Auraria West

Station Area Plan

DENVER
THE MILE HIGH CITY

Community Planning & Development

Adopted June 15, 2009

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Executive Summary

Executive Summary

The planning, design, construction and opening of the expanded FasTracks transit corridors are a source of pride and excitement for neighborhoods and businesses in Denver. Opportunities for changes to land use, design and mobility exist at each new station in Denver. Through the planning process, community members, City staff and the station area planning team worked together to identify these opportunities and develop strategies to achieve a vision for the station area.

The Auraria West light rail station is located in RTD's Platte River line at the west side of the Auraria Higher Education Center (Auraria or AHEC) Campus. It is currently located adjacent to a pedestrian only section of Lawrence Street and is being relocated further north and west to 5th Street as part of the West Corridor light rail project, planned for completion in 2013. The West Corridor will be a 12.1-mile light rail transit corridor between the Denver Union Station in downtown Denver and the Jefferson County Government Center in Golden, serving Denver, Lakewood, the Denver Federal Center, Golden and Jefferson County.

The Auraria West Station Area is just east of Downtown Denver in the Auraria statistical neighborhood and partially in the La Alma/Lincoln Park (LALP) neighborhood. The existing land uses surrounding the station include educational, industrial, and a large amount of surface parking as well as a student housing facility. The Pepsi Center, owned by Kroenke Sports Enterprises, is immediately north of the Auraria Campus.

The station typology is a campus/special events station. The location provides students convenient access to Auraria Campus and will serve as a major transfer point from the West Corridor to the Central Corridor upon relocation. The Auraria West Station is projected to experience the second highest ridership in the FasTracks system due in part to the proximity to Auraria Higher Education Center with 3 institutions of higher education of 43,000 students who are provided RTD bus/light rail passes through an approved student fee.

The Auraria West Station Area Plan articulates near and long-term goals, issues, and recommendations for the future. The plan provides a sound policy basis for citywide decision-making and guiding positive changes, including land-use patterns, urban design, circulation, and infrastructure. The Denver Comprehensive Plan 2000, Blueprint Denver, the Transit-Oriented Development Strategic Plan, and other adopted city-wide plans form the basis for recommendations contained in the Auraria West Station Area Plan.

In the future, Kroenke Sports plans to develop a transit-friendly, mixed-use, "entertainment district," on part of their existing surface parking lots. The potential entertainment district could create a vibrant pedestrian link to the Pepsi Center from the Auraria West Station. In addition, a local real estate development company, Urban Ventures, has assembled land surrounding the existing Campus Village Apartments. Urban Ventures plans to work with the Auraria Higher Education Center redevelop the area directly west of the station with additional student housing and commercial/mixed use.

Vision and Goals

Transit-oriented development is a mix of uses at various densities within a half-mile radius, or walking distance, of a transit stop. TOD ought to create specific areas that integrate transit into neighborhoods and help support lively and vital communities.

From discussions with the stakeholders and through a series of public meetings, the following goals were established for the plan:

These goals formed the basis of the specific land use concepts and recommendations of the plan.

The Plan: Land Use and Urban Design

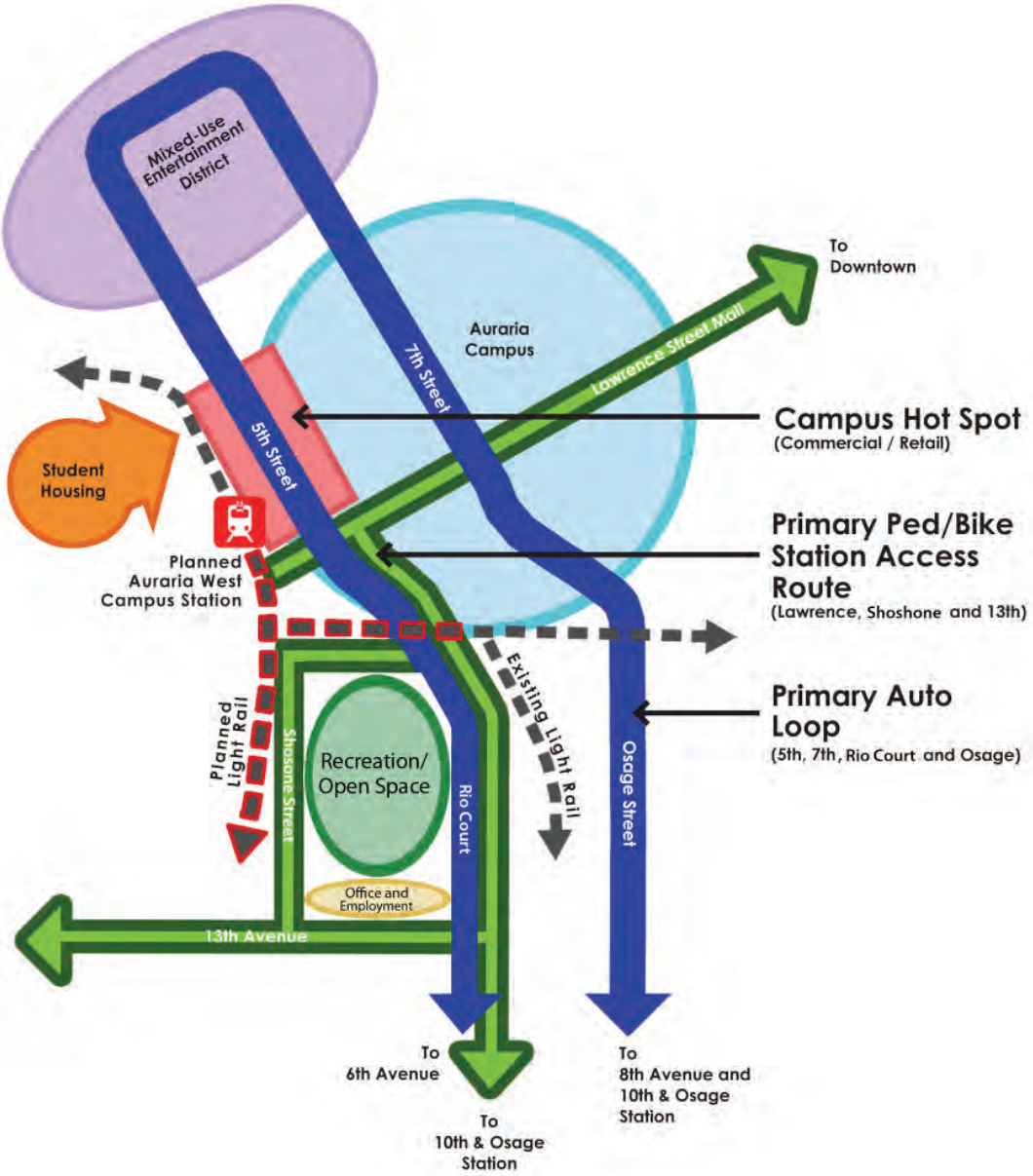
The future land use plan for the Auraria West Station was developed with the community at three public workshops. The plan includes the following priorities:

- **Campus Hot-Spot and Main Street Elements along 5th Street:** The "campus hot spot" on 5th Street is intended to provide campus-oriented commercial and retail uses for the projected increase of students and transit riders at the station. Commercial ground-floor uses near the station are intended to be student oriented and will activate the station platform and surrounding area and complement the existing Tivoli Student Union.

Auraria West Station Area Vicinity

- **Mixed Use Entertainment District:** This area includes a mix of transit-supportive land uses, primarily entertainment, commercial, residential and office/ employment. Entertainment uses may include a pool hall, bowling alley, movie theatre or other uses that may benefit students as well as downtown and regional users.
- **Auraria Campus**: This area provides for the growing needs of Auraria Higher Education Center in a transit-supportive manner.
- **Student Housing:** The existing and planned student housing on the west side of the station will be better integrated into the campus and have improved pedestrian access to downtown on Larimer and Lawrence Streets.

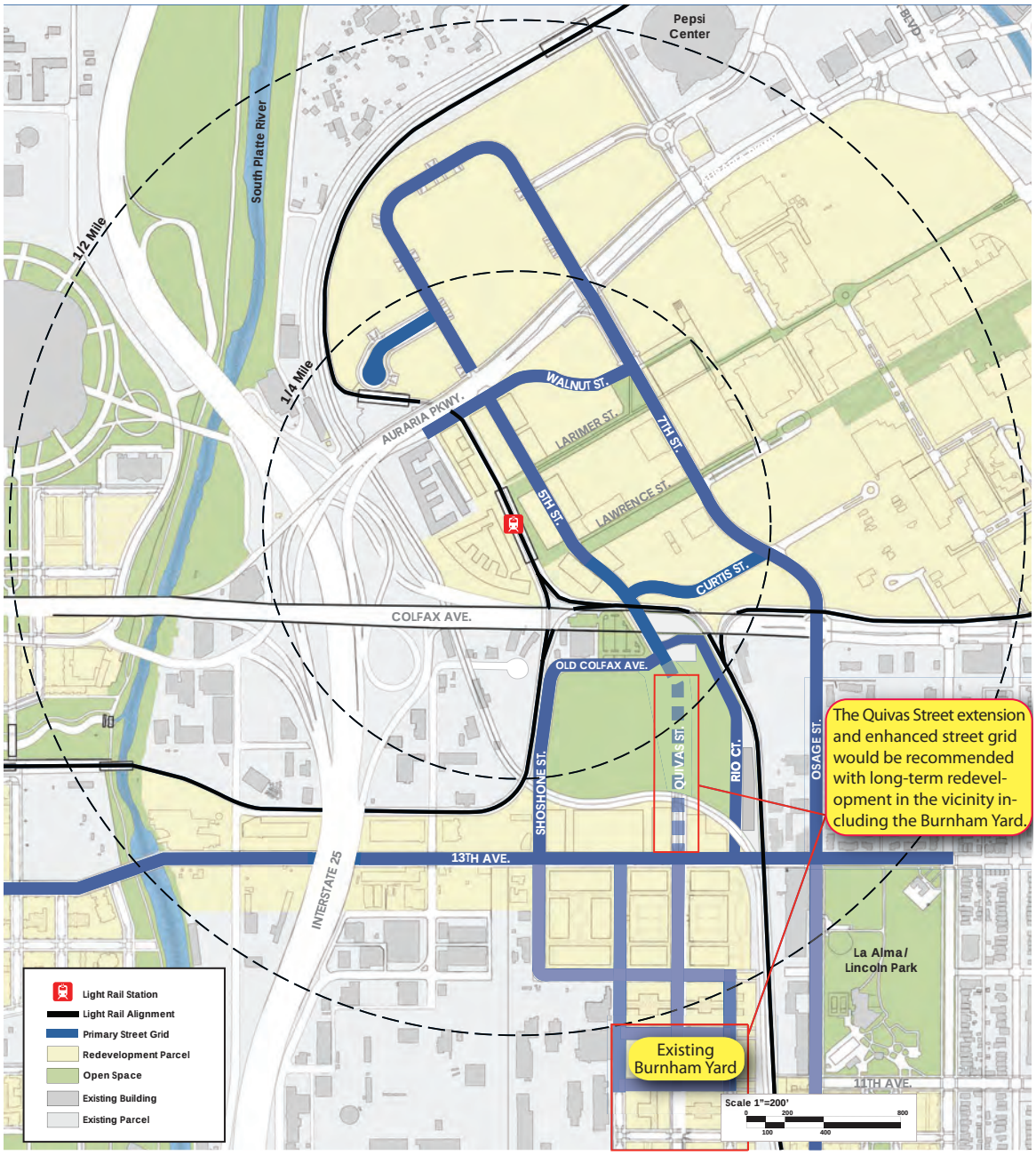
Fundamental Concept Diagram



The Plan: Circulation and Mobility

The circulation plan identifies the key connections for vehicles, pedestrians and bicycles throughout the station area. Streets that should be priorities for pedestrian improvements include:

- 5th, 7th, and Shoshone streets, and Rio Court are the key to supporting the commercial and retail uses surrounding the station
- Lawrence Street is a pedestrian mall that provides the key connection through the campus to downtown
- 13th Avenue is the primary east/west connection
- Other key elements of the circulation plan include:
- Extending Shoshone Street to Old Colfax Avenue (eliminating 14th Ave in this location) and relocating Curtis between 5th and 7th streets. This will also support commercial and retail uses on 5th Street
- Creating a primary auto loop on 5th, 7th, Rio Court, and Osage streets. This will provide north-south access through the site, ventilate the heavy traffic generated by the Pepsi Center events and increase access and visibility at the station



Station Area Mobility

Implementation and Next Steps

The implementation plan for the Auraria West Station is intended to lay out the framework to enable development and infrastructure consistent with the plan. The Auraria West implementation covers a series of actions:

- Specific recommendations
- Strategies for implementation
- Implementation timing
- Citywide TOD implementation evaluation

Specific recommendations are listed in tables in the implementation section. The most immediate steps include plan adoption followed by rezonings that provide the regulatory framework to implement the recommendations. Rezonings should occur within the context and timeframe of Denver's zoning code update. It is anticipated that new zone districts will be available under the updated code that will be suited to the unique development character of the station areas.

Another immediate step includes the scoping of infrastructure projects and the identification of potential funding sources to implement the infrastructure needed in the station area. These infrastructure improvements should be pursued through public-private partnerships between local, university, regional, state and federal agencies.

First Tier Implementation Recommendations and Timing

It is important to have the city set up the Auraria West Station as development ready. Development ready includes:

- Getting new zoning in place
- Identifying an implementation toolbox – both financial and regulatory
- Putting in place the partnerships with other agencies and departments – Community Planning and Development (CPD), Public Works (PW), Regional Transportation District (RTD), and the Auraria Higher Education Center (Auraria or AHEC)

Overview

Introduction

In 2002 the City adopted **Blueprint Denver - An Integrated Land Use and Transportation Plan,** to further the goals identified in **Comprehensive Plan 2000** and promote more efficient use of transportation systems, expanded transportation choices, and appropriate and mixed land uses. **Blueprint Denver** identifies Areas of Change where growth should be directed and Areas of Stability where change should be limited. When voters passed the "FasTracks" ballot measure in 2004, Denver was poised to take a more significant leadership role in implementing **Blueprint Denver** and focusing growth near transit stations. This agenda was furthered by the adoption of **Greenprint Denver** in 2006. The **Greenprint** agenda promotes transit-oriented development (TOD) by setting a goal of increasing new development located within a ½ mile of existing transit stations by 20% by 2011 and decreasing reliance on automobiles through public transit and access.

In an effort to prioritize planning and implementation activities related to transit and TOD, the City prepared the **Transit Oriented Development Strategic Plan** in 2006.

Expanding on the goals and policies identified in the **TOD Strategic Plan**, the Auraria West Station Plan provides a sound policy basis for citywide decisionmaking and guiding positive changes to the built environment. This document outlines the key components of the planning process, establishes a foundation of essential objectives and provides strategies on how to realize the vision.

The Auraria West light rail station is located in RTD's Central Corridor at the west side of the Auraria Campus. It is currently located adjacent to a pedestrian only section of Lawrence Street and is being relocated further north and west to 5th Street as part of the West Corridor light rail project, planned for completion in 2013. The West Corridor will be a 12.1-mile light rail transit corridor between the Denver Union Station in downtown Denver and the Jefferson County Government Center in Golden, serving Denver, Lakewood, the Denver Federal Center, Golden and Jefferson County.

Picture 1.1 Rail system in the Denver region

Existing:

Central Corridor (1994)

Southwest Corridor (2000)

Central Platte Valley Spur (2002)

Southeast Corridor (2006)

FasTracks

West Corridor - opening 2013

East Corridor - 2015, subject to change

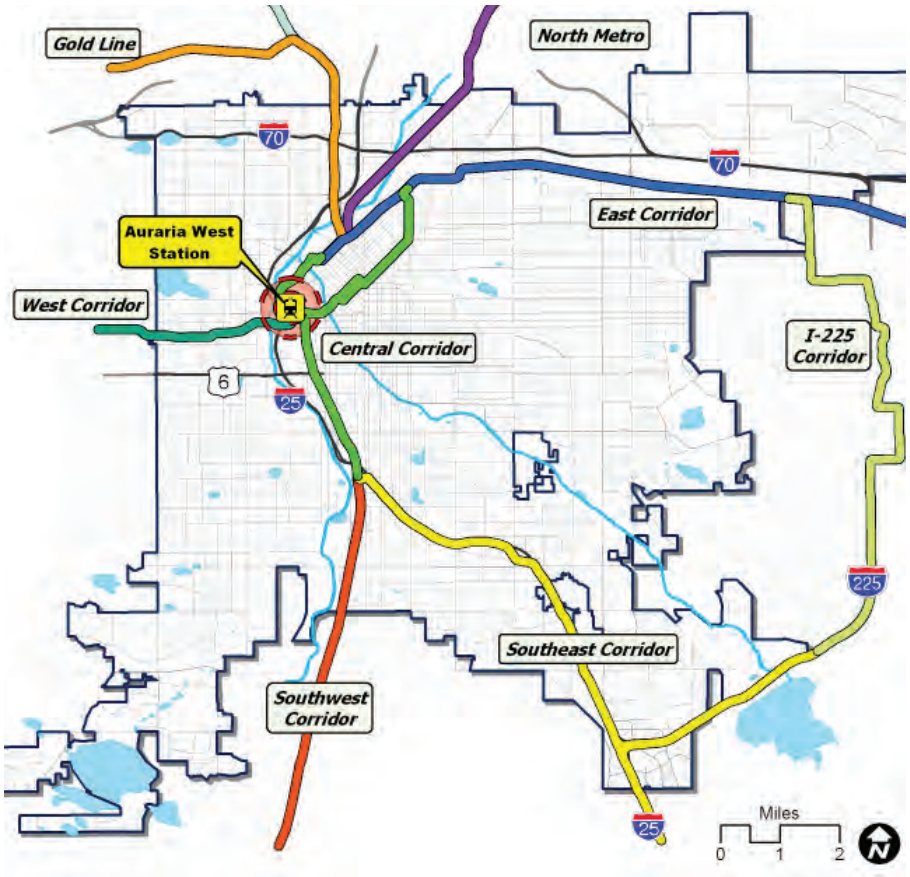
Gold Line - 2015, subject to change

*Central Corridor Extension - 2015**

*I-225 Corridor - 2016**

*North Metro Corridor - 2016 **

** currently insufficient funding*



Purpose of the Plan

Property owners, elected officials, neighborhood organizations and city departments will use the Auraria West Station Area Plan for many purposes over its lifespan. The following is a description of the primary uses of the plan ranging from big picture expectations to implementation.

Infrastructure Improvements: A plan can provide the justification or the prioritization and allocation of funding from private sources or the city's capital improvement budget and other sources.

Funding and Partnership Opportunities: Implementation of plans requires a collaborative effort between neighborhoods, businesses, elected officials and city departments. Plans typically require funding beyond the city's budget. This plan identifies and supports these partnerships and resource leveraging efforts.

Reference for Larger City Wide Plans: The station area plan may include analysis that can inform other larger city-wide plans. For example, as parking is a major issue that is addressed in this station area plan, the analysis and recommendations included here should be considered in the development of the city-wide strategic parking plan.

Data Resource: The plan offers a collection of existing conditions data about the planning area in an easy-to-reference document.

Reinvestment Guidance: Market conditions cannot be guaranteed and changes in demographics cannot be accurately predicted. However, it is clear that the relocation of the light rail station and construction of the West Corridor generates reinvestment interest. The plan guides public and private decision-making and investment in the planning area over the coming years as it relates to land use, urban design and mobility. The plan offers guidance on this reinvestment for the near-term and flexibility to adapt to changing demographics and market demands.

Zoning Amendments: The plan does not convey or deny any zoning entitlement but is an essential evaluation tool used in proposed zoning changes. Furthermore, the plan does not change zoning code language, but informs the pending zoning code update.

Picture 1.2 Existing Auraria West Station

Plan Process

Over a course of approximately 18 months, community members worked together with City staff and the station area planning team (made up of multiple agencies, property owners and stakeholders) to articulate opportunities, develop a vision and craft strategies to achieve the vision. With the strong foundation of adopted plans, stakeholders focused on the vision for creating a stronger sense of connection to the Auraria Campus and the surrounding neighborhoods while creating opportunities for mixed use development with campus supportive uses.

These community members represented residents, property owners, university officials, businesses and community organizations in the area. In addition, the process involved collaboration between the City and County of Denver's Community Planning and Development Department, Office of Economic Development, and Public Works Department, with support from the Department of Parks and Recreation and Environmental Health. Consulting assistance was provided by Crandall-Arambula.

