avenue, East Easter Way and East Easter Avenue. There is also an existing 16" transmission line traversing the west side of Parker Road for the entire length of the commercial area as shown on the Infrastructure map. It is anticipated that ACWWA will not allow any connections to the 36" transmission line traversing through the Town to serve this commercial development. Knowing that the commercial area will need to provide a looped 12" water system to serve the area there will need to be a minimum of one (1) bore beneath Parker Road to connect to the 16" transmission line on the west side of Parker Road to provide the necessary water system looping. Additional bores may be required depending on how the commercial area is developed. ACWWA has an obligation to provide water to one single residential unit per lot for the current platted lots. ACWWA does not have an obligation to serve commercial uses in this planned commercial area. At the present time, ACWWA may consider providing said commercial service but will likely require the payment of fees and the acquisition of renewable water resources to be dedicated to ACWWA for the anticipated commercial water use.

## 3. Sanitary Sewer Availability

Sanitary sewer service to the commercial area may be provided by ACWWA. At the present time, ACWWA does not have any sanitary sewer service in the Town of Foxfield. ACWWA does have a 24" to 36" sanitary sewer trunk line located along the Cherry Creek corridor to the west of Parker Road as shown on the Infrastructure map. Due to the existing topography of the commercial area, two connections to the ACWWA trunk line will likely need to be provided, one for the commercial area north of East Fremont Avenue and one for the area south of East Fremont Avenue. The north sanitary sewer connection would traverse from

the commercial area, possibly along Chambers Way, for approximately 1,700 feet to the existing sanitary sewer trunk line. The south sanitary sewer connection would traverse along an existing drainage channel for approximately 2,100 feet to the existing sanitary sewer trunk line. Both of these connections would require a bore beneath Parker Road. An additional cost to providing the sanitary sewer connections will be acquiring any easements necessary from property owners along the sanitary sewer connections route.

At present, property within the Town is not within ACWWA's boundary for sanitary sewer service. At such time as an application for service is submitted, ACWWA will need to update their Master Plan to include the commercial area and to ensure that the existing trunk line has sufficient capacity to accept the flows associated with the commercial development. If the trunk line is found to be unable to handle the additional commercial flows, then the trunk line would require up sizing by the applicant at a significant cost.

#### 4. Electric, Gas, Telephone and Cable TV Availability

Electric service within the Town of Foxfield is provided by IREA. It is anticipated that IREA will provide electric service to the commercial area. Natural gas service within the Town of Foxfield is provided by Xcel Energy. It is anticipated that Xcel will provide natural gas to the commercial area. Telephone service within the Town of Foxfield is provided by Qwest. It is anticipated that Qwest will provide telephone service to the commercial area. Cable TV service within the Town of Foxfield is provided by Comcast. It is anticipated that Comcast will provide cable TV service to the commercial area.

## **SECTION 4: PLANNING POLICIES**

The following are goals and policies upon which future decisions on land use and development will be based. These are to be utilized in conjunction with the Master Plan.

### **4.1 COMMUNITY CHARACTER**

**GOAL:** To enhance and protect the existing low density, single family, and rural character of the community.

**POLICIES:**

1. Maintain the standard of single family residential development on rural estate lots.
2. Encourage appropriate and compatible development of currently undeveloped land.
3. Encourage development that is compatible with a rural character, in terms of land use, scale or other characteristics.

4. Prepare and adopt sign design standards and requirements for the community, including on public right-of-way and private sites.
5. Encourage a sense of pride and good stewardship in the Foxfield area and in its community affairs.
6. Encourage proposals from Foxfield citizens regarding the street network system, other transportation elements, parks and open space, land use, community facilities, and other amenities which will enhance and improve the community.
7. Allow horses and other animals in a manner compatible with the character of the Foxfield community.

## **4.2 LAND USE**

**GOAL:** To allow only land uses in the community which are compatible with a well-cared for rural, low density character.

**POLICIES:**

1. Maintain the minimum standard of one residential unit per approximately 2.5 acres except for specific areas identified on the Master Plan map.
2. Encourage flexibility and common sense in developing the remaining undeveloped land in order to achieve compatible land use and site planning while providing benefits to the Foxfield community as a whole.
3. Require the establishment of significant open space buffers between residential areas, community, and non-residential uses where warranted.
4. Limit "home occupations" to prevent off-site impacts, including visual and traffic effects.
5. Recognize the corner area next to the Arapahoe/Parker intersection as the prime location for commercial development within Foxfield. Amendments to the Master Plan map may be considered for commercial and other uses as each would affect the abutting properties and the whole community with the primary goal to further the policies of this Master Plan and provide benefits to the Town of Foxfield and its residents.
6. Future land annexations should be considered on a case-by-case basis, taking into account factors which may increase the tax base and/or provide benefits to the Town of Foxfield and its residents.