Regular public meetings and stakeholder work sessions shaped plan contents for the station area planning. Briefings and public hearings with City Council, Denver Planning Board and interagency city staff were also crucial to the process. The working group engaged in the following process:

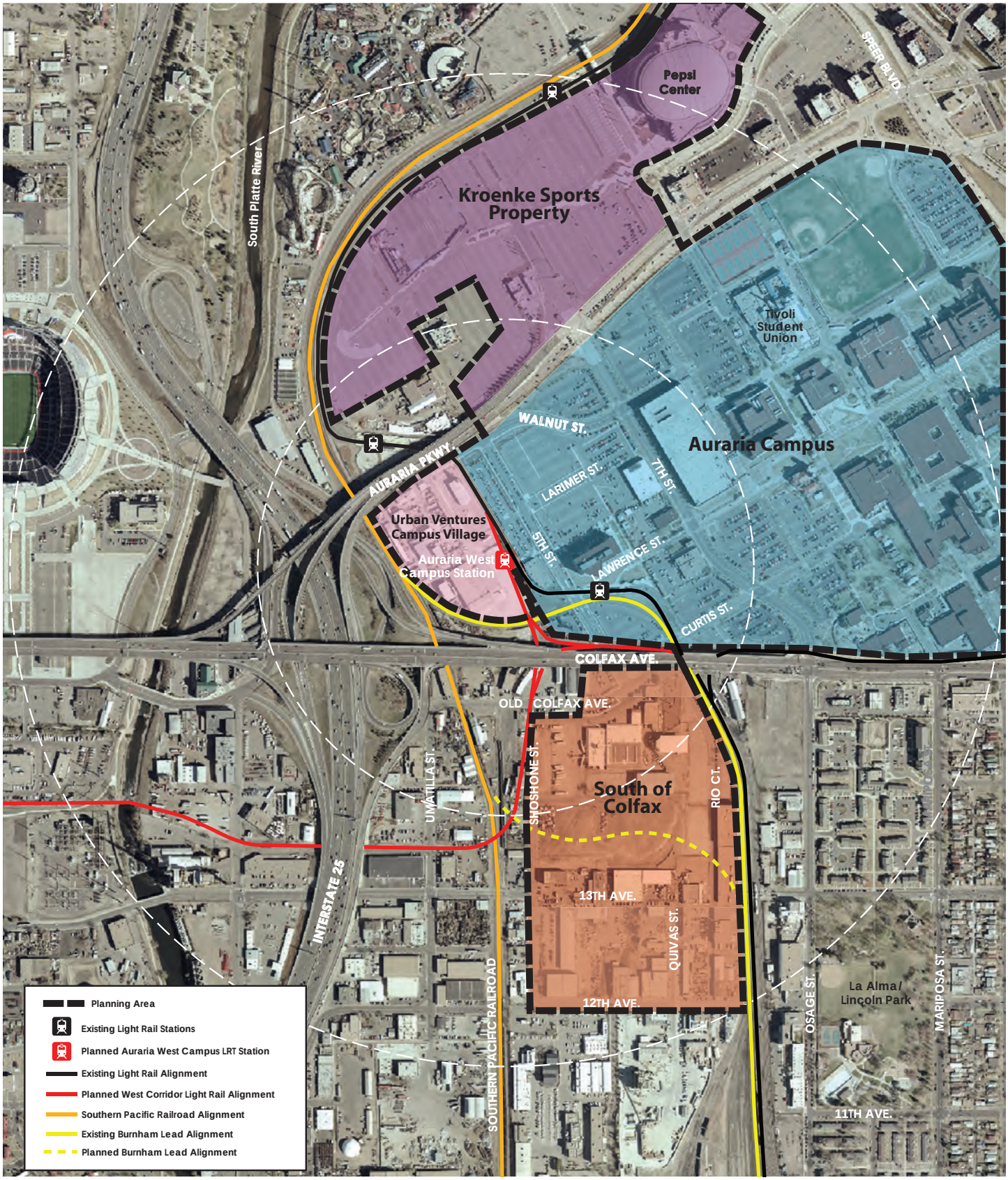
1. Collect and analyze background information
2. Identify opportunities and constraints
3. Public Workshop 1 - provide overview, identify issues and concerns
4. Draft vision and key objectives
5. Public workshop 2 – review findings/finalize vision and project objectives
6. Develop and analyze land use and circulation alternatives
7. Technical review of parking, traffic, transportation, environmental and economic alternative concepts
8. Public workshop 3 – present alternative concepts and identify preferred alternative
9. Refine preferred alternative
10. Draft station area plan, implementation strategy and infrastructure assessment
11. Finalize station area plan
12. Circulate station area plan for external stakeholder review
13. Bring final draft of station area plan through adoption process including public hearings before the Planning Board and Denver City Council

Picture 1.3 Community members worked together with City staff and the station area planning team to articulate these opportunities, develop a vision and craft strategies to achieve the vision.

Context

Planning Area: The Auraria West light rail station on RTD's central light rail corridor is located at 5th Street and Old Colfax Avenue on the Auraria Campus. The entire Auraria West Station planning area is delineated by a 1/2 mile radius (10 minute walk) from the station. The planning area is located within Council District 9 and primarily within the Auraria statistical neighborhood, the boundaries of which include Colfax, the South Platte River and Speer Boulevard/ Cherry Creek. This area is just east of Downtown Denver and a portion is also in the La Alma/Lincoln Park (LALP) neighborhood.

Core Station Area: The core station area is defined as sites closest to the station that are likely to see the most change and redevelopment within the planning time frame (see Picture 1.4). The core station area is currently dominated by surface parking areas for the Auraria Campus and Pepsi Center. The predominant surrounding land uses also include educational, industrial, as well as a student housing facility. This station plan considers the entire 1/2 mile radius but has some more specific recommendations for the core station area.



Picture 1.4 Core Station Area - 2006 Aerial Photograph

The Kroenke Sports property (Pepsi Center) to the north of Auraria Parkway is within the core station area and provides a large potential area for redevelopment. The core station area also includes the Auraria Campus; however, land uses on the campus are governed by the **Auraria Campus Master Plan**. Because circulation and connectivity through the campus are key to activating the station, these topics are emphasized and recommendations for AHEC are included. The land assemblage south of Colfax is also included in the core station area. With substantial acreage, underutilization, and direct access to 5th Street, this area is an important component of the plan. The main focus of the core station area is 5th Street, between Auraria Parkway and Old Colfax as this will be the location of the campus hot spot and serve as a spine connecting the street network. The areas west of I-25 are not included in the core station area due to the physical and perceptual barrier of the interstate.

Beyond the Planning Area: While the planning area is the 1/2 mile radius of the Auraria West Station, it is important to understand the land use and transportation pattern beyond that boundary. Beyond the planning area, to the east of the campus is downtown and the central business district (CBD). To the west is Invesco Field with medium to high density residential neighborhoods. The area to the south is predominantly industrial and to the southeast is predominantly residential. While these areas contain a diversity of land uses, the proximity to downtown, educational and entertainment centers makes access to the planning area important. A consideration addressed in this document is the need for improved connections from the Auraria Campus and La Alma/ Lincoln Park neighborhood to downtown.

Station Typology: According to Denver's **Transit Oriented Development Strategic Plan (August 2006)**, the Auraria West Station TOD typology is campus/special events with a desired land use mix of university campus, sports facilities, limited multi-family housing, and limited office/retail.

The TOD typology developed by the City is an attempt to recognize the important differences among places and destinations within regions and then to identify appropriate performance and descriptive benchmarks for these places. The basic station area "place types" as defined by the typology are intended to provide a very general idea of the overall character of and vision for each station area without spelling out too many specific details.

Planning Context: Denver's adopted plans provided the basis for the Auraria West Station Plan and represent official policy adopted by elected representatives with public input. It is essential to ensure consistency with the goals, objectives and recommendations of these plans. An overview of all documents considered during this planning process is found in the Appendix. The overriding principles of these plans are:

- Promoting urban infill and compact, mixed-use development patterns that use resources more efficiently
- Creating multi-modal streets that facilitate walking, bicycling and public transportation use along with automobiles
- Providing parks, schools, civic uses and open space that are safely accessible by pedestrians
- Restricting development in areas that would affect the sustainability of regional facilities

Market Context: To identify, leverage, and maximize TOD opportunities, the City commissioned a **TOD Economic Analysis and Market Study.** The primary goal of the **TOD Economic Analysis and Market Study** was to provide the city with an assessment of TOD potential at the regional, corridor, and station area levels through analysis of short- and long-term demand (e.g. demand in 2015 and 2030). Conducted in coordination with station area planning efforts, the market study helped to better align station plans with market realities and dynamics. The overall objectives of the **TOD Economic Analysis and Market Study** were to forge a better understanding of the economic context in which the City plans for TOD, and to develop specific recommendations regarding the amount, type, mix, and intensity of uses appropriate for selected station areas. The study established a few key projections and findings which provide a framework for economic opportunities in Denver:

- The build-out of FasTracks will create a comprehensive transit system and should place the region in a better competitive position to attract new growth compared to other regions without full transit-systems
- The region should experience relatively high rates of household and employment growth in the next 20 years
- There is a demonstrated market interest in higher-intensity development

- The City and County of Denver has taken a proactive role in planning for transit and other transit-supportive public policies
- Current development activity near existing transit stations in the region far exceeds DRCOG growth projections
- Station areas are attracting (capturing) new development at a rate of 25%-40% depending on the development type (residential, retail, or office)

Existing Planning Area

Population and Housing

Dominated by the Auraria Campus and the Pepsi Center, the Auraria statistical neighborhood supports a very small residential population. In 2000 the Census estimated a neighborhood population of 123 people. The Auraria Campus itself housed no students in 2000. In 2005 the Campus Village Apartments were constructed adjacent to the campus. The Campus Village Apartments currently house approximately 685 students in 230 units and experiences very low vacancy rates. South of Colfax approximately 405 residential units within the La Alma / Lincoln Park neighborhood are located within 1/2 mile of the station. Because the student housing and a large Denver Housing Authority property in La Alma/Lincoln Park are rental properties, only 12% of the units within the station area are owner-occupied.

Entertainment

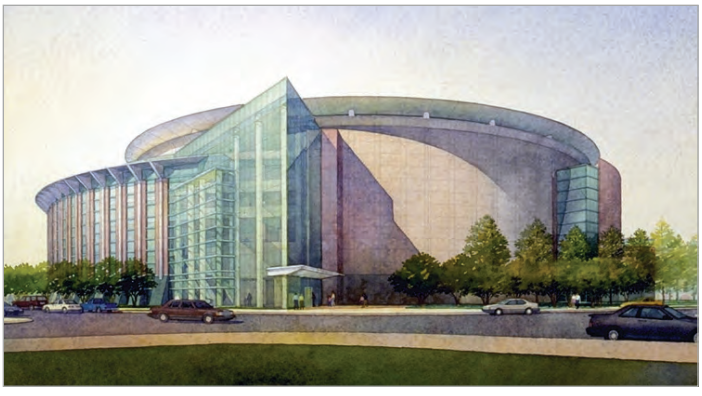
Kroenke Sports Enterprises is the owner of the Pepsi Center, home to the Denver Nuggets, Colorado Avalanche, Colorado Mammoth and the Colorado Crush. Kroenke's property is surrounded by three of Denver's light rail stations: Pepsi Center, Invesco Field and Auraria West Campus. It is also located immediately north of the Auraria Campus. The majority of Kroenke's land currently serves as surface parking lots. In the future, the property owner plans to apply for rezoning to enable the development of a transit-friendly, mixed-use, "entertainment district" using a general development plan (GDP) or other applicable planning process. The GDP process identifies issues related to land use, open space, transportation, water, wastewater, utilities and urban design and provides a conceptual plan for integrating the anticipated land uses with the necessary infrastructure. Upon redevelopment, a pedestrian scale block pattern should be incorporated to capitalize on the property's proximity to light rail. Improving connectivity will be essential to the success of the entertainment district and creating a more walkable station area.

Six Flags Elitch Gardens is a downtown amusement park located north of the Central Corridor rail line and Kroenke Sports property. The southern portion of the amusement park is within the 1/2 mile radius of the Auraria West Station. The rail line creates a barrier for pedestrians walking from the Auraria West Station; however, better access is provided from the Pepsi Center station.

Schools and Public Facilities

The Auraria Higher Education Center (AHEC or Auraria) campus area is home to three educational institutions: the Community College of Denver, Metropolitan State College and the University of CO Denver downtown campus. The student population is increasing and is projected to substantially increase over the next 20 to 25 years. Every five years AHEC is required to update the master plan for the campus. An updated campus master plan was adopted in 2007.

The 2007 **Campus Master Plan** calls for expanding and intensifying the campus to meet the current and future space needs of the Auraria Campus.



Picture 1.5 The Pepsi Center is located just north of the Auraria West Station within the 1/2 mile radius

Picture 1.6 Urban Ventures Phase 1 of the Campus Village development

Picture 1.7 Auraria Campus Illustrative Master Plan

The plan also hopes to enhance the identity of the individual institutions through the creation of individual neighborhoods. Key to improving campus connectivity is the recommendation to extend Larimer Street through the campus as a pedestrian walk and bikeway, and allowing for a shuttle or trolley. The parking strategy in the plan locates parking at campus edges and maintains current parking capacity by transitioning from surface parking to structured parking. These planning efforts will greatly improve the access and activity around the light rail station. The **Campus Master Plan** also identifies new potential approaches for real estate transactions enabling public-private development on campus property.

Land Assemblage

Campus Village. Urban Ventures, a local real estate development company, partnered with the University of Colorado Real Estate Foundation to develop the student housing facility adjacent to the Auraria Campus. Phase One of the project, a $50 million, 250,000-square foot development, was completed fall of 2006. In conjunction with the construction of the West Corridor and relocation of the Auraria West Campus Station, Urban Ventures plans to complete the additional phases and redevelop the underutilized parcels surrounding Campus Village apartments.

South of Colfax. The "South of Colfax" site includes 22 acres of land located between Old Colfax and 13th Avenues currently consisting of industrial uses and underutilized parcels. The site is impacted by the realignment of Union Pacific Railroad's Burnham Lead through the site due to FasTracks. Currently, freight trains access the Burnham Yard, a maintenance facility south of the Auraria West Campus station area, from a track that parallels the light rail alignment, passing under the Colfax viaduct and heading south. As part of the FasTracks project, this track, known as the "Burnham Lead," will be relocated east, just north of 13th Avenue, passing through the South of Colfax property where it would recon-

Picture 1.8 Existing transportation - station area

nect with the Burnham Yard. The Auraria Higher Education Center has recently purchased 13.5 acres of the property north of the Burnham Lead to develop recreation fields to meet their growing demand for athletic facilities. AHEC will be working to improve the connection to the fields from the campus.

Transit System

FasTracks. With the Denver region currently serving as home to 2.5 million people and another 1 million expected to move to the metro area by 2030, improvements in transportation infrastructure are critical to maintaining the excellent quality of life that attracts so many to this area. In the past 10 years alone, RTD ridership has increased more than 28 percent. The existing light rail system is a total of 35 miles, 6 lines and 34 stations. By 2007 ridership was an average of 63,000 boardings per weekday systemwide.

The RTD FasTracks program is an integration of several transit modes and other programs into a comprehensive region-wide system. FasTracks will improve accessibility, quality of life and commuting times. Several transit technologies will be used as determined through the environmental process on each corridor. RTD has already been using buses and light rail to meet the Denver metro area's transit needs. As part of FasTracks, three new technologies – commuter rail, bus rapid transit and streetcars – may be introduced to the region. In addition to the new rail corridors, extensions and bus rapid transit, FasTracks includes new Park-N-Rides, a new commuter rail maintenance facility, expanded bus service called FastConnects and the redevelopment of Denver Union Station. This unprecedented transit investment will include:

- 122 miles of new rail
- 6 new rail corridors (light rail and heavy rail)
- Expansion of 3 existing corridors
- 18 miles of Bus Rapid Transit (BRT)
- 31 new Park-n-Rides - 21,000 spaces
- Enhanced bus network & transit hubs (FastConnects)

Existing Transportation: Major east-west automobile corridors include 13th Avenue, Colfax Avenue and Auraria Parkway. Sections of the latter two roadways are elevated. In the vicinity of the station, Interstate 25 is a major north-south elevated automobile corridor located on the western edge of the study area and Speer Boulevard is located east of Auraria Campus. These north-south and east-west corridors act as visual and physical barriers that isolate the Auraria Campus and limit connectivity to adjacent neighborhoods and downtown.

Vision & Goals

Vision Statement

The City and County of Denver is poised to take a significant leadership role in implementing the new transit lines and focusing growth into neighborhoods and areas near almost 40 transit stations. This section begins with the established TOD principles for the City of Denver. The unique qualities of the Auraria West Station Area substantially contribute to this effort. Realizing this vision will depend on the ability to overcome distinct challenges and capitalize on strengths and opportunities described in this section. This section establishes the specific vision for the Auraria West Station and the primary Transit-Oriented Development objectives for the station area are described.

The Auraria West Station will develop over the coming decades into an energized area of sustainable mixed-use development with campus-supportive uses. Students, faculty and visitors will be drawn to the convenience and amenities of this location. The station will be connected to downtown, surrounding neighborhoods and adjacent light rail stations through the regional transportation system.

Improved pedestrian and bicycle connectivity will tie the light rail station with the student housing, campus, downtown, mixed-use entertainment district, and future main street uses along 5th Street. Development of new housing on the west side of the station will allow more students and faculty to live near the light rail connecting them to the campus and the region. The increased population base will support a variety of campus-oriented commercial, retail, and entertainment uses.

The growth and development on the Auraria Campus will be coordinated with the transit-oriented development surrounding the station. These efforts will include activating the station platform with a "campus hot spot," providing a destination for students and transit riders.

5th Street will be transformed by new development and improvements coordinated between the City of Denver, AHEC, Urban Ventures, and the Regional Transportation District. On-street parking, premium pedestrian treatments, and ground-floor commercial and retail will transform 5th Street into a spine connecting the street network. Buildings on both sides of 5th Street will also complement the street and the transit station. Pedestrian improvements on 5th Street, Larimer, Lawrence Street, Shoshone and Rio Court will make walking easy and convenient to and from the station, campus, downtown, Pepsi Center, Invesco Field and adjacent neighborhoods. Students will be able to walk to entertainment and services and be more integrated into the urban fabric.

Improvements to the street grid through the campus and south towards 13th Avenue will provide much needed connections. 13th Avenue will remain an important connection for neighborhoods to the east and west, allowing residents to conveniently walk or bicycle to the Auraria West and Decatur Stations.

New development will be high-quality, sustainable and architecturally interesting with ground floors and building entrances that open onto the sidewalk. Buildings will be of a scale that helps create a sense of enclosure and safety for pedestrians as they walk to their destinations.

TOD and Sustainability
Defined by the Brundtland Commission (World Commission on Environment and Development), sustainable development "meets the needs of the present without compromising the ability of future generations to meet their own needs." Transit-oriented development addresses the three E's of sustainability: environment, economy, and social equity and furthers the climate objectives set forth by **Greenprint Denver.**

Environment - Mobile sources account for as much as 90% of all carbon-monoxide emissions. Transit-oriented development supports use of public transportation over private automobiles and can help reduce traffic and air pollution. For every passenger mile traveled, public transportation is twice as efficient as private automobiles.

Economy - The average working American drives 396 hours each year, the equivalent of 10 workweeks. More than one-fourth of this time is spent commuting to and from work. Transit-oriented and mixed-use development can convey substantial fiscal and economic benefits for workers by reducing commute costs and increasing available hours for productivity . In addition, businesses recognize that TOD encourages a variety of local employment opportunities, and helps attract new businesses and industries.

Equity - The cost of buying, maintaining, and operating vehicles is the largest source of personal debt after home mortgages. TOD offers a framework to build community and help create and preserve a sense of place. It does this through housing and transportation choices, urban green spaces, accessible recreational and cultural attractions, and policies and incentives that promote mixed-use neighborhoods for the benefit of everyone.

Picture 2.1 Emerging opportunities create energy and excitement for the station area and present the potential to create a main street of mixed uses along 5th Street.

Foundation of TOD Principles

Developing a vision begins with establishing the underlying principles of transit-oriented development. Transit-oriented development is a mix of uses at various densities within a half-mile radius, or walking distance, of a transit stop. TOD should create specific areas that integrate transit into neighborhoods and help support lively and vital communities. The **TOD Strategic Plan** defines TOD in Denver and establishes strategies for implementation.

In order to succeed, TOD should address these five guiding principles.

- **Place-making:** Create safe, comfortable, varied and attractive station areas with a distinct identity.
- **Rich Mix of Choices:** Provide housing, employment, transportation and shopping choices for people of all ages, household types, incomes and lifestyles.
- **Location Efficiency:** Place homes, jobs, shopping, entertainment, parks and other amenities close to the station to promote walking, biking and transit use.
- **Value Capture:** Encourage all stakeholders – residents, business owners, RTD and the City – to take full economic advantage of the amenity of enhanced transit services.
- **Portal to the Region:** Understand and maximize the station's role as an entry to the regional transit network and as a safe pleasant and private place to live.

Strengths, Opportunities and Challenges

To successfully accomplish the TOD principles and adopted city policies, a full understanding of the strengths, opportunities and challenges of the Auraria West Station Area is needed. Realizing this vision will depend on the ability to overcome distinct challenges and capitalize on accomplishments and opportunities described in this section.

The Auraria West Station has excellent potential for future development because of the strong existing student base in the area, the proximity to Auraria Campus and downtown, the planned student housing, and the interest of surrounding property owners and AHEC to redevelop underutilized properties surrounding the station.

Existing **strengths**, or assets, within the station area set the stage for the plan's vision and add significant value to future improvements.

- Expanding Auraria Campus provides a strong transit user base
- Major transfer point for commuters coming on the West Line to transition to the Central Corridor
- Proximity to downtown Denver
- Recent addition of student housing to station area

Emerging **opportunitie**s create energy and excitement for the station area and present unprecedented resources to evolve the built environment.

- Potential to create main street of mixed uses along 5th Street
- Ability to strengthen connections to the north-south roadway network by linking 5th and 7th Streets to the north of Auraria Parkway and strengthening connections to 13th Avenue
- Expansion of student housing immediately west of the station
- Landowner interest in redevelopment of key sites, including Pepsi Center parking lots, and infill and expansion of the Auraria Campus

Despite a strong foundation of significant strengths and opportunities, **challenges** remain. The plans objectives and recommendations will greatly assist in overcoming these obstacles.

- The station area is not well connected to the campus
- Timeline for potential redevelopment to the north and south has yet to be determined
- No bus connections to and from the station
- Roadway network does not provide direct connections to nearby corridors of Colfax, Auraria Parkway or 13th Avenue

- Bike routes and linkages are insufficient
- Barrier to the south created by the 60-acre rail yard (Burnham Yard), owned by Union Pacific Railroad. There are currently no plans for the sale of this property.

Auraria West Station Plan Objectives

To achieve a vibrant, economically healthy, growing and vital station area, a sustained effort in each of the following elements is essential:

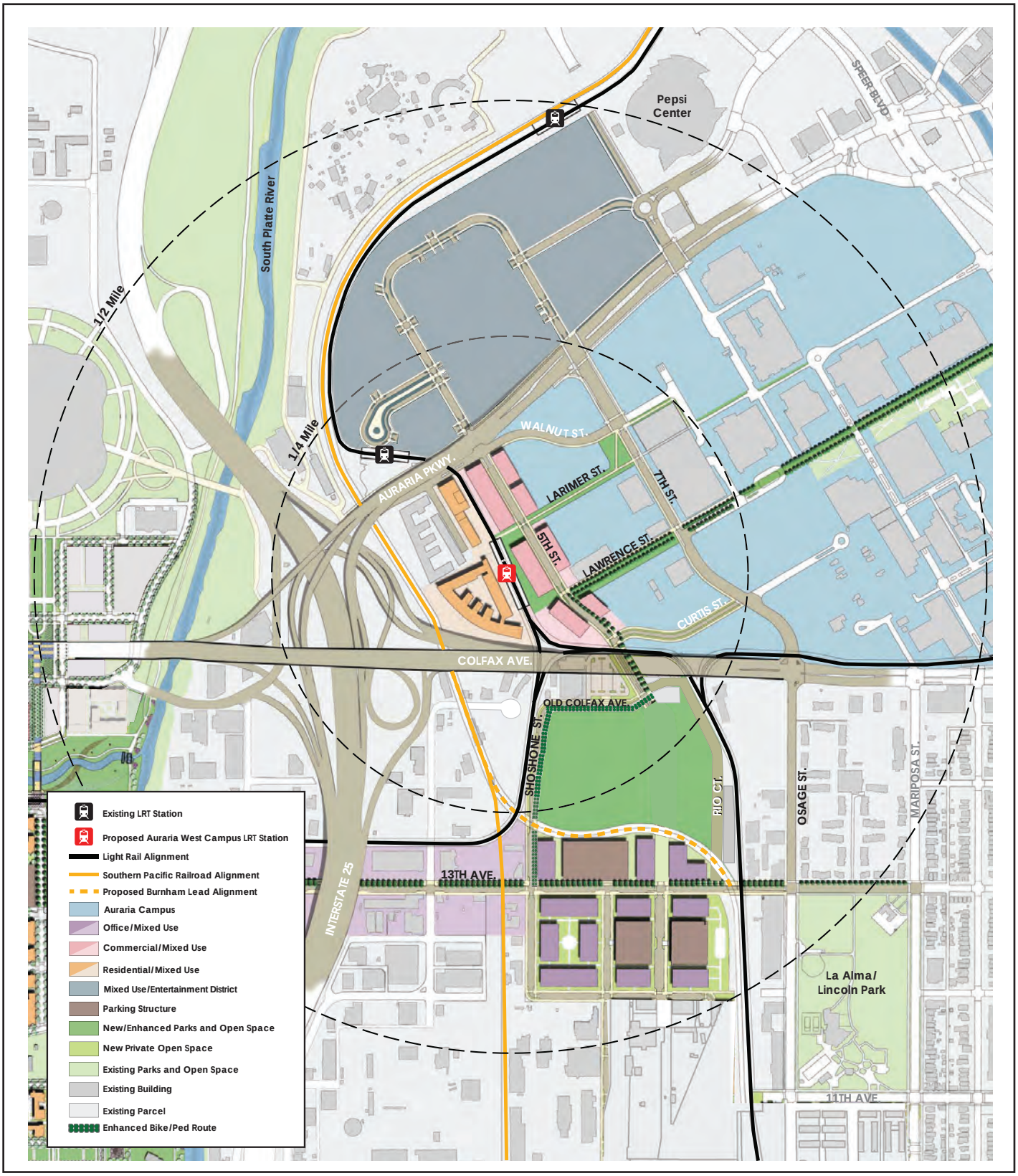
Place-Making
- Improving the station's status as a destination
- Enhancing the experience along and crossing 5th Street
- Creating main street character along 5th Street around the station
- Creating a sense of arrival for the station area and the station itself
- Developing strong connections between the station and Auraria Campus Creating a consistent and predictable form within the station area

Rich Mix of Choices
- Offering safe, convenient and pleasant pedestrian, bicycle and vehicular access between the station, campus, downtown, and surrounding neighborhoods
- Interweaving transit and pedestrian oriented uses (campus, small scale shops, restaurants, residential, etc.)
- Supporting main street environment with buildings and pedestrian entrances at the street
- Providing new opportunities for housing (mix of types and affordability)

Location Efficiency
- Considering reinvestment opportunities and accessibility improvements within the planning area
- Providing extension of 5th Street to the north and additional circulation opportunities through connection of 7th Street to the grid
- Integrating and embracing the station into the street and land use pattern
- Improving accessibility and consolidating parking locations for campus users and businesses

Value Capture
- Ensuring investments add value to existing campus and surrounding land owners
- Considering existing neighborhood plans and other planning efforts (e.g. **Decatur Station Area Plan, Downtown Area Plan, La Alma Lincoln Park Neighborhood Plan/10th & Osage Station Area Plan, Strategic Transportation Plan, Strategic Parking Plan** and the Living Streets Initiative)
- Examining capacity of infrastructure to accommodate new development (water, sewer, traffic, etc..)
- Exploring opportunities to access regional recreation systems

Portal to the Region
- Addressing existing and potential barriers between the station and campus
- Enhancing experience along 5th Street and cross campus routes, including Lawrence and Larimer streets
- Emphasizing alternative methods to access the station, such as providing bus connections and bicycle facilities
- Creating a street hierarchy and extending the grid both to the north and south of the station to access the mixed use entertainment district, Auraria athletic fields, and employment along 13th Avenue
- Highlighting the station as a transfer point for commuters coming on the West Line to the Central Corridor



Picture 2.2 Build-out Concept Diagram

Key Elements

The plan's objectives will be realized through the following key design elements described here and shown in the Build-out Concept Diagram to the left.

Primary Pedestrian/Bicycle Station Access Routes on Lawrence Street, Shoshone Street and 13th Avenue: The Lawrence Street pedestrian mall will continue to provide pedestrian and add bicycle access and serve as an organizing public open space "green" system that connects transit riders to key campus destinations and the downtown core. Larimer and Curtis Streets could provide alternative bicycle access. Rio Court , Old Colfax, and Shoshone Streets will link via 5th street to the Lawrence mall system and provide access to the 10th & Osage light rail station and neighborhoods to the south. 13th Avenue runs along the office/employment corridor, linking to the Decatur Station to the west and the Golden Triangle to the east. These routes will serve as a premium pedestrian and bicycle system that will supplement additional pedestrian and bicycle connections in the area.

Mixed-Use Entertainment District: A portion of the Pepsi Center surface parking will be transformed to include a mix of transit-supportive land uses, primarily entertainment, commercial, residential and office/employment. Entertainment uses may include a pool hall, bowling alley, movie theatre or other uses that may benefit Auraria students and downtown and regional users.

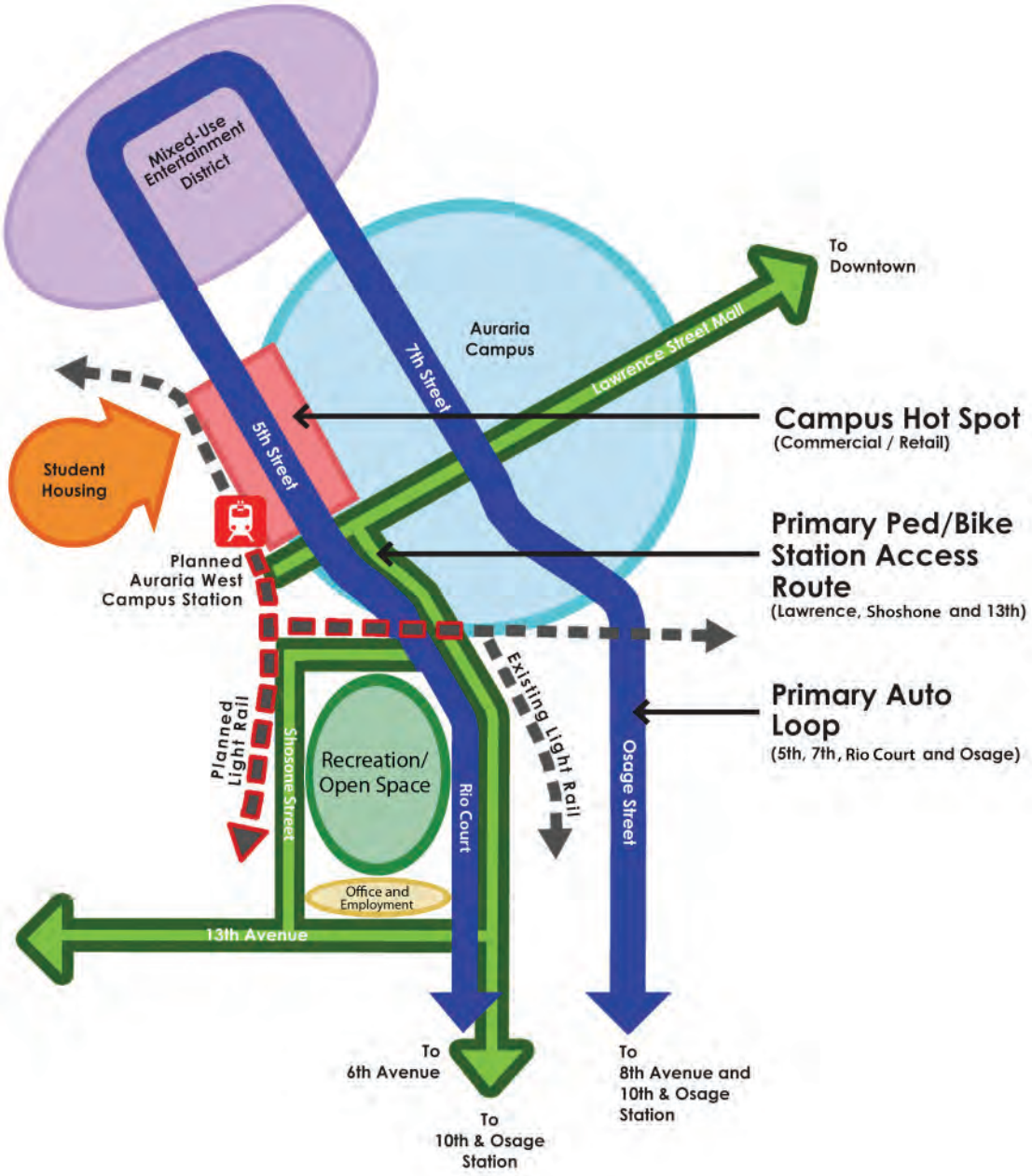
Auraria Campus: This area will provide for the growing needs of the campus in a transit-supportive manner. The existing Tivoli Student Union on campus will be complimented by nearby development and additional students and faculty will be drawn from around the region.

Student Housing: The existing and planned student housing will be better integrated into the campus and station and have improved pedestrian access to downtown on Larimer and Lawrence Streets.

Campus Hot Spot: The "campus hot spot" on 5th Street is intended to provide campus-oriented commercial and retail uses for the projected increase of students and transit riders at the Auraria West Campus Station. Commercial ground-floor uses near the station are intended to be student oriented and will activate the station platform and surrounding area and complement the existing Tivoli Student Union.

South of Colfax and Office/Employment Corridor: This area will provide a mix of land uses, including office and employment, that support transit ridership and complement the nearby Auraria Campus. It is also a planned location for expanded campus recreation facilities and athletic fields.

Primary Auto Loop on 5th and 7th Streets: This loop will maintain and improve existing auto connectivity within the site and to local and regional road systems. 5th Street and Shoshone Street/Rio Court will extend south to 13th Avenue, providing an important connection between the future mixed-use entertainment district to the north and future residential neighborhoods to the south. 7th Street remains open to auto traffic, providing circulation through the campus and increasing accessibility to nearby facilities. The extension of 5th and 7th streets to the north through the mixed-use entertainment district will help provide additional connectivity for the area and support the need to serve Pepsi Center event traffic. The fundamental concept diagram below illustrates the proposed primary auto loop through the station area.



Picture 2.3 Fundamental Concept Diagram

Land Use & Urban Design

Land Use and Urban Design

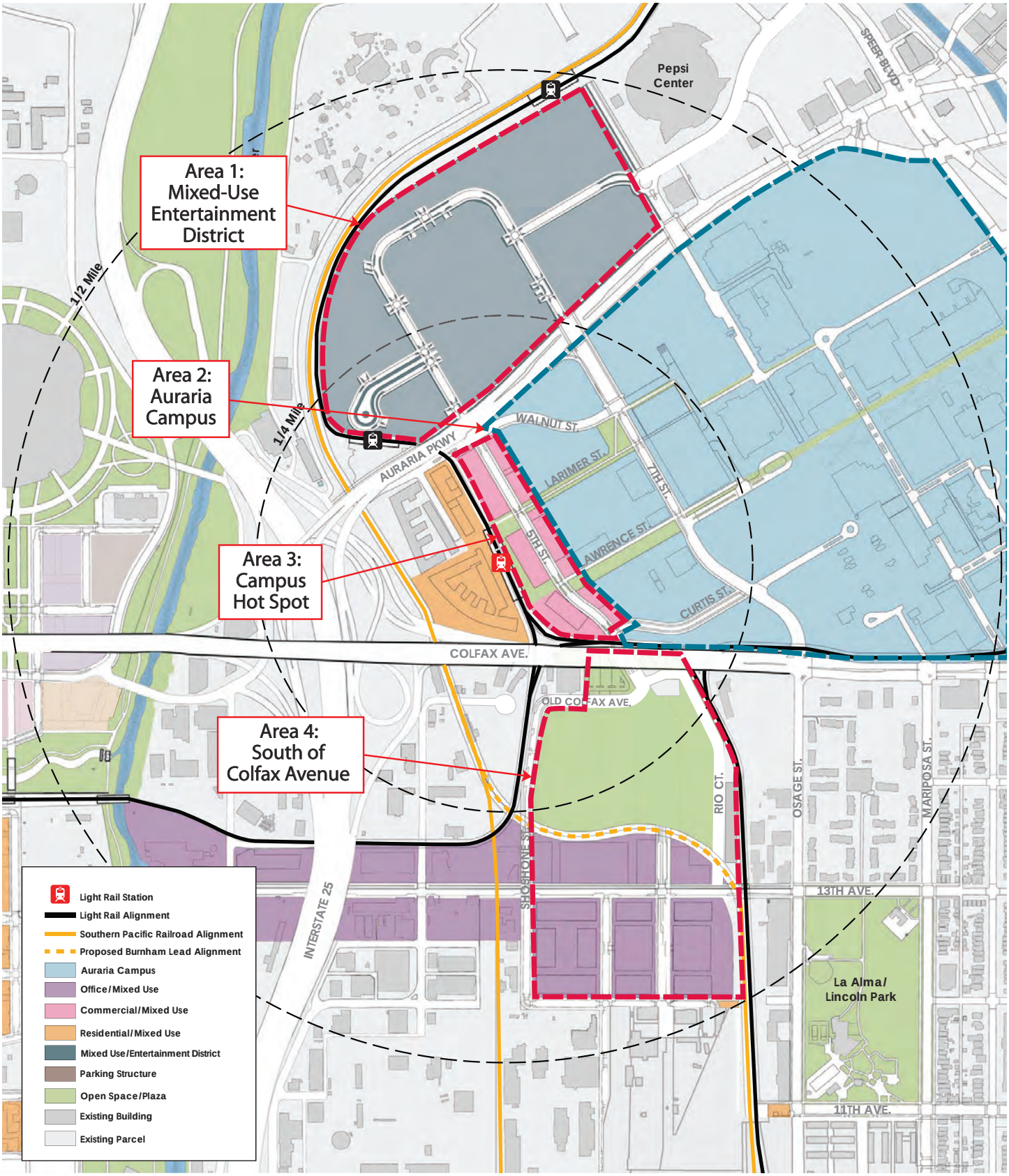
Station areas thrive on a rich mix of land uses and efficient placement of those uses. This creates a diversity of people, choice, and opportunities. Attracting jobs, residents, amenities and visitors is essential to a vital station area, neighborhood and transportation system. The intensity and arrangement of land use correlate to the typology of the station area. Auraria West Station Area typology of campus/special events is reinforced by the land use plan.

The land use plan illustrates types and locations of transit supportive uses on parcels that are most likely to be developed or redeveloped over time. The primary land use within the station area is educational; however, commercial, employment, entertainment and residential uses support the adjoining campus. Major parcels that are envisioned for transit-oriented redevelopment include the mixed-use entertainment district, campus hot spot, Auraria Campus and the south of Colfax property (See Picture 3.1). The Land Use Concept Diagram on the following page illustrates the recommended land uses for the properties likely to redevelop in the station area.

Each station area must emerge as a destination with its own sense of place and identity. This plan provides strategies for making the Auraria West Station Area a distinctive neighborhood while respecting surrounding conditions. Urban design encompasses fundamental elements such as ground floor uses, build-to lines and building heights. All are essential to an active and vital station area and maximize transit oriented development opportunities.

To create land use choices in the Auraria West Station Area and create sustainable transit- and pedestrian-oriented development, the land use concept recommends a combination of a mixed-use entertainment district, campus housing, a campus hot spot, office/employment, and open space uses. On many parcels a mix of uses, both vertically and horizontally, is recommended. Where parcels contain a vertical mix of uses, the predominate, or most important use, is indicated. This range of uses will allow for a balanced level of activity throughout the day and week and can accommodate market demands and fluctuations over a long period of time.

While the entire station area should be mixed use, the Land Use Concept illustrates the ideal concentration of student-serving retail and commercial. The land uses illustrated also reflect existing development plans. Promoting mixed use near transit can help reach the City's sustainability goals by bringing more people within easy access of public transportation, bike facilities and pedestrian routes, thereby reducing our dependence on oil and energy in the future.



Picture 3.1 Land Use Concept Diagram

Land Use Recommendations

To achieve the rich mix of choices and eliminate the auto-oriented development pattern of the Auraria Station area the land use concept recommends educational, residential, open space and office employment. Retail and commercial uses are also suggested as part of the ground floor uses framework. The following are detailed land use recommendations for the station area that respond to the vision.

Land Use and Urban Design Recommendation 1
Housing Opportunities
The Auraria West Campus Station TOD offers opportunities for transit-oriented housing. The housing framework should support a variety of housing types, including rentals and for-sale units. This will help infuse market-rate, student and affordable housing into the station area.

Land Use and Urban Design Recommendation 2
Office/Employment Base
New office/employment uses are suggested to the north and south of the Auraria Campus. Employment uses may include office and/or light-industrial uses. Family-wage jobs (sufficient to support a spouse and children), nontraditional employment, and live/work opportunities should be encouraged.

Land Use and Urban Design Recommendation 3
Campus Commercial (Campus Hot Spot)
New campus-serving commercial uses, with a strong preference for retail uses is suggested for the station area along 5th Street between Walnut and Curtis streets. These commercial services should support, strengthen and serve as an anchor for the station area and provide pedestrian-oriented street frontages with services located on both sides of the street.

Land Use and Urban Design Recommendation 4
Retail
Pedestrian-oriented retail uses are encouraged wherever possible on 5th Street, beginning at the station and extending from that retail core. Retail success typically depends on sufficient drive-by traffic. The traffic volumes on 5th Street are currently low but should increase in the future as the street becomes better connected to the surrounding area. A mix of commercial as well as retail is recommended along 5th Street Retail use should primarily serve students and transit riders. Appropriate retail types to serve campus and transit users may include restaurants, coffee shops, bookstores, campus supply stores, clothing stores, copy/print shops, and others.

Picture 3.2 Ground floor commercial - office

Land Use and Urban Design Recommendation 5
Open Space and Plaza
Existing parks and open spaces within the study area include the South Platte River greenway to the west and La Alma/Lincoln Park to the south, as well as the greens along the Lawrence Street pedestrian mall which serves as an organizing open space element on the campus. Open space enhancements include the Lawrence Street pedestrian mall and transit station plaza. Proposed athletic fields south of Colfax Avenue will provide opportunity for active recreational space for the students and neighboring community.

Land Use and Urban Design Recommendation 6
Parking
Parking requirements should be reduced in the station area due to its proximity to transit and pedestrian infrastructure. AHEC has seen an increase in students using transit to access the campus and currently the campus inventory of parking spaces exceeds the effective demand. Once the West Corridor opens, student transit demand will increase even more and parking needs should be reassessed. The *Auraria Campus Master Plan* supports eliminating all surface parking lots through potential expansion of existing structure parking options and pursuing the potential of shared parking alternatives. Although minimum market requirements for parking should be met for all land uses, alternative methods to meet the minimum standards should be utilized. See the Mobility and Infrastructure - Parking section for detailed parking recommendations.

Land Use and Urban Design Recommendation 7
Mixed Use/Entertainment District

A mixed-use entertainment district is proposed north of Auraria Parkway on the property owned by Kroenke Sports Enterprises (Pepsi Center). Given its proximity to the Auraria Campus and three light rail stations, residential and office/employment should be included in the upper floor uses to support transit ridership and serve the expanding student/faculty population. A mix of residential, office/employment, commercial, entertainment and retail uses are recommended. To accommodate redevelopment and maintain adequate parking for events, existing surface lots should be replaced with structured parking to create redevelopment opportunities. Existing Pepsi Center Street Development Agreements requiring vehicle exit time (45 minutes) after events will need to be revisited to accommodate redevelopment of the existing surface parking lot areas. The parking requirements should be revisited based on current use and transit access. Land uses should compliment the Pepsi Center's existing and future entertainment uses while providing strong pedestrian connections. Uses and design should provide links to the Auraria Campus and consider complementing the campus serving uses adjacent to the Auraria West Station.

Land Use and Urban Design Recommendation 8
Auraria Higher Education Center Campus

With the recent completion of the *Auraria Campus Master Plan* (2007), a number of key issues and concerns have been identified. The plan attempts to accommodate a number of challenging objectives including expanding academic and office space as well as athletic and recreational fields and facilities, while transitioning surface parking into structured parking. Student housing will also expand to the west of the station where the first phase of campus adjacent student housing has been completed.