7. Views to the Rocky Mountains from public streets (Norfolk St., Easter Way, Buckley Rd. and Hinsdale Way) in Foxfield generally adjacent and east of Parker Road need to be protected to the greatest extent possible. Applications for new development along this edge of the community will need submit a site line analysis from various points along these streets to address view visibility concerns. In addition, site plans and landscape plans will need to be submitted that effectively address buffering and screening concerns of adjacent land uses to the east. Implementing these two objectives, view preservation and landscape buffering, where landscape buffering is used to screen nonresidential land uses from residential land uses, may occasionally conflict. Such conflicts are to be reasonably resolved as part of the development review process.
8. The Town's commercial design guidelines should be up-dated periodically to reflect the Town's design and development directions for this area. If necessary, changes to the Zoning Ordinance need to be made to identify the Design Guideline as Design Standards. In particular, develop standards that require new developments in the commercial area to build at or near the grade of Parker Road and to incorporate extensive berming and landscape screening along the eastern edges of these properties to protect rural residential land uses fronting on Norfolk St., Easter Way and Buckley Road.
9. New developments along South Parker Road and Arapahoe Road need to plan for community pedestrian and vehicle access to and from appropriate development sites but not allow for cut through traffic in Foxfield.
10. New developments along South Parker Road and Arapahoe Road, when built in phases or by separate developers on separate parcels, need to plan for vehicle and pedestrian connectivity between them:...

#### 4.3 UNDEVELOPED LAND

**GOAL:** To encourage creative and flexible planning for the land which remains undeveloped.

**POLICIES:**

1. Evaluate undeveloped land as located on the Master Plan map in terms of the opportunities and benefits the land may present for the Foxfield community.
2. Consider uses of land and facilities, such as open space, that may provide additional benefits for the community of Foxfield.

3. Encourage flexible site planning to allow for the creation of public open space, including planned development techniques.
4. Consider environmental conditions of a site and its surrounding area when evaluating new development.

#### **4.4 ROADS AND TRANSPORTATION**

**GOAL:** To work toward the establishment of a safe and functional road network that is appropriate to the character and requirements of the Foxfield community.

**POLICIES:**

1. Plan for a functional street network throughout the community that provides good access for residents, while discouraging through traffic.
2. Seek to distribute traffic impacts equitably throughout the Foxfield community.
3. Be pro-active in planning the street network for the undeveloped land.
4. Require developers to provide objective analysis of the traffic impact of their proposed developments and to satisfactorily mitigate the anticipated traffic impacts.
5. Consider a full range of methods to control cut-through traffic, such as the following:
  - Stop signs
  - Limited access
  - Street closures
  - Network discontinuities
  - One-way streets
  - Drainage pans
  - Other restrictions
6. Establish safe speed limits for all roads and ensure their enforcement.
7. Maintain the rural character of the roads, including:
  - Gravel shoulders
  - No curb and gutter
  - Swales on both sides of the road
  - Natural landscaping
  - No street lights



- Minimal signage
  - Minimal intrusive outdoor lighting
8. Seek to minimize vehicular access entries and exits along Arapahoe and Parker Roads, while formulating an equitable distribution traffic impact plan.
  9. Work toward the future establishment of signalized intersections along Arapahoe Road and Parker Road that minimize negative traffic impacts on Foxfield.
  10. Take pro-active steps to become involved in planning and design of improvements along Arapahoe and Parker Roads. At this time, the following are major considerations:
    - Widening of Arapahoe Road, east of Parker Road
    - Interchange at Arapahoe and Parker Roads
    - Appropriate access alternatives to existing houses on Arapahoe Road
    - Sufficient access to undeveloped land along Arapahoe and Parker Road
  11. Develop a plan to address each of the following:
    - Standards
    - Maintenance
    - Street classification
    - Signage
    - Costs
    - Paving
    - Relationship to pedestrian/equestrian trail systems
    - Other
  12. Prepare and adopt an Official Street plan.
  13. Promote street projects which will prevent significant increases in traffic volumes or speed within Foxfield.
  14. Work with public and private entities to promote public transportation services for the Foxfield community.
  15. The Town of Foxfield should establish a leadership role in working with developers to identify and finance utility and road infrastructure improvements to serve new commercial developments.

#### 4.5 OPEN SPACE, TRAILS AND PARKS