Land Use and Urban Design Recommendation 9
South of Colfax Avenue

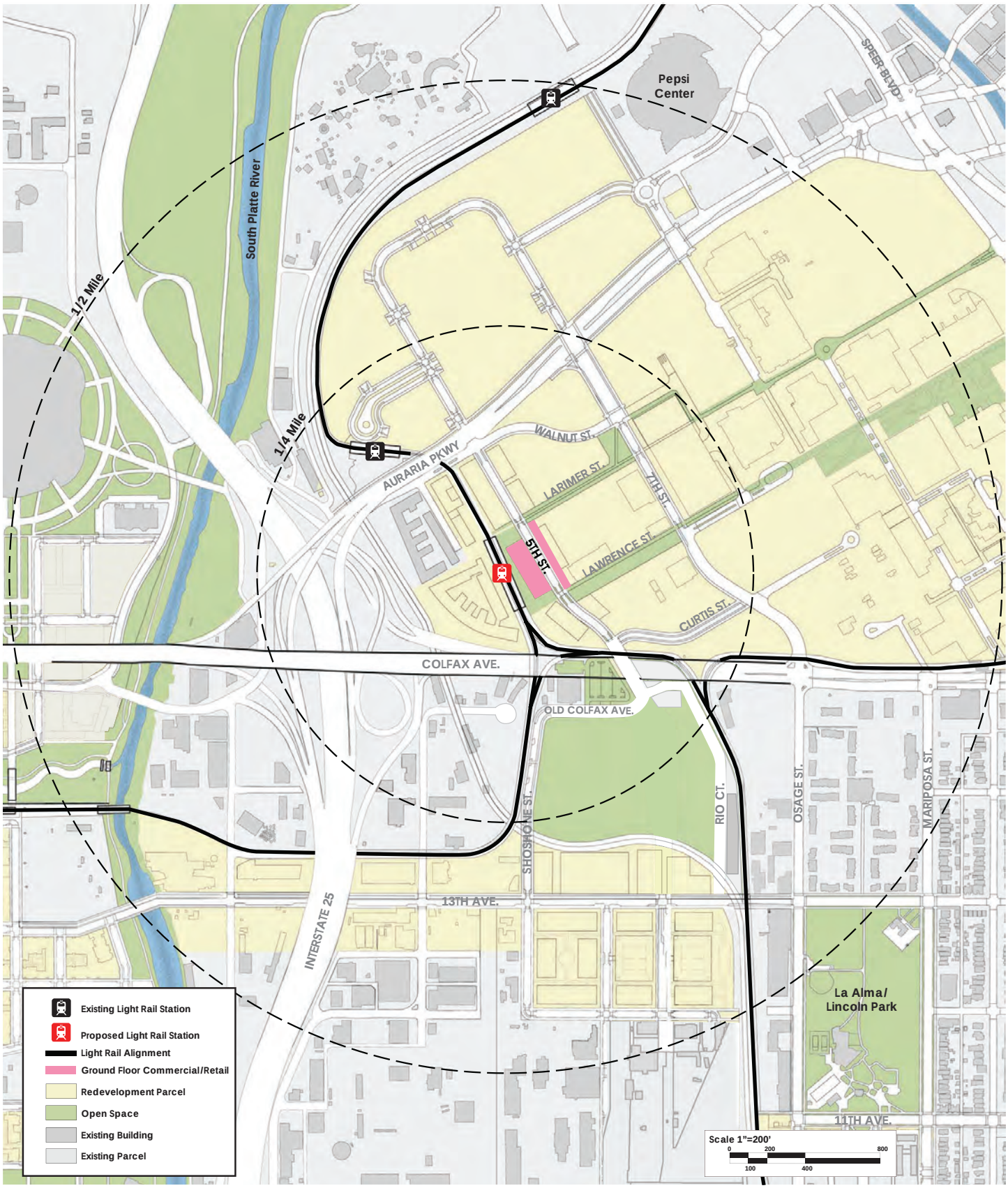
The Auraria Higher Education Center has recently purchased 13.5 acres of property north of the future Burnham Lead to develop recreational fields. These fields will help meet AHEC's growing demand for athletic and recreation facilities on the campus. South of the Burnham Lead, 13th Avenue is well suited for office/employment and mixed use due to its regional connectivity and high visibility. These uses along 13th Avenue could also serve to buffer future residential uses to the south and campus serving uses from the Burnham Lead track. Appropriate use for the existing building on Rio Court will be determined upon final RTD acquisition determinations.

Land Use and Urban Design Recommendation 10
Ground Floor Commercial and Retail

Ground-floor retail and commercial uses are an essential component of an active and vital station area. Neighborhood-serving retail and commercial uses provide goods and services to local residents, employees, students and light-rail passengers. They are accessible by vehicles, transit and pedestrians. They create activity at the station platform. These uses should be pedestrian oriented and organized so that buildings are built edge to edge forming a continuous row of commercial and retail uses.

5th Street between Larimer and Lawrence Street should serve as the "campus hot spot" with predominantly commercial and retail uses. Other locations within the study area may include retail or commercial uses; however, they are not priority areas. The map below shows recommended locations for ground floor commercial and retail uses. The use of active edges, transparency, and build-to lines is recommended for the entire campus hot spot. The space should be designed to activate the street and enhance the pedestrian experience but can be flexible to allow needed academic/administrative uses.

Commercial uses are defined as businesses that engage in the sale of services. Primary permitted uses should be limited financial services, real estate services and lodging. Retail uses are defined as businesses that engage in the sale of merchandise. Primary permitted uses should be limited to merchandise sales and eating and drinking establishments.



Picture 3.3 Ground Floor Uses Framework

Urban Design

Urban design recommendations are the additional layer to the land use concept that ensures placemaking for the station area. The main features that will be addressed include **active edges, build-to lines and building heights**. Attention to these design features will help support a shared vision for the future evolution of the Auraria West Station Area and form a cohesive and vibrant destination. The main goals of the urban design recommendations are to:

Strengthen the pedestrian experience along 5th Street with a mix of uses and an active street edge

Provide strong visual connection between the station plaza and the core of the Auraria Campus

Allow for a range of building heights that respect the surrounding uses and structures

Active Edges are characterized as building frontages with direct entries from the sidewalk and a high degree of transparency. This increases visual and physical interaction between people inside and outside of the buildings, creating a safe and vibrant pedestrian environment. This "eyes on the street" environment will promote safety and activity. Building facades facing the station platform must also include active-edge treatments. This is critical to the safe pedestrian environment at the platform. The framework identifies the essential building frontages to include active-edge treatments. Other building frontages may include these treatments but it is not crucial.

Build-To The build-to lines plan identifies locations where ground-floor building facades must be built directly to the property line. A build-to line can also be described as a zero-foot building setback from the property line where the sidewalk is built directly up to the facade. They are recommended in the same locations where ground-floor commercial uses are located. Providing build-to lines in a commercial area will help establish a continuous "street wall," framing the pedestrian-oriented 5th Street and strengthening the "campus hot spot."

Building Heights should maximize transit-oriented development opportunities, while remaining consistent with existing ordinances and view planes.

Picture 3.4 Building facade built to street edge with variations for doorway setbacks; Street Car Lofts, Portalnd, Oregon

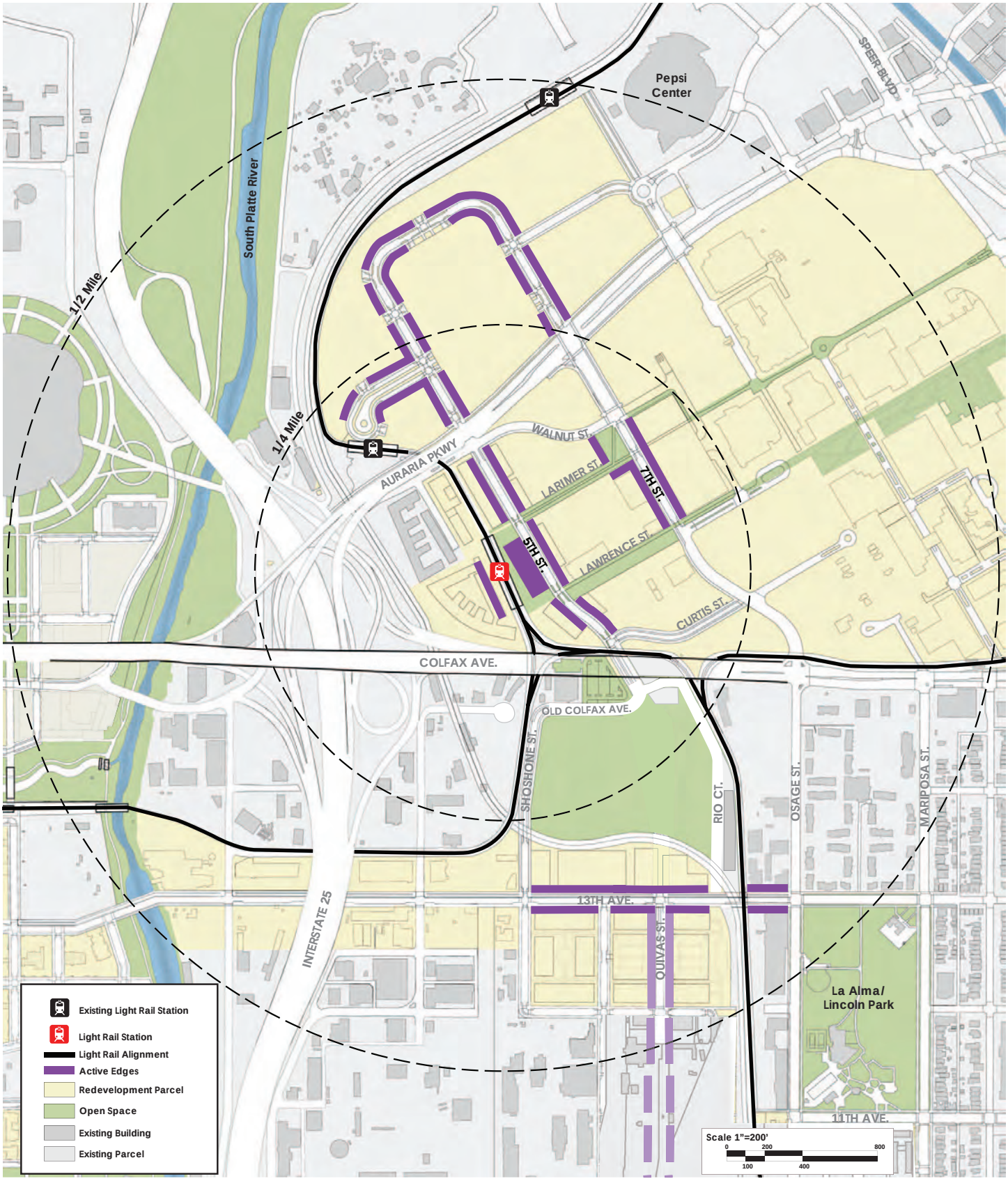
Picture 3.5 "Street Wall" established by build-to lines; Central Park, Denver, Colorado

Land Use and Urban Design Recommendation 11

Locations for Key Active Edges

Suggested active edge locations are along important streets within the station area and connecting to the adjacent neigh-borhoods. These locations include (see Picture 3.6, right):

- 5th Street
- 7th Street
- 13th Avenue



Picture 3.6 Active Edges Framework

Picture 3.7 Street edge activated by building transparence; Santa Fe, New Mexico

Land Use and Urban Design Recommendation 12
Design of Ground-Floor Retail and Commercial Active Edges

To activate the street edges, a minimum of 70 percent transparent glass or screens along ground-floor facades is recommended. Frosted, tinted, reflective glass or other types of glass that diminish transparency should be prohibited. Primary entrances to all ground-floor uses should be oriented to the public right-of-way. Near the station, active edges should include both the platform-adjacent development and 5th Street.

Land Use and Urban Design Recommendation 13
Design of all other Ground-Floor Active Edges

Primary entrances must be oriented toward the street. "Quasi-public" terraces, stoops or porches are appropriate, but not essential. Windows should be provided along facades, but no minimum percentage of transparency or minimum size opening should be required. Art walls, flower booths, news stands or other activating uses are appropriate throughout the station area.

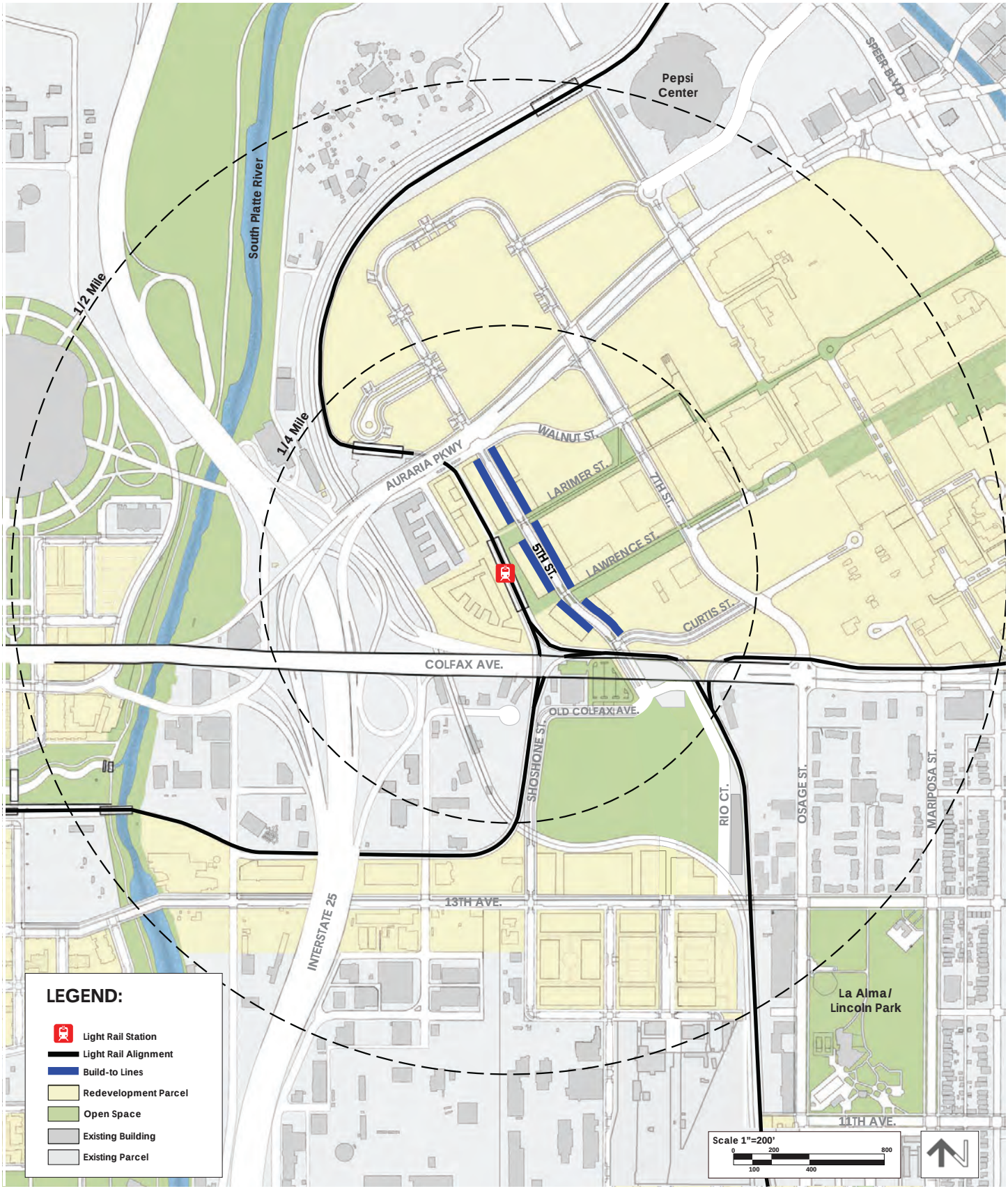
Land Use and Urban Design Recommendation 14
Locations for Build-To Lines

The build-to lines framework identifies only the essential building frontages. Other building frontages may have ground-floor facades built up to the property line, but are not priority areas. Build-to lines are identified along 5th Street between Curtis and Walnut streets (see Picture 3.8). Windows and walls may be recessed up to 18 inches from the build-to line to accommodate columns or other architectural elements that engage the build-to line. Build-to lines should only be interrupted for access points to courtyards or other private space.

Land Use and Urban Design Recommendation 15
Design of Build-To Lines

Build-to lines should be located along the entire block length where indicated on the opposite diagram. The following build-to line criteria should be met:

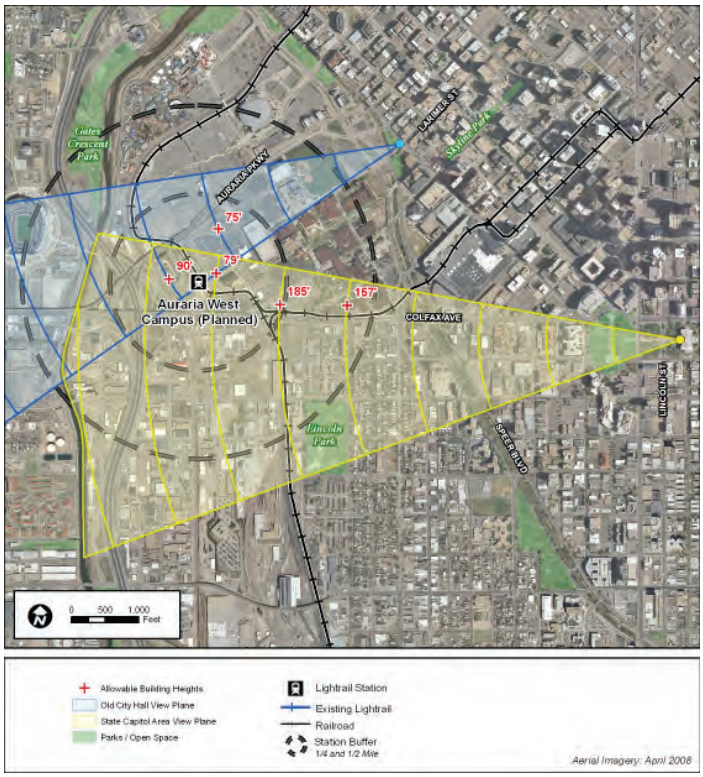
- Ground-floor entrances to buildings may be recessed up to five feet behind the build-to line
- Windows and walls may be recessed up to 18 inches from the build-to line to accommodate columns or other architectural elements that engage the build-to line



Picture 3.8 Build to Lines Framework

Land Use and Urban Design Recommendation 16
Range of Building Heights

The building heights framework indicates a range of minimum to maximum building height recommendations consistent with plan objectives. Recommendations for building heights have been made for the Core Planing Area. Building heights should maximize transit-oriented development opportunities, while remaining consistent with existing "old city hall" and "state capitol" view planes ordinances (see Picture 3.9 below). These heights range from approximately 60- to 90-feet in the planning area, depending on location. Further study will be needed to determine actual building heights. Building heights should also respect and not overwhelm the scale and massing of the campus and adjacent neighborhoods. See map to the right for recommended building heights by location.



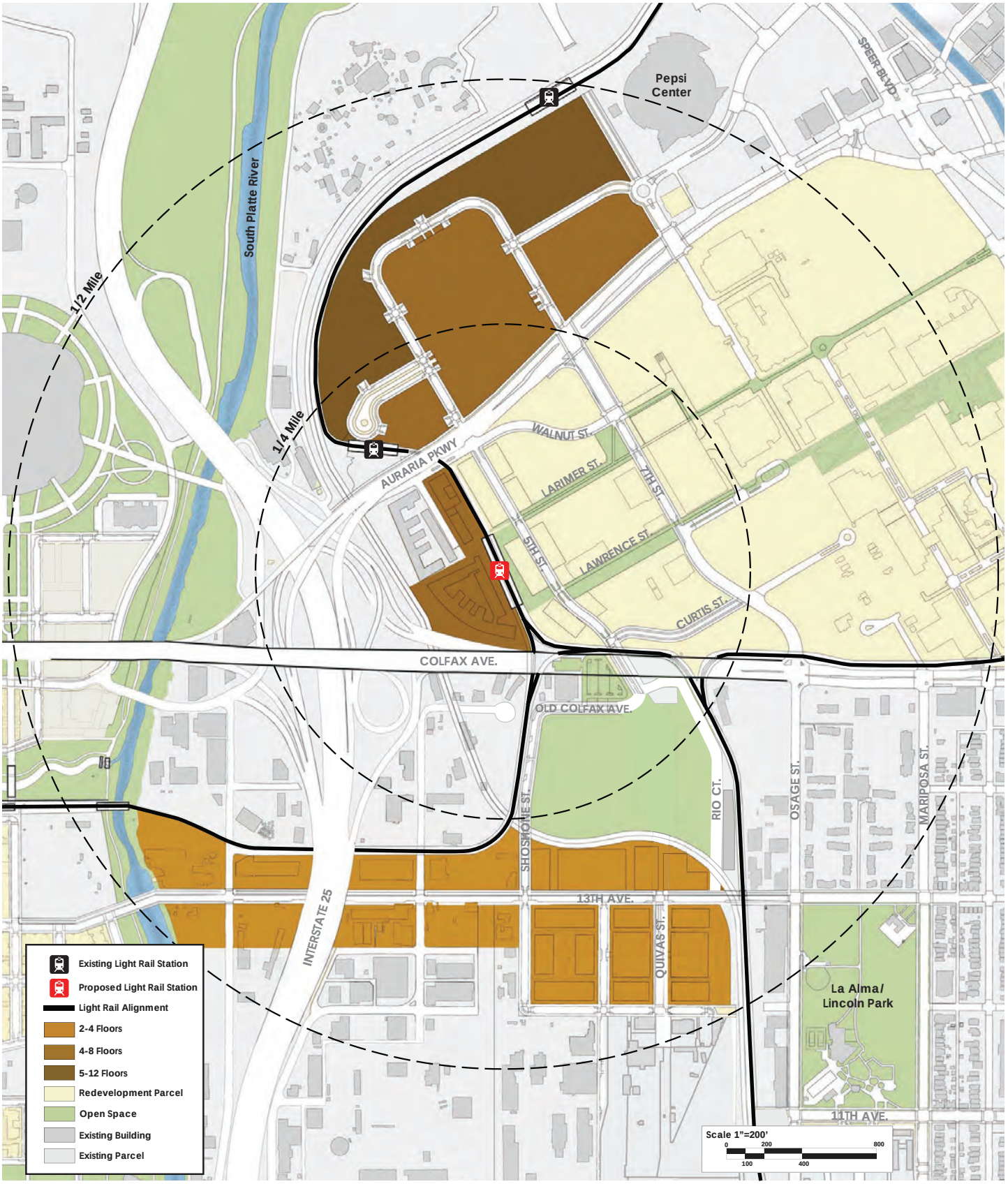
Picture 3.9 State Capitol view plane and Old City Hall view plane both impact the station area

The building heights framework indicates minimum and maximum building height recommendations as follows. Building heights should:

- Range from a minimum of four to a maximum of eight floors adjacent to the Auraria West Station.
- Range from five to twelve floors on the outer edge of the Kroenke Sports property to accommodate the Mixed-Use Entertainment District
- Range from two to four floors along the office/ employment corridor on 13th Avenue
- Respond to the existing view plane ordinances and adjacent campus building heights, surrounding the station

Land Use and Urban Design Recommendation 17
Build Green

A green building approach to design and construction protects the environment, conserves resources, creates healthier air quality, and saves money. Green building practices include siting and design to utilize passive solar, cross ventilation, energy and water efficiency, renewable energy, and recycled and reused building materials. Well-designed buildings with efficient appliances can use up to 75 percent less energy.



Picture 3.10 Building Heights Framework

Mobility & Infrastructure

Picture 4.1 Larimer Street on the Campus is designed for pedestrians only

Mobility and Infrastructure

Mobility choices and connectivity are key ingredients to a livable station environment because it increases access to jobs, conserves energy, relieves congestion, supports public safety and encourages social and economic activity. Additionally, people at various stages of life share these benefits. The mobility framework recommends enhanced pedestrian and bicycle routes that provide safe, direct, convenient and attractive connections. The street grid offers essential routes for auto and bus traffic to maintain and improve regional mobility.

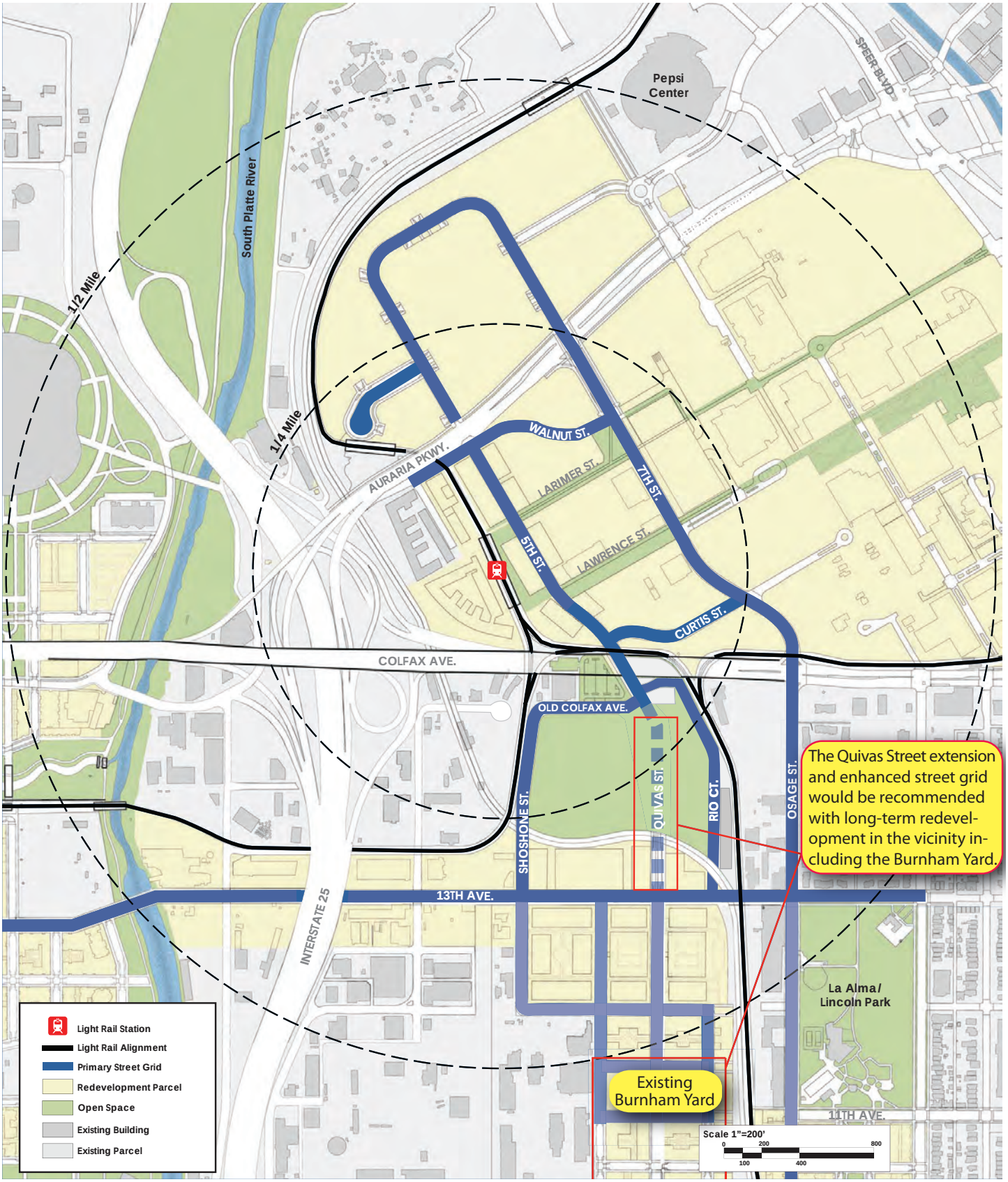
The mobility plan identifies the primary vehicular routes to and from the Auraria West Campus Station Area. It is designed to maintain and enhance existing vehicular routes and create new ones for a cohesive multimodal circulation system. The plan improves mobility between the station, Auraria Campus, the mixed-use entertainment district, nearby light-rail stations and adjacent neighborhoods. The primary vehicular routes establish a street grid that creates development blocks. These blocks define the scale, massing and character of new buildings and open spaces. Street enhancements also consider pedestrian and bicycle access, which is further detailed on the following pages.

Key Concepts

The key mobility and infrastructure recommendations include:

- Extend Shoshone Street to Old Colfax Avenue, eliminate 14th Avenue, and relocate Curtis Street between 5th and 7th Streets. This will support commercial and retail uses
- Create a primary auto loop on 5th, 7th, Shoshone and Osage Streets. This will provide north-south access through the site, ventilate the heavy traffic generated by Pepsi Center events and increase access and visibility at the station on 5th Street.
- Improve the primary east-west connection on 13th Avenue. This will link the Decatur Station to the Auraria West Campus Station
- Extending Quivas Street to 5th Street would provide an improved block pattern and better traffic flow; however, the Quivas extension could preclude the construction of Auraria's much needed athletic fields. In addition, the existing environmental contamination could make it difficult for the City to accept a public street in this location. If and when the Burnham Yard south of 13th Avenue redevelops, the Quivas Street extension should be further analyzed and considered as an additional connection. In addition, if Rio Court were to close in the future, Quivas Street would need to be constructed.

Picture 4.2 5th Street going under Colfax Avenue in the station area



Picture 4.3 Mobility Framework

Essential infrastructure investments are needed to ensure a successful station area. These projects provide a balance that leverages private investment, ensures infrastructure capacity and enhances the character of the station area. Given connectivity is a challenge for the Auraria West Station Area, street construction and pedestrian and bicycle improvements are the focus of these infrastructure recommendations.

Street Network

New and enhanced streets complete the street grid and ensure improved circulation throughout the station area. The new and enhanced streets framework (see figure opposite) identifies new streets and enhanced streets.

Mobility and Infrastructure Recommendation 1
New Streets

New streets are indicated in brown in the figure to the right. Recommendations for new streets vary depending on location, however all new streets must:

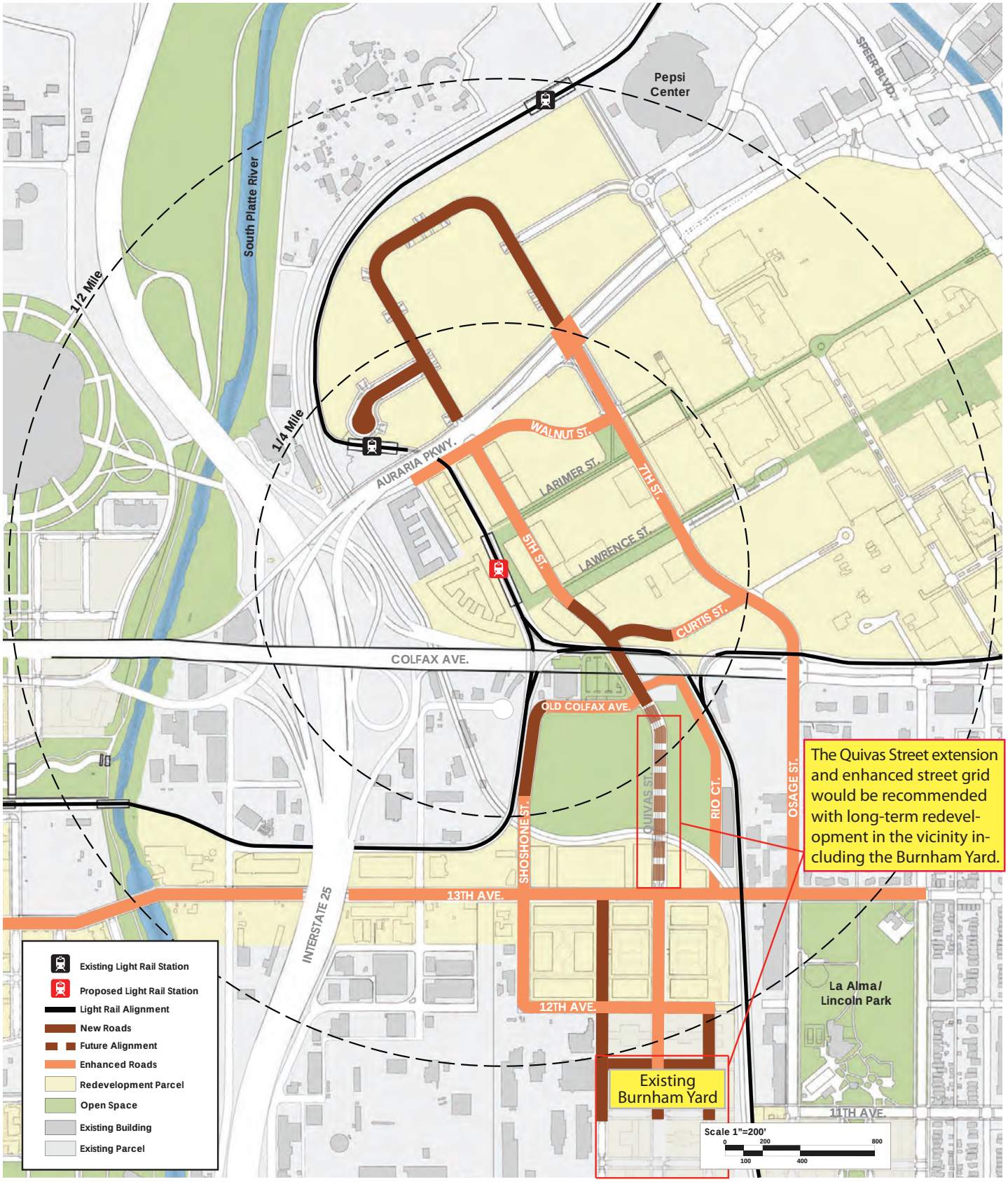
- Provide sidewalk curb extensions or "bulb-outs" where curbside parking is located to minimize pedestrian street-crossing distances where possible
- Comply with ADA standards for all new public sidewalks
- Be a sustainable street that (1) apply widely accepted sustainable design principles, including stormwater infiltration and permeable surface treatments (2) promote least-polluting ways to connect people and goods to their destinations, and (3) make transportation facilities and services part of a livable community

Mobility and Infrastructure Recommendation 2
Enhanced Streets

Enhanced Streets are indicated in orange in the figure to the right. These streets may include the following:

- Sidewalk curb extensions or "bulb-outs" where curbside parking is located to minimize pedestrian street-crossing distances where possible
- Wider or enhanced sidewalk area all of which must be ADA compliant
- Special paving patterns to alert drivers to pedestrian crossings
- Enhanced pedestrian/bicycle amenities where appropriate
- On-street parking
- Pedestrian-scaled lighting
- Benches
- Bus stop shelters
- Sustainable street features (see Mobility and Infrastructure Recommendation 1)

Picture 4.4 Streets in Central Park provide enhanced pedestrian amenities along a well-connected grid



Picture 4.5 New and Enhanced Streets Framework

Mobility and Infrastructure Recommendation 3
Signature Streets

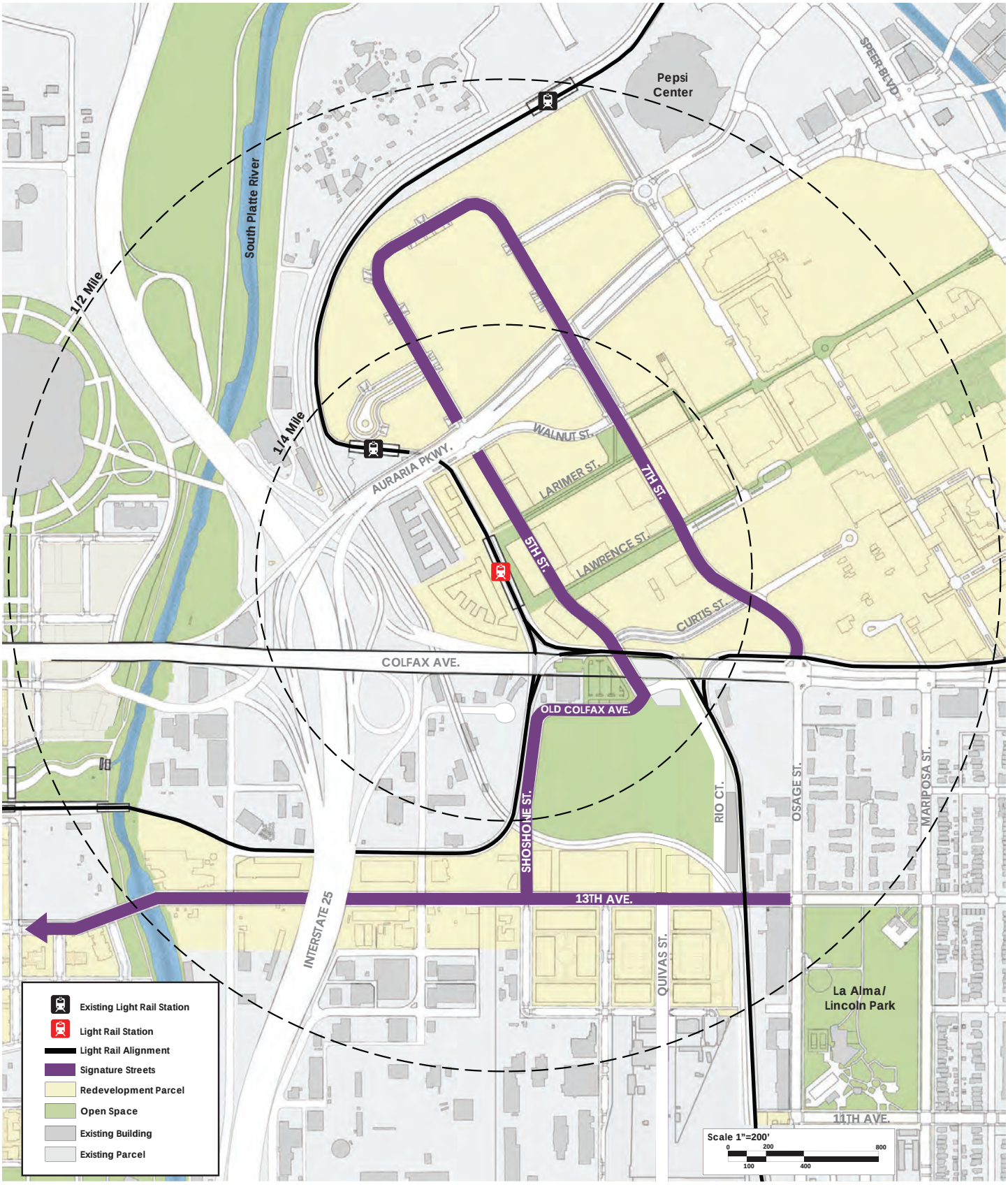
The most significant new and enhanced streets are identified as "signature streets" and identified in Picture 4.6 to the right. Signature streets provide key connections to and from the Auraria West Campus Station and have enhanced "special" treatments and provide places for public interaction and environmental enhancements, as well as a functional transportation system. Signature streets are intended to:

- Provide a sustainable transportation balance consistent with Denver's Living Streets Initiative and **Strategic Transportation Plan**
- Improve access to and from adjacent and nearby districts, regional corridors and between light rail stations
- Accommodate multiple transportation modes, pedestrians, bicyclists and motorized vehicles, without compromising safety or function
- Establish and improve neighborhood identity
- Ensure economic viability for commercial or retail ground-floor uses
- Support and complement surrounding land uses (the diagrams on the previous pages illustrate the primary land uses along each section of signature street)
- Depending on their designated function, signature streets may require additional width (building edge to building edge) to accommodate motor vehicles, pedestrians and bicycles.

Each signature street has a corresponding cross section and plan view identifying minimum street elements and features. Existing streets that should be enhanced or extended to become signature streets include: (see Picture 4.6 to the right):

- 5th Street
- 7th Street*
- Shoshone Street
- 13th Avenue

* The construction of 5th and 7th streets through the Kroenke Sports property will be a cooperative process completed upon redevelopment of the site. The street construction will have to address the existing waivers and conditions as well as parking and street development agreements.



Picture 4.6 Signature Streets Framework

Signature Streets

5th Street/Campus Hot Spot: To support the ground floor commercial and retail uses that line 5th Street between Curtis and Walnut streets, 5th must be pedestrian-oriented and offer on-street parking. The 5th Street design is detailed in the following pages.

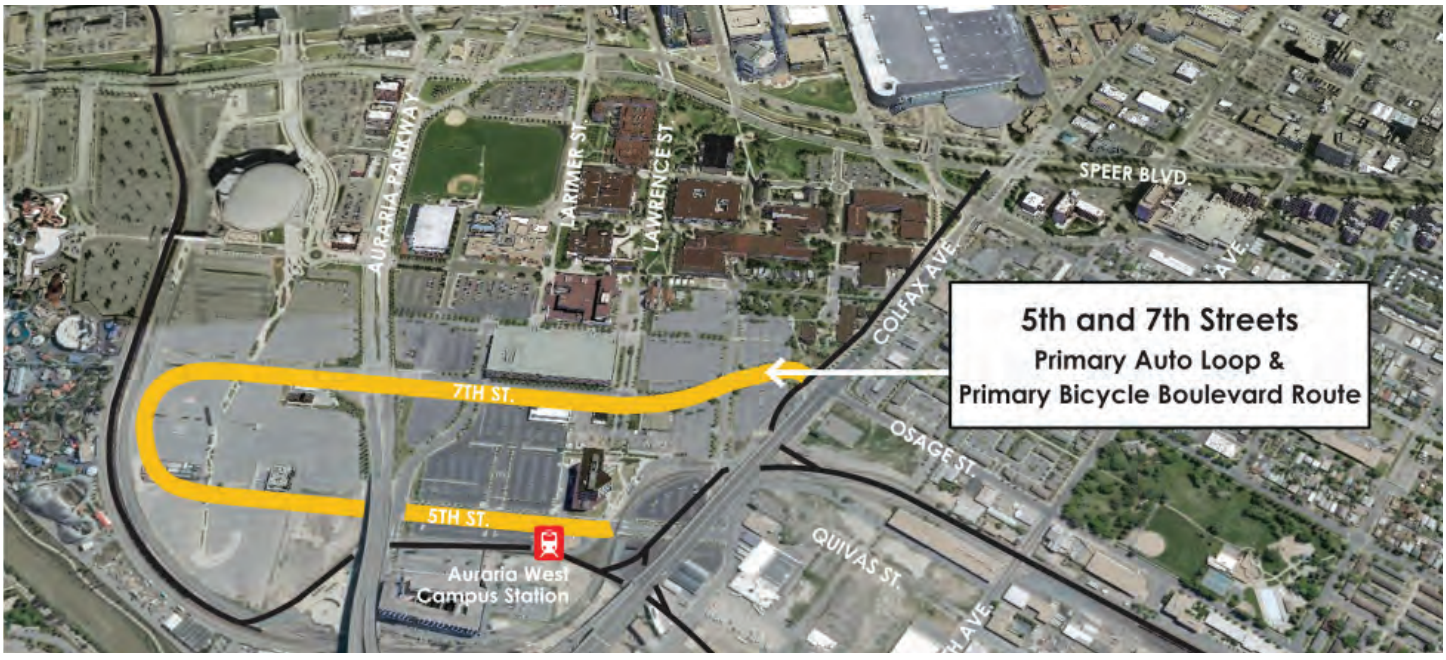
7th Street/Auraria Campus Facilities: With its central location on the Auraria Campus, 7th Street must accommodate high levels of pedestrian and bike activity and still maintain vehicular access to campus facilities and parking structures. The 7th Street design is detailed in the following pages.

5th and 7th Streets/Mixed Use Entertainment District: 5th and 7th streets (north of Auraria Parkway) loop through the mixed-use entertainment district, a site that includes a recommended mix of ground-floor uses including commercial, retail and entertainment. These uses generate high levels of pedestrian traffic and activity. 5th and 7th streets (north of Auraria Parkway) must be designed to support auto and bicycle traffic while maintaining an atmosphere that is pedestrian oriented (see photo to the right).

Shoshone Street and Rio Court/Recreation/Residential and Office/Employment: Shoshone Street and Rio Court pass through an active recreation area and an office/employment corridor. These uses benefit from multimodal –vehicular, pedestrian and bicycle– accessibility.

13th Avenue/Office/Employment Corridor: Office/employment uses have been recommended along 13th Avenue due to its regional connectivity and high level of visibility. As an employment corridor, heavy commuter traffic can be expected. In addition to light rail, accessibility for autos, pedestrians and bicycles is important.

Picture 4.7 Mixed use entertainment; Beale Street, Memphis, Tennessee



Picture 4.8 Signature Streets: 5th and 7th Streets

Mobility and Infrastructure Recommendation 4 - Signature Streets: 5th & 7th Street Auto Loop

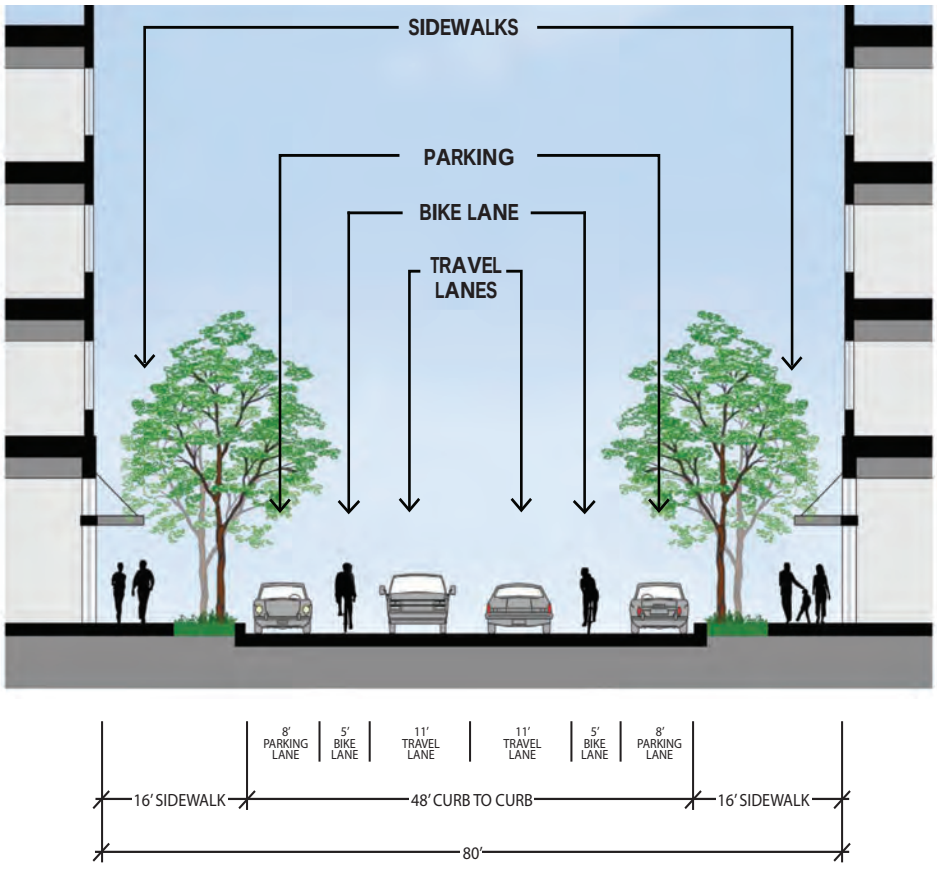
The intent of 5th and 7th Streets is to serve as a primary auto loop and primary bicycle route. This loop will:

- Create an economically viable environment that will support transit-supportive retail uses by providing necessary drive-by traffic
- Support the mixed-use entertainment district's pedestrian orientation while providing vehicular access
- Maintain circulation through the Auraria Campus for access to important facilities
- Connect to regional and district road systems, improving connectivity
- Improve local access to and within the Auraria West Campus Station Area, supporting proposed development

The design of 5th and 7th Streets should include the following minimum elements (see cross section and plan view on the following page):

- 80' cross-section measured from building-edge to building-edge
- Two-directional travel
- 16' sidewalk areas with a combination of 8' sidewalks, and 8' landscaped areas with trees, turf and ground cover between the sidewalks and the curbs
- 8' curbside parallel parking lanes on both sides of the roadway
- 5' bike lanes (or sharrows in any location where right of way is constrained)
- Landscaped curb extensions at each street corner where possible
- Green street design principles, such as stormwater infiltration and permeable surface treatments are encouraged

5th and 7th Streets



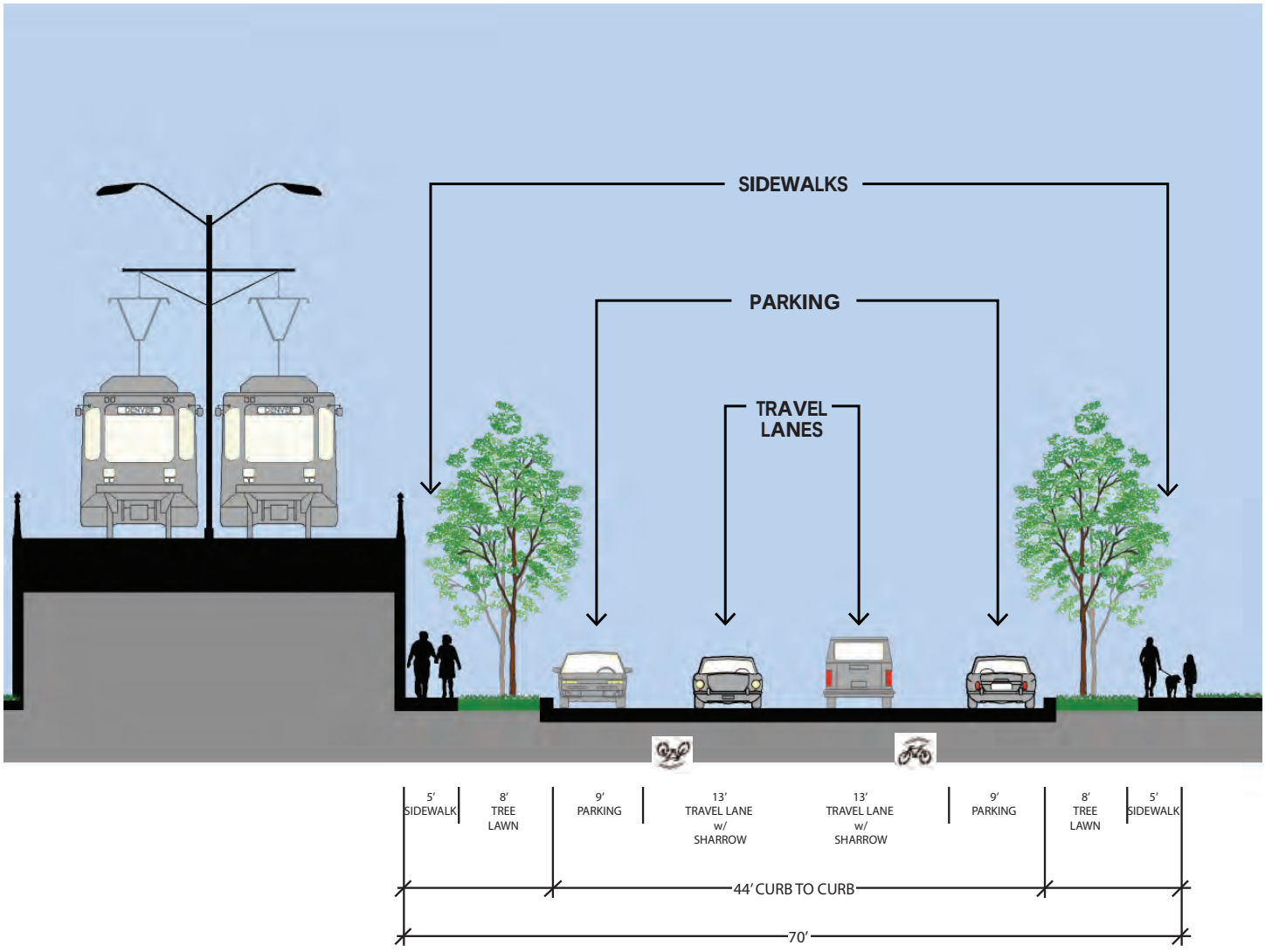
Picture 4.9 5th and 7th Streets section - minimum street elements
Note: Where right of way is constrained on 5th and 7th streets, sharrows should be used in place of bike lanes

Mobility and Infrastructure Recommendation 5
Signature Streets: Shoshone Street and Rio Court
The extension and enhancement of Shoshone Street and Rio Court will improve regional circulation and reduce traffic congestion by providing more multi-modal transportation options, including pedestrian, bicycle and auto. Enhancements should be made from Old Colfax to 13th Avenue.

The design of Shoshone Street should include:

- 70' right-of-way (existing)
- Two-directional travel
- Striped bike sharrows
- 13' sidewalks including 8-9' tree lawn and 5' sidewalks
- 9' curbside parallel parking lanes on both sides of the roadway
- Landscaped curb extensions at each street corner where possible
- Green street design principles, such as stormwater infiltration and permeable surface treatments are encouraged

Shoshone Street

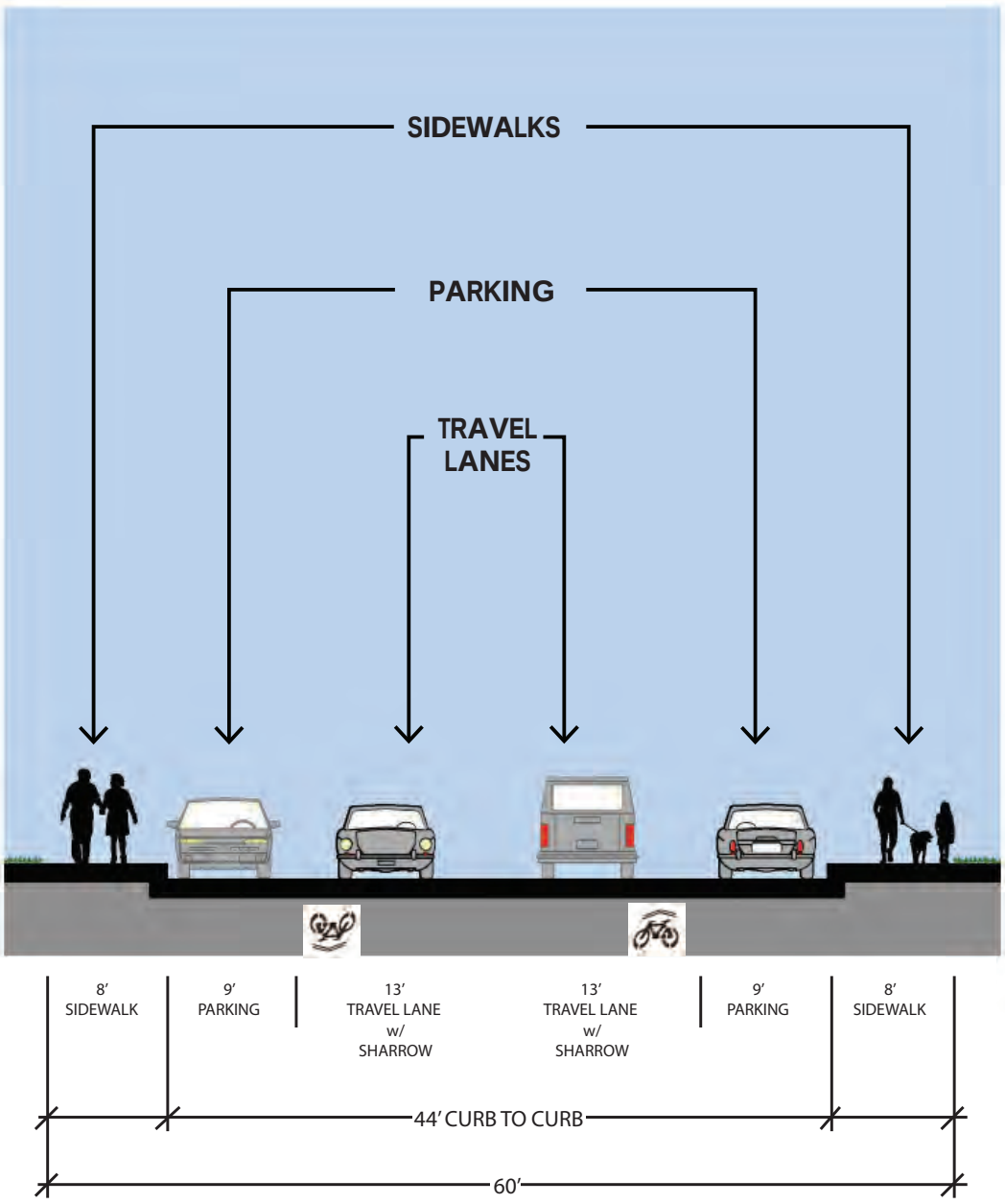


Picture 4.10 Shoshone Street section - minimum street elements

The design of Rio Court should include:

- 60’ right-of-way (50’ existing)
- Two-directional travel
- Striped bike sharrows
- 8’ attached sidewalks
- 9’ curbside parallel parking lanes on both sides of the roadway
- Landscaped curb extensions at each street corner where possible
- Green street design principles, such as stormwater infiltration and permeable surface treatments are encouraged

Rio Court



Picture 4.11 Rio Court section - minimum street elements

Mobility and Infrastructure Recommendation 6
Signature Streets: 13th Avenue

Enhancements to 13th Avenue improve regional circulation and reduce traffic congestion by providing transportation options that include pedestrian, bicycle and auto. 13th Avenue is an important link between the Federal Boulevard/Decatur light rail station, Auraria West Campus and 10th & Osage light rail stations. Enhancements to 13th Avenue should be made from Decatur Street to Osage Street.

The design of 13th Avenue should include the following minimum elements:

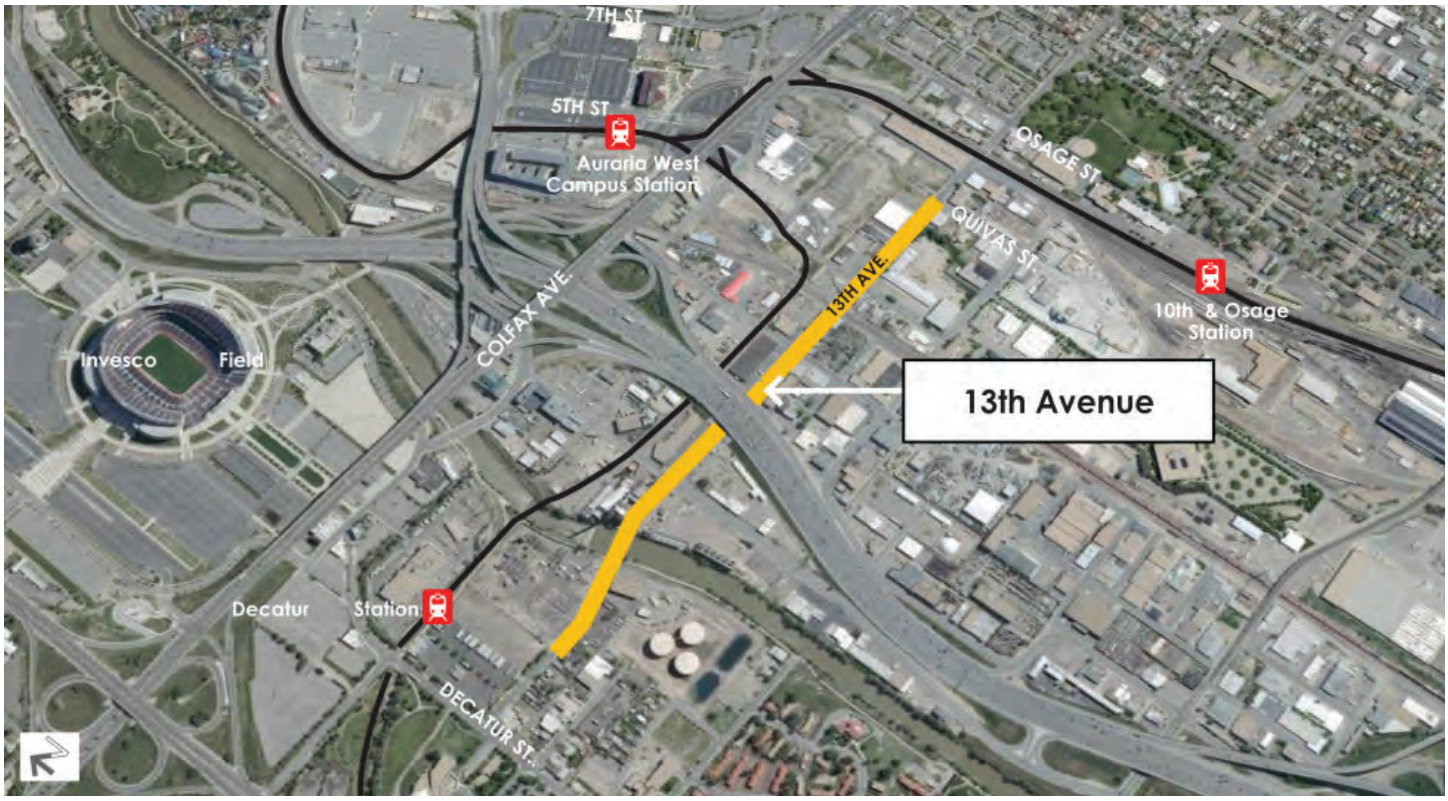
Decatur Street to Quivas Street

- 70' right of way
- Two-directional auto travel with shared center left turn lane
- Six foot bike lanes in both directions
- A 8' tree lawn on the north and south side of the street separating the 5' sidewalk from the street

Quivas Streets to Osage Street

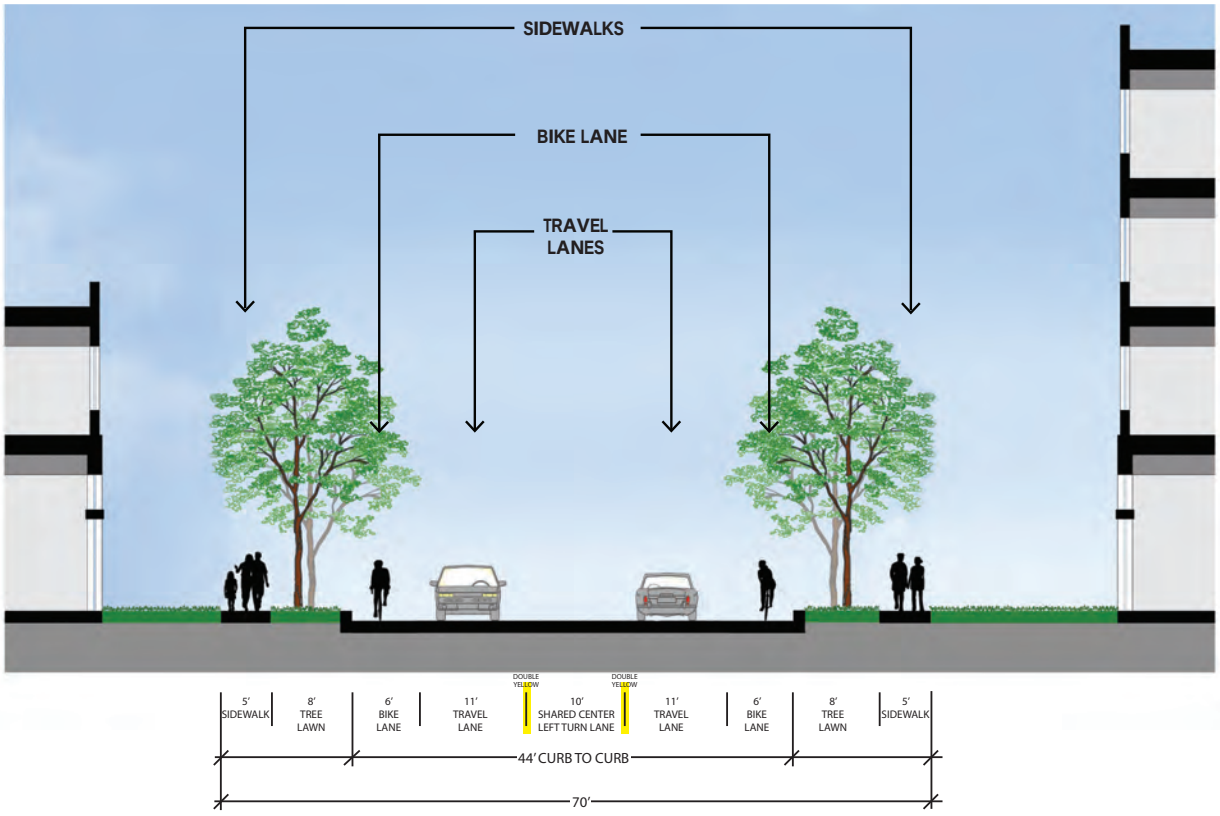
- 80' right of way
- Two-directional auto travel with shared center left turn lane
- Six foot bike lanes in both directions
- A 10' tree lawn on the north and south sides of the street separate the 10' sidewalk from the street

NOTE: If property owners are interested in on-street parking upon major redevelopment, the City would support exploring additional right of way to achieve the parking.



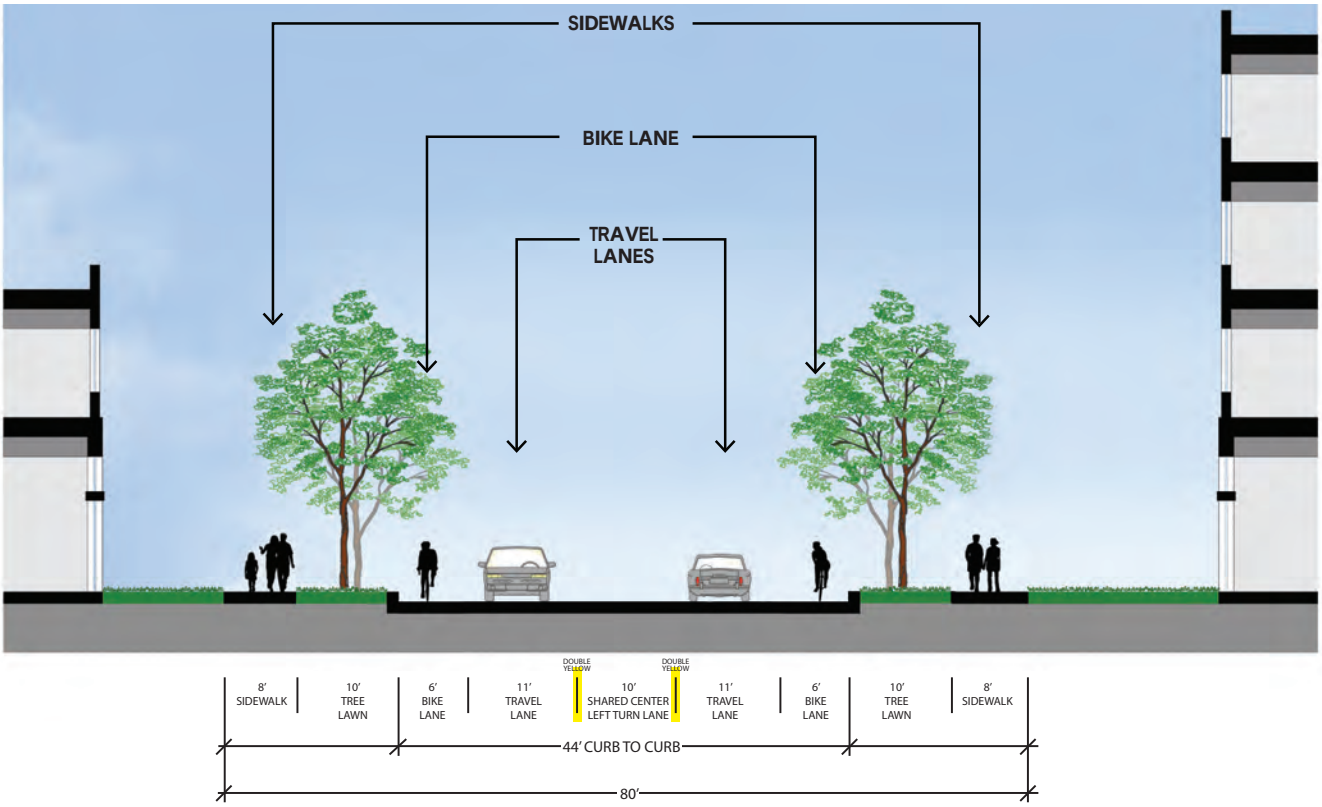
Picture 4.12 13th Avenue multimodal circulation route

13th Avenue: Decatur to Quivas



Picture 4.13 13th Ave street section - minimum street elements

13th Avenue: Quivas to Osage



Picture 4.14 13th Ave street section - minimum street elements

Primary Auto and Bus Circulation

The intent of the auto and bus plan is to identify primary vehicular circulation routes that will improve or enhance connectivity and disperse traffic. The proposed land-use plan suggests new development within the station area that will increase congestion on existing streets unless transportation improvements are made. The plan identifies the locations of important auto routes, as well as existing and proposed bus routes that:

- Integrate the study area into the local and regional transportation system
- Improve visibility and access to the commercial and retail uses on 5th Street
- Enhance connections to the Auraria Campus from outlying neighborhoods where students and faculty members may reside
- Ventilate heavy event traffic generated by the Pepsi Center

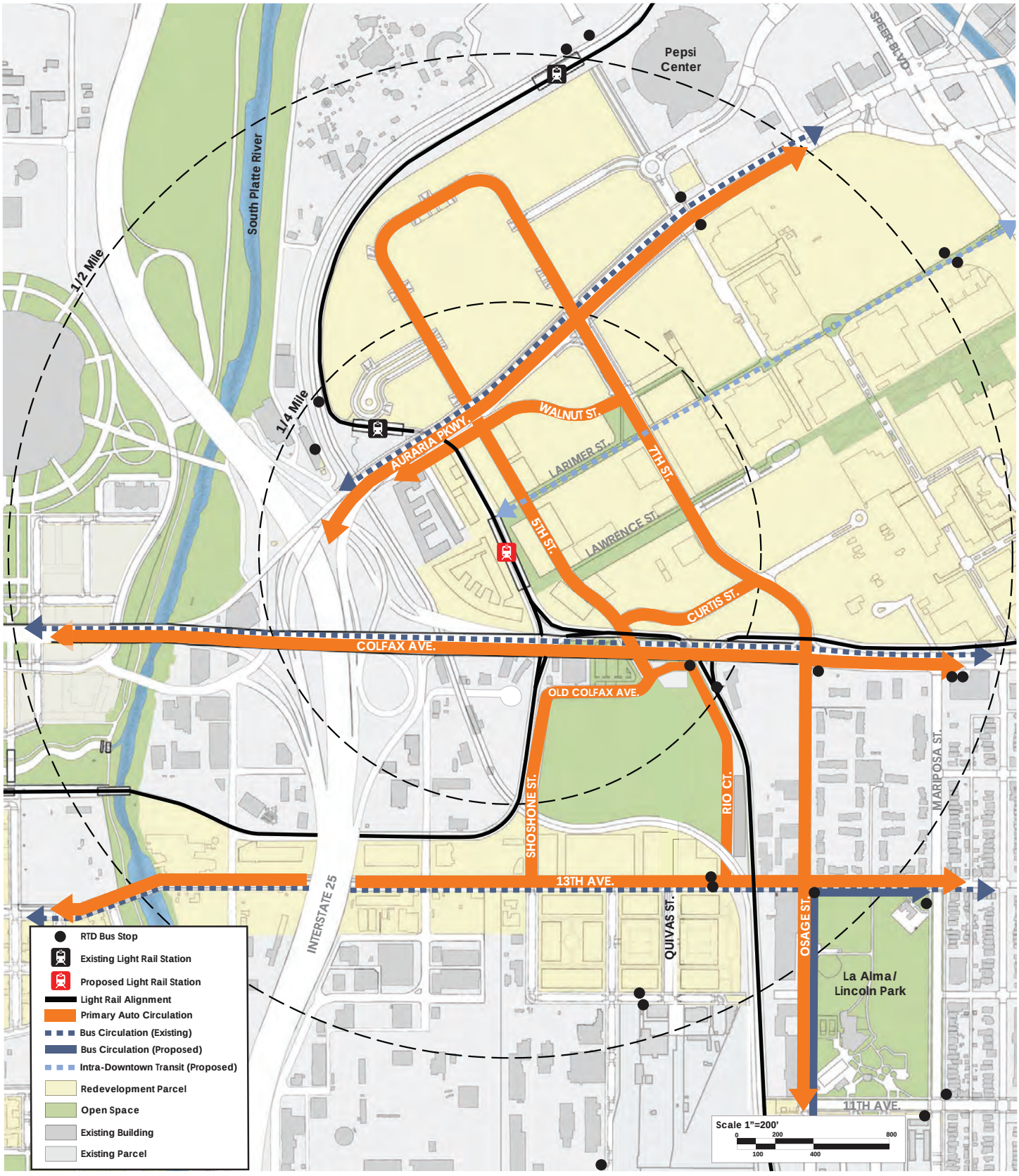
Mobility and Infrastructure Recommendation 7
Primary Auto Routes
The proposed "primary auto loop," illustrated in the graphic below, increases station access and improves viability of commercial uses adjacent to the station. The loop is created by 5th, 7th, Shoshone (or Quivas) and Osage streets. The primary auto circulation framework routes include critical roadways that are necessary for improved station accessibility.

These include the following considerations:

- Auraria Parkway, Colfax Avenue and 13th Avenue as regional east-west auto routes
- Walnut and Curtis streets as local east-west auto routes
- Interstate 25 and Speer Boulevard as regional north-south auto routes
- 5th, 7th, Shoshone, Rio Court (Quivas) and Osage streets as local north-south auto routes

Mobility and Infrastructure Recommendation 8
Primary Bus Routes
Existing and proposed bus routes should include the following attributes:

- Improved bus circulation to and from the Auraria West Campus Station to compliment the light rail system
- Improved station access with connections to major arterial
- Local and regional access provided for students and faculty members who commute to the campus
- Improved connection to downtown with the Intra-Downtown Transit proposed along Larimer Street from the campus hot spot to the Ballpark (see **Downtown Area Plan**, 2007)



Picture 4.15 Auto and Bus Circulation Framework

Primary Pedestrian Concept

The primary pedestrian framework identifies circulation routes leading to and from the Auraria West Campus Station, Auraria Campus, downtown, Pepsi Center, Invesco Field, adjacent neighborhoods and nearby light-rail stations. The primary pedestrian circulation framework is intended to provide safe, direct, convenient and attractive connections within the station area and to key attractions and destinations.

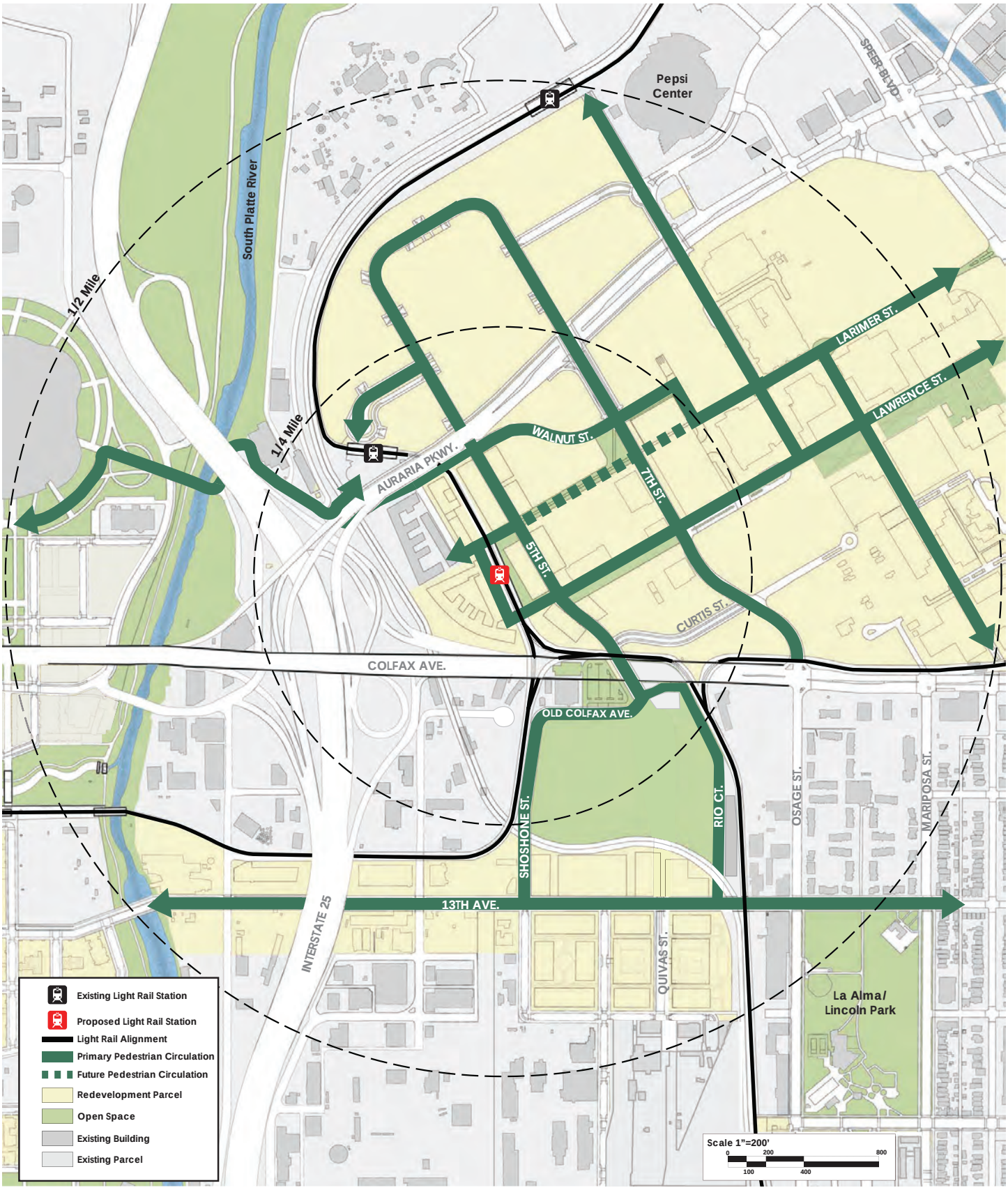
Mobility and Infrastructure Recommendation 9
Pedestrian Routes
5th, Lawrence, Shoshone Streets, Rio Court and 13th Avenue

The most critical pedestrian routes are the primary pedestrian routes on 5th, Lawrence and Shoshone/Old Colfax streets and 13th Avenue. At a minimum, these primary pedestrian routes should include pedestrian-scaled lighting, wide sidewalks and crosswalks. Each of these streets include special treatments:

5th Street between Lawrence Street and Walnut:
- Includes premium pedestrian treatments (meet MUTCD requirements) for sidewalks and intersections, wide side walks, street trees, special paving, etc.
- Connects the Auraria West Campus Station to adjacent commercial and retail uses located on 5th Street between Lawrence and Walnut Streets

Pedestrian and bicycle mall on Lawrence Street (5th Street to Speer Blvd):
- Is accessible to pedestrians (and possibly bicycles in the future) only; no vehicular access is permitted
- Includes pedestrian and bicycle paths that are physically separated by plantings, paint striping, signs (preferably on the paved surface) and/or change in paving material
- Connects the Auraria West Campus Station to the Auraria Campus and the downtown core

Shoshone Street, Rio Court, 7th Street, Walnut St, and 13th Avenue:
- Include current best practices for pedestrian treatments that meet MUTCD requirements for sidewalks and intersections, detached sidewalks, street trees, special paving, etc
- Connect the Auraria Campus Station to the 10th & Osage and Decatur Stations and provide access to and from proposed development to the south



Picture 4.16 Primary Pedestrian Circulation

Primary Bicycle Concept

The primary bicycle circulation framework identifies routes leading to and from the Station, Auraria Campus, downtown, Pepsi Center, Invesco Field, adjacent neighborhoods and nearby light-rail stations: Invesco Field, Pepsi Center, Federal Blvd/Decatur and 10th & Osage. The framework is intended to provide safe, direct, convenient and attractive connections within the station area and to key attractions and destinations, including future bike share stations. The City's planned bike share initiative (scheduled to launch summer 2009) will include up to 1,000 bikes by 2010. Bike share stations are planned both at the Auraria West Campus LRT station and Colfax at Auraria LRT station.

Mobility and Infrastructure Recommendation 10
Primary Bicycle Circulation

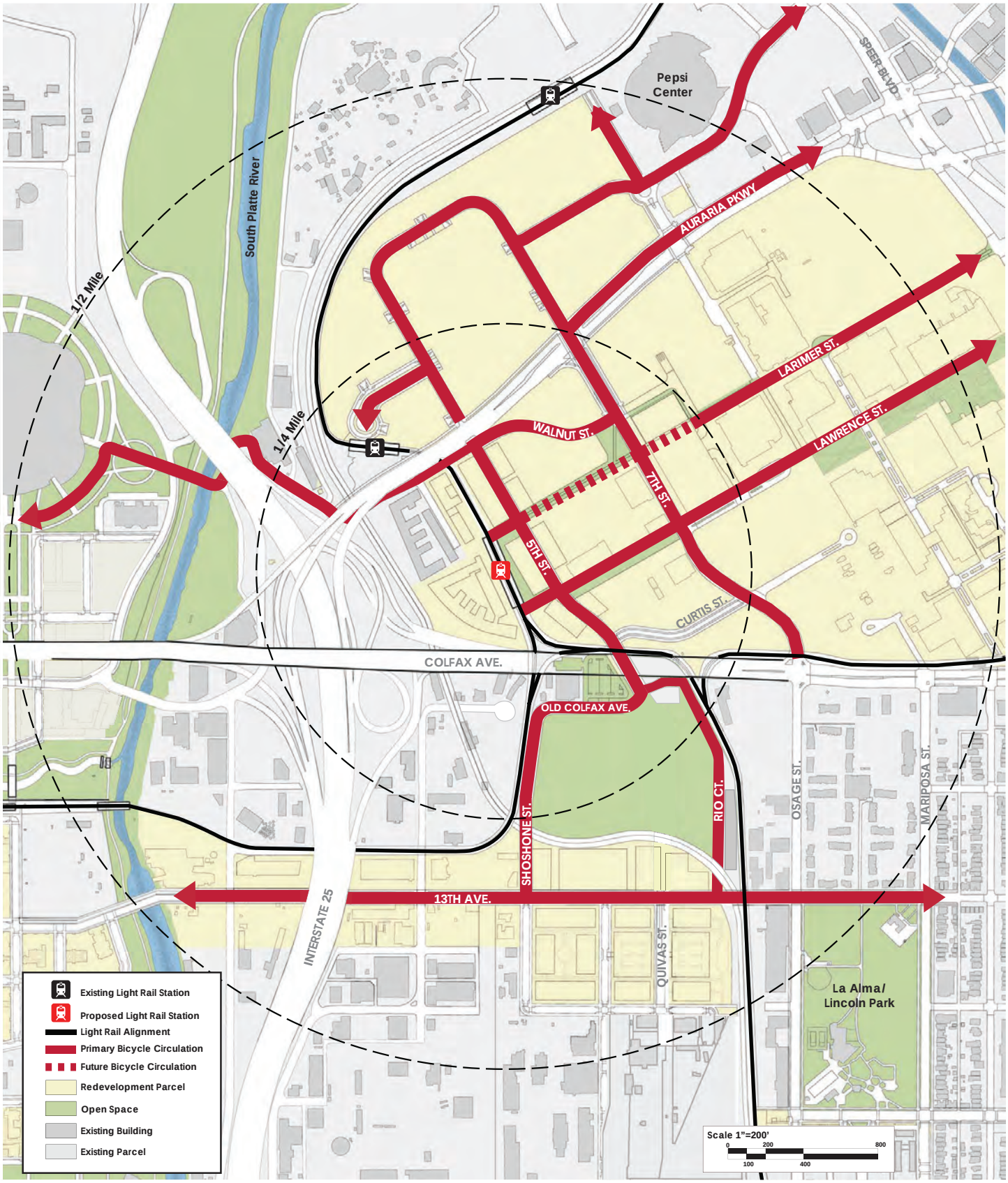
Primary bicycle circulation is indicated in the graphic on the following page. These bike routes may either be an off-street or an on-street bicycle route.

At a minimum, all bicycle routes should include:

- Bicycle route signs
- Adequate space for cyclists on or off the roadway

Other important considerations for the bicycle routes include:

- Cyclist-activated motion-detecting crossing signals at major intersections
- A bicycle facility, including storage racks, lockers/showers and possibly rentals and sales at the station
- Clear connections to planned bike share stations in the vicinity



Picture 4.17 Primary Bicycle Circulation Framework, including on-street bicycle boulevards and off-street bike paths

Mobility and Infrastructure Recommendation 11
Off-Street Bicycle Route

The most critical bicycle route is the off-street Bicycle Route on Lawrence Street on Auraria Campus. This route links the Auraria West Station, Auraria Campus and the downtown core. This two-way bicycle path is separated from auto and pedestrian traffic, creating a safe and efficient route designed for both recreational and commuter bicyclists.

Although bicyclists are currently prohibited from riding on most campus streets (including Lawrence Street), the City recommends that the Auraria Higher Education Center open more streets to cyclists in the future. At a minimum, a physically separated bike path along Lawrence Street (and/or Larimer, Curtis/Arapahoe Streets) should be developed to help provide the much needed bicycle connection through the campus. The existing City-owned streets on campus where cyclists are permitted include 5th, 7th, Walnut, and Curtis Streets. Recommendations for improving the bicycle infrastructure on these streets are included.

Each off-street bicycle route includes special treatments as specified below:

Lawrence Street

The pedestrian and bicycle mall on Lawrence Street should:

- Be accessible to pedestrian and bicycles only; no vehicular access is permitted
- Include pedestrian and bicycle paths that are physically separated by plantings, striping, signs (preferably on the paved surface) and/or changes in paving materials
- Connect the Auraria West Campus Station to the Auraria Campus and the downtown core
- Improve station access with connections to major arterials
- Provide local and regional access for students and faculty members who commute to the campus

Picture 4.18 Two-directional bicycle path separated from pedestrian path - San Sebastian, Spain

Mobility and Infrastructure Recommendation 12
Primary On-Street Bicycle Facilities

The primary on-street bicycle facilities run along 13th Avenue and north up Shoshone Street to 5th Street through the campus hot spot and the mixed-use entertainment district before looping back on 7th Street through the Auraria Campus. This route links the Auraria West Station, Auraria Campus, 10th & Osage and Decatur light-rail stations.

On-street bicycle facilities should:

- Be a designated bicycle route
- Include five to six foot striped bike lanes (or sharrows if right of way is constrained),
- Include signs that clearly signals shared and equal use of roadway travel lanes for both cyclists and motor vehicles. In some cases, streets with low traffic volumes may be a designated bicycle route without a striped lane or sharrow. In these cases, bicycle signage should be emphasized.

Picture 4.19 Bicycle Awareness Sign

Picture 4.19 Bike lanes provide provide adequate space for cyclists on the road

Parking

The economic success of TOD projects requires sufficient parking since most trips to Denver's TOD land uses will not involve transit. But just as too little parking will create economic problems, so will too many spaces. Real estate studies in San Francisco's transit-oriented neighborhoods found that for every parking space provided with a residential unit, the number of units achievable on a typical parcel decrease by 20 percent, and the market cost of each unit increased by 20 percent. Since Denver's TOD policy seeks to maximize the number of units around its stations and maximize those units' affordability, it will be important to ensure parking does not consume too much of the buildable square footage in TOD projects.

Parking and Walkability: Walkability is a key measurement of the quality of public space. In addition, ridership at rail stations increases as the quality of the walk environment improves in the station area. For these reasons, it is important that the design of parking not create barriers – real or perceived – to pedestrians. Denver has already established design guidelines for parking downtown, requiring that parking be "wrapped" in active uses rather than create blank walls or surface parking lots along its downtown streets.

Parking and Trip Generation: Parking determines automobile trip generation in two ways. Poorly managed and undersupplied parking results in "cruise" traffic as drivers circle to find an available space. Donald Shoup describes how this sort

Picture 4.20 Belmar's Block 7 Studios and Galleries demonstrate a flexible approach to activating parking structures

of cruising has a significantly negative impact on traffic in his publication "Cruising for Parking," due to its added turning movements. Properly managed parking dictates automobile trip generation rates. In auto-dependent areas, the size of different land uses is the best predictor of automobile traffic. Where there are transportation choices, however, automobile trip rates become highly variable. In these locations, parking supply is a more effective predictor of auto trips, provided this supply is properly managed to ensure adequate availability at all times. In such locations, more parking means more traffic.

Parking as an Economic Asset: The high prices people pay to park in Lower Downtown is a testament to the value of parking near mixed-use, compact and pedestrian-oriented development. But not all spaces have the same value. In all mixed-use districts, some parking spaces are more desirable than others. Left to market forces, the more desirable spaces would command higher prices and vice versa.

When parking is underpriced, such as at curbside meters in downtown, the City incurs all the burden of operating and maintaining it while enjoying less of the financial benefits of controlling it. More importantly, underpriced parking reduces customer convenience, with the best spaces quickly filled by the lucky few. While underpriced parking results in direct loss of revenue to the City, the indirect costs are even higher if shoppers and developers are deterred by a lack of convenient parking.

In Denver, most on-street metered parking currently costs up to $1 an hour, regardless of demand patterns. In high-demand areas, the result is that on street parking utilization regularly exceeds 95 percent, resulting in added search traffic and customer inconvenience. This in turn leads to poorer business performance and greater traffic congestion and pollution.

The purpose of parking in TODs is to:

- Provide sufficient parking to support a strong development market
- Generate foot traffic to support a thriving retail district

New Approaches to Parking: Traditionally, "solving the parking problem" almost always meant increasing supply. But transportation planners have begun to acknowledge that there are many different types of parking problems, and many different solutions. In addition, recognizing that not all station areas are alike, it is acknowledged that while there may be a wide range of strategies for addressing parking challenges, the types of strategies selected must be tailored to address specific conditions within an individual station area.

The amount of parking required for new development currently determined by the City of Denver Zoning Code (not applicable to Auraria Campus) depends on the use. Parking at the Auraria West Campus Station could be reduced however, depending on the tenant mix, the quality and accessibility of the local transit (bus, light rail, bicycle and pedestrian), trip reduction requirements or incentives, mode split calculations, residential demographics, site conditions and other local factors.

Currently the Pepsi Center and Auraria Campus surface parking lots dominate the landscape around the station area. As redevelopment occurs, surface parking lots should generally be avoided within the station planning area. Plans to convert surface parking lots to structured parking should continue to be supported. One of the many benefits of transit in this area is the potential to reduce the amount of parking for new development because of its close proximity to transit and the possibility of shared parking.

After the opening of the West Corridor in mid 2013, parking within the area will need to be reviewed and monitored. Following is a list of additional strategies identified to date for parking implementation in the Auraria West Station Area.

Mobility and Infrastructure Recommendation 13
Establish Shared and Reserved Parking Requirements
While it might be logical to allow the free market to determine the optimal number of parking spaces in a TOD project, it is possible to eliminate the negative impacts of parking requirements and capture some of their value.

Consider parking in a station area as a "system" serving different parking needs. Operating and treating parking in this efficient and comprehensive manner can eliminate overparking, reduce construction costs and facilitate better design investments.

- Allow developers to share parking between uses as necessary, provided they offer equal access to all users. When parking is shared, consider reduced parking ratios.
- Consider reducing minimum parking ratios and increasing ways to meet parking requirements.
- Consider parking maximums
- Permit tandem spaces, un-bundled parking, off-site parking, valet parking and all varieties of mechanical or lift parking devices to count toward any minimum requirements.
- Consider allowing developers to pay a fee in lieu of meeting their parking requirements. This fee would be paid either to the City or to a local management authority that would build and manage parking and alternative transportation programs for the TOD area.
- Allow developers ample creativity in meeting their parking requirements. Consider allowing off-site parking within ¼ mile without restriction.

Mobility and Infrastructure Recommendation 14
Establish Strong Parking Design Controls
To ensure that parking does not damage the walkability of station areas, good design is important. Care should be taken to ensure that parking does not diminish the attractiveness of other modes. Key tools include:

- **Establish building build-to lines and parking setbacks**. To optimize personal security and the attractiveness of station areas, parking should be "wrapped" in active uses so that doors and windows face the street, rather than the blank facades of parking structures and garage doors (see figure 3-1). In all TOD areas, build-to lines should be established to ensure the proper relationship between buildings and the sidewalk. More importantly, parking should be set back from the building line by at least 15 feet, particularly along the sides of buildings that face pedestrian ways.
- **Minimize negative impacts of driveways**. Parking lots and garages should be accessed primarily from the side and rear of buildings, with driveways and curb cuts strongly discouraged or banned from main pedestrian ways. In TOD areas, alleys should be encouraged; where provided, parking should be required to be accessed from the alley.
- **Establish and enforce landscape setback requirements for surface lots.** While surface parking can be seen as a land bank for future development, oftentimes surface parking is a necessary temporary use as TODs gain momentum. Require that parking be screened from side walks with low walls and landscaping. Where possible, push surface parking lots to the back of buildings, accessed from the side or from alleys, so that buildings line the sidewalk. Where pedestrians are expected to walk across a parking lot to get from one destination to another, align drive aisles in parallel with primary pedestrian movements, and where possible provide sidewalks in parking lots alongside what will be future streets. Acknowledgement should be given to potential constraints to meet these setback requirements when redeveloping existing buildings.

Mobility and Infrastructure Recommendation 15
Utilize Effective Public Information and Wayfinding Program

To improve parking access and information in TOD areas, consider electronic wayfinding and guidance systems that use variable messaging signs to direct visitors and commuters to specific parking areas with available parking and to access routes. Another system used effectively in some new parking structures is an electronic space count system, which can sense individual space availability and direct users to open spaces.

A Web-based parking information and reservation system is another option. This could be a website that shows drivers where there are available spaces in surface l ots and garages. Sensors at entry and exit points in every lot and structure send information to a server in the City's parking office, which updates the website every five seconds.

Other wayfinding policies include designing a universal logo and rate structure for all short-term public parking, establishing signage ordinances to encourage private participation in parking management and offering participation in the station area wayfinding system as an incentive to private owners and managers. A combination of these systems can serve to greatly extend the perceived availability and actual utilization of parking in today's market where construction costs have greatly increased.

Mobility and Infrastructure Recommendation 16
Demand Reduction

Reducing vehicle use will meet several plan objectives and inherently assuage neighborhood concerns of traffic and parking impacts. Multi-modal improvements will offer choices and reduce parking demand but additional demand reduction incentives and programs are also effective.

- **Develop Car-Share Programs.** Car-sharing is a service that provides members with access to a fleet of vehicles on an hourly basis. Members reserve a car online or by phone, walk to the nearest lot, open the doors with an electronic key card, and drive off. They are billed at the end of the month for time and/or mileage. One of the newest additions to the transportation toolbox, car-sharing has the potential to change people's relationship to the car—particularly in dense, urban communities. At the home, car-sharing can substitute for car owner ship. At the workplace, it provides access to a vehicle for business use and personal errands during the day, allowing employees to avoid driving to work. By December 2004, operators claimed more than 60,000 members in the United States and nearly 11,000 in Canada.
- **Utilize Universal Transit Passes**: In Metro Denver and nationally, these programs are a highly effective tool for reducing parking demand and increasing transit rider ship. The principle of employee or residential transit passes is similar to that of insurance—transit agencies offer lower rates on passes on the basis that not all those offered the pass will actually use them regularly. The Auraria Higher Education Center currently provides transit passes to all students through an approved student fee. Faculty and staff can purchase an eco pass. These program has been highly effective in increasing student ridership. These passes are beneficial to everyone involved and should be continued.
- **Develop Transportation Management Associations:** Many parking management tools could be efficiently administered through a Transportation Management Association (TMA), a member-controlled organization that encourages efficient use of transportation and parking resources in a finite area, such as around Union Station. TMAs provide a centralized framework to support Traffic Demand Management (TDM) strategies.

Economic Opportunity

Economic Opportunity

FasTracks promises to bring the Denver region an unprecedented opportunity to promote and facilitate transit-oriented higher density, mixed-use residential and commercial development. While the amount, type and mix of uses within the transit station area and corridor influences market potential, the presence of undeveloped and underutilized land can be a source of the greatest economic opportunity. Generally speaking, prospects for redevelopment are stronger when station areas features:

- Relatively high levels of undeveloped and underutilized land
- Fewer landowners such that land is concentrated in fewer hands
- Underutilized land consolidated into fewer parcels, therefore requiring less land assembly to facilitate redevelopment

Residential, Office and Retail Market

Auraria West Station contains numerous underutilized surface parking lots. It also has low amounts of landowners which mean there is greater potential for organized redevelopment. The presence of a large student population, planned development in the vicinity, and proximity to downtown, Invesco Field and the Pepsi Center also provide unique opportunities to activate the station area with a campus hot spot and mixed use/entertainment district.

Trends indicate demand for new residential, office and retail development near transit through 2030. The TOD Market Analysis provides three potential long term (over the next 20 years) development scenarios for the station area. The following is a breakdown of the three development scenarios for Auraria West:

Market	Existing	Modest Net New	Moderate Net New	Large-Scale Capacity Net New
Residential	578 units	1,758 units	2,102 units	2,413 units
Office	94,027 sf	436,092 sf	990,425 sf	2,413,261 sf
Retail	217,006 sf	65,430 sf	130,637 sf	909,973 sf

Economic Strategies

The realization of TOD will require a combination of near and long term efforts and the use of best practices and innovative strategies. The city should continue to use all available resources and contacts in the TOD field at the national level to identify solutions to challenges as they emerge.

Implementation will be most effective if carried out under a broad framework that establishes strategies to advance TOD at the system level. These system-wide strategies will in turn support individual efforts undertaken at the corridor and station area levels. Participating actors in the implementation of TOD at the Auraria West Station include AHEC, City and County of Denver, Kroenke Sports, Urban Ventures, Quadrant Properties, and surrounding landowners.

The City & County of Denver presently offers a broad array of programs that could be used to effectuate transit-supportive development. Rather than providing an exhaustive list of programs already available in Denver, the following are key existing programs that could be focused or expanded as well as innovative strategies not currently used in Denver that could help facilitate positive reinvestment in the Auraria West Station area.

- **Regulations, guidelines and development MOUs:** Formalizing standards for transit-oriented development – whether through local regulations and ordinances, guidelines, or memorandum of understanding – is a key first step in facilitating the type of development that will support transit service
- **Direct and indirect financial incentives:** In addition to direct financial incentives to facilitate transit-oriented development, regulations can provide a number of indirect financial incentives. Indirect incentives often used to facilitate development include flexible zoning provisions and density bonuses, while direct incentives include reduced development fees, expedited development review, and team inspections to streamline and reduce the total costs of the review and permitting process.
- **Financing/Funding methods:** Transit-oriented development often occurs as infill development in established areas or through redevelopment of sometimes contaminated sites. In these types of developments, the level of infrastructure required may include extensive reconstruction of the street network (or introduction of new streets), installation of structured parking, addition of pedestrian enhancements and public plazas, and

stormwater infrastructure. Obtaining financing and/or funding for these critical infrastructure enhancements can be a key challenge in effectuating transit-oriented development.

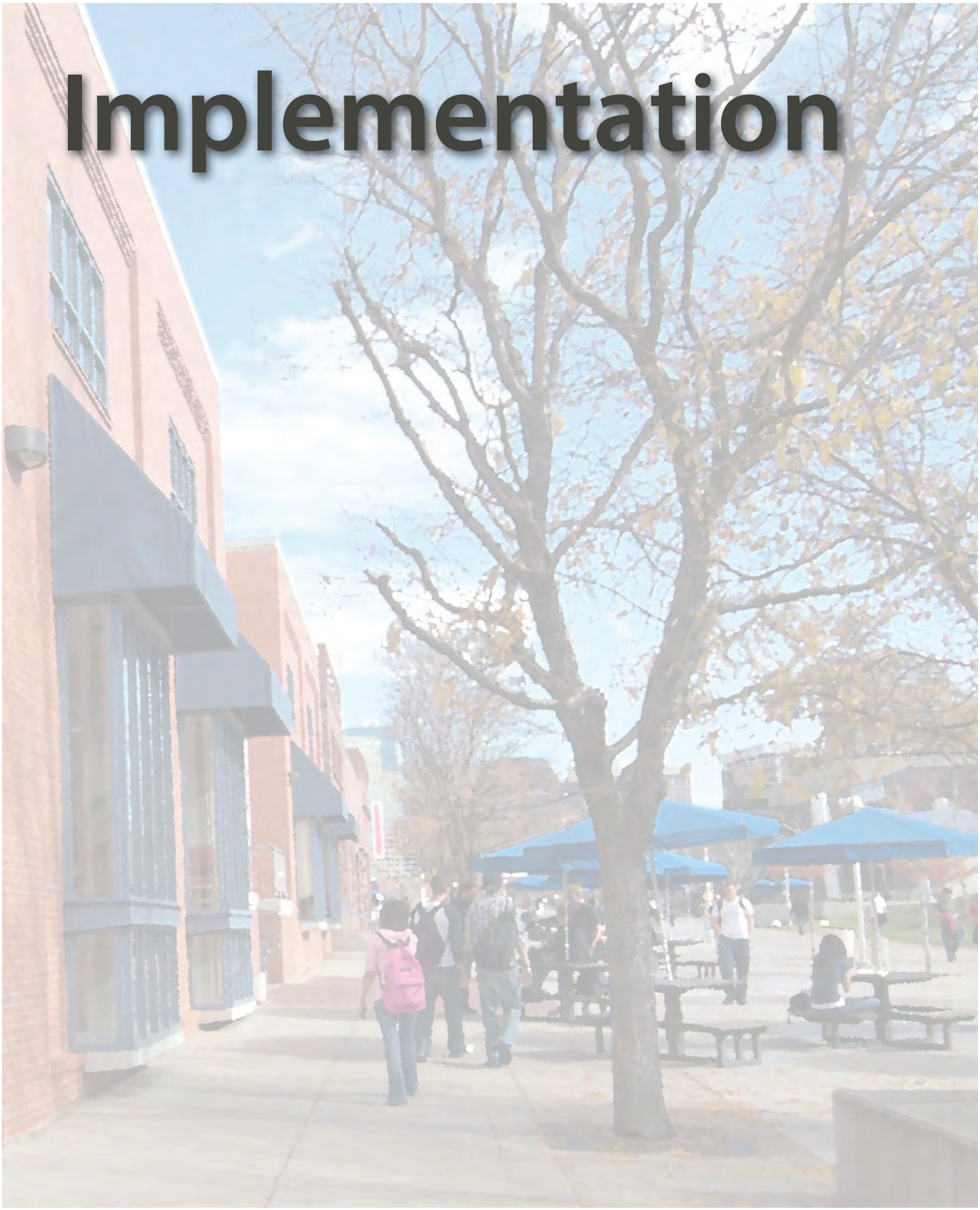
- **Small Business and Technical Assistance:** Community members in many of the selected Denver station areas have cited a desire for local entrepreneurship opportunities and jobs within their station areas. Small businesses can be encouraged through multiple methods, including the Main Street Program approach, business incubation, and small business support programs (including loans and technical assistance).

Phasing Strategies

Many communities have used phasing strategies to address the lag time that often occurs between transit service introduction and transit oriented development realization. Such strategies can help establish supportive conditions in the near-term to set the stage for future development that is supportive of transit at the Auraria West Station.`

- Land Banking & Assembly Methods: Realization of transit-oriented development often requires assembly of various properties owned by different property owners and/or banking of land until transit service becomes operable or market conditions support the level of desired mixed-use development. In the case of the Auraria West Station with few landowners (AHEC, Urban Ventures, Kroenke Sports, and Quadrant Properties) who have already banked land, the opportunity for transit-oriented development is greatly increased.
- Zoning & Density Bonuses: Regulations play an important role in determining what uses will be allowed within station areas. Once market conditions support TOD, zoning may be amended to provide for the full density desired within station areas, either through full entitlement or partial entitlement coupled with density bonuses to encourage the provision of certain public benefits (such as affordable/workforce housing).
- Infrastructure Improvements, Special Assessments & Tax Incentives: As a pre-development phase, public entities working alone or in partnership with developers may undertake infrastructure improvement projects such as parking facilities, parks, streetscapes, pedestrian and bicycle enhancements, road reconstruction and extension, park beautification and signage. The purposes of such projects are to set the stage for and encourage transit-supportive development. These activities can also provide early marketing of the station area's identity to future prospective residents, employees and visitors. To fund infrastructure investments, a special assessment district may be formed (either through a charter district or statutory district in Denver's case) in the pre-development phase. Alternatively, tax incentive programs such as tax increment financing, tax abatements, or payment in lieu of taxes may be used to bolster developers' resources for funding infrastructure.
- Joint Development, Revenue Sharing & Cost Sharing: With joint development as an option in the Auraria West station area, the landowners can enter into revenue or cost sharing arrangements in order to either secure a source of revenue for improvements or divide the cost of infrastructure construction and maintenance. Types of revenue sharing arrangements include land leases, air rights development, and special assessment districts. Cost sharing arrangements can include sharing of construction expenses and density bonuses offered in exchange for infrastructure construction.

Implementation



Implementation

The Implementation Chapter identifies the essential action items necessary to accomplish Auraria West Station Plan Objectives and Recommendations. The list of action items is for city staff and stakeholders to consider over the next 20 years.

Catalyst Projects

Key Elements

The following circulation catalyst projects are required as first steps in station area plan implementation:

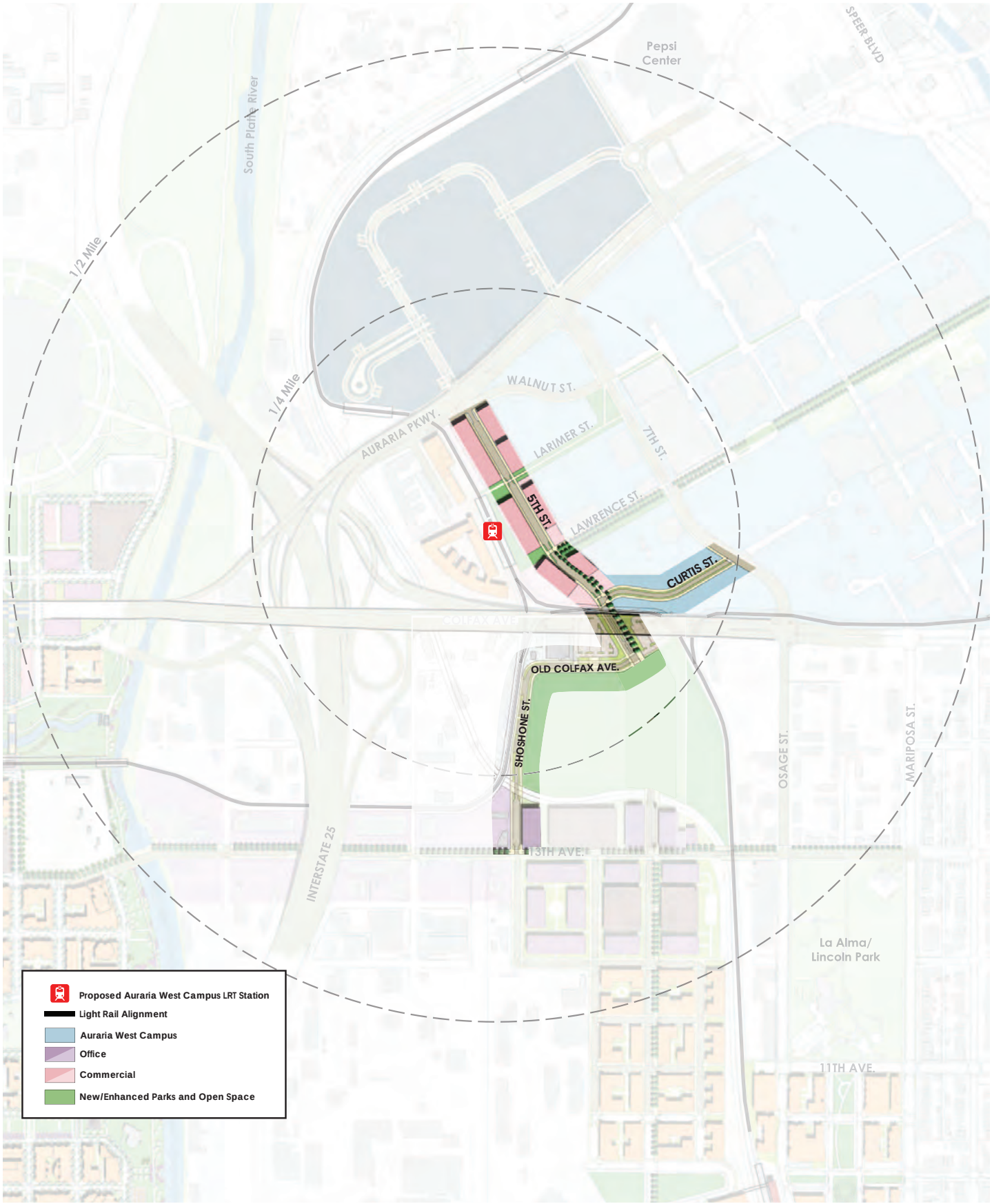
- Improvements to the existing 5th Street
- Extension of 5th Street to 13th Avenue via Old Colfax to Shoshone Street
- Relocation of Curtis Street between 5th and 7th streets.

Intent

Today, the Auraria West Campus Station has limited connectivity to local and regional transportation systems and is not a desirable location for new development. To promote and sustain new development in this area, the catalyst projects must:

- Improve auto, pedestrian and bicycle circulation to and from the station, supporting ridership
- Support the "campus hot spot," by increasing visibility for the commercial and retail uses
- Provide necessary infrastructure to ventilate traffic generated by proposed new development on the Pepsi Center and south of Colfax Properties (indicated on the following page)
- Improve access to and from facilities on the Auraria Campus

Picture 6.1 Mixed-use entertainment; Memphis, Tennessee



Picture 6.2 Catalyst Projects Framework

The following are Implementation Strategies for the Station Area. The table is organized by Regulatory Tools, Public Infrastructure Tools and Partnership tools. Each Implementation Strategy includes reference to the numbered Plan Recommendation(s) it implements, a general timeframe and key responsibility. The Plan recommendations are abbreviated for each section: 1) LU = Land Use and Urban Design; 2) MO = Mobility; and 3) IN = Infrastructure. While all strategies are important, the reality of market conditions, infrastructure constraints and funding require assigning timeframes by short term (1-5 years) or long term (5-10 years). This table does not require these timeframes if opportunities arise sooner than predicted.

A team approach is crucial to implementation. There are many parties involved including all city departments, elected and appointed officials, RTD, AHEC, Urban Ventures, Kroenke Sports, and Quadrant Properties,. The table identifies Key Responsibility so it is clear who will take the lead on the effort.

Regulatory Tools			
Recommendations	Implementation Strategy	Time-frame	Key Responsibility
Land Use Mixture LU-1 thru 9	Current zoning varies greatly throughout the station area. The Pepsi Center parking lots are currently zoned C-MU-30. Support the planned zone change request to promote a mix, arrangement, and intensity of uses that support transit ridership. The station is located within the Platte River Valley (PRV) zone district, which is intended to promote and encourage diversified land use. Due to the GDP requirement in the PRV zone, which has been a barrier to development in the past, an alternative transit mixed use district should be supported for the station. The majority of the remaining land area is zoned R-5 (institutional) and I-2 (industrial). The Institutional district does not allow residential and the Industrial district does not allow mixed-use, specifically residential. Evaluate alternative zoning districts that allow the recommended mix of land uses for these properties. Coordinate with the Zoning Code Update to ensure there is a menu of zoning districts that promote this mixture.	Short	Community Planning and Development (CPD)
Ground Floor Uses LU-10	Existing mixed use districts do not offer incentives or mandates for mixing uses or required ground floor commercial or retail. Concentrating and allocating commercial and retail within the station area is essential to creating a vibrant successful station. Coordinate with the Zoning Code Update to create these mandate incentives.	Short	CPD
Active Edges, Build-To Lines and Building Heights LU-11 thru 16	Coordinate with the Zoning Code Update to develop form-based regulations that mandate a predictable scale and form. For example, the form standards should require active edges along main streets that promote active uses and frontage types. Build-to-lines create a defined street wall. Transition in heights with 2-8 stories within the 1/2 mile radius and 5 - 12 floors on the outer Kroenke Sports property.	Short	CPD
Parking Ratios MO & IN-13 thru 17	Coordinate with the Zoning Code Update and the Strategic Parking Plan to incorporate different techniques for regulating and designing parking facilities.	Short	CPD
Enhanced Streets MO & IN-2	Work with PW on new street-cross sections that are specific to station areas in accordance with adopted plans.	Short	CPD/Public Works (PW)

**Time frames include: Immediate (0-1 years); Short term (1-5 years); Medium term (5-10 years); and Long term (over 10 years)*

Public Infrastructure Tools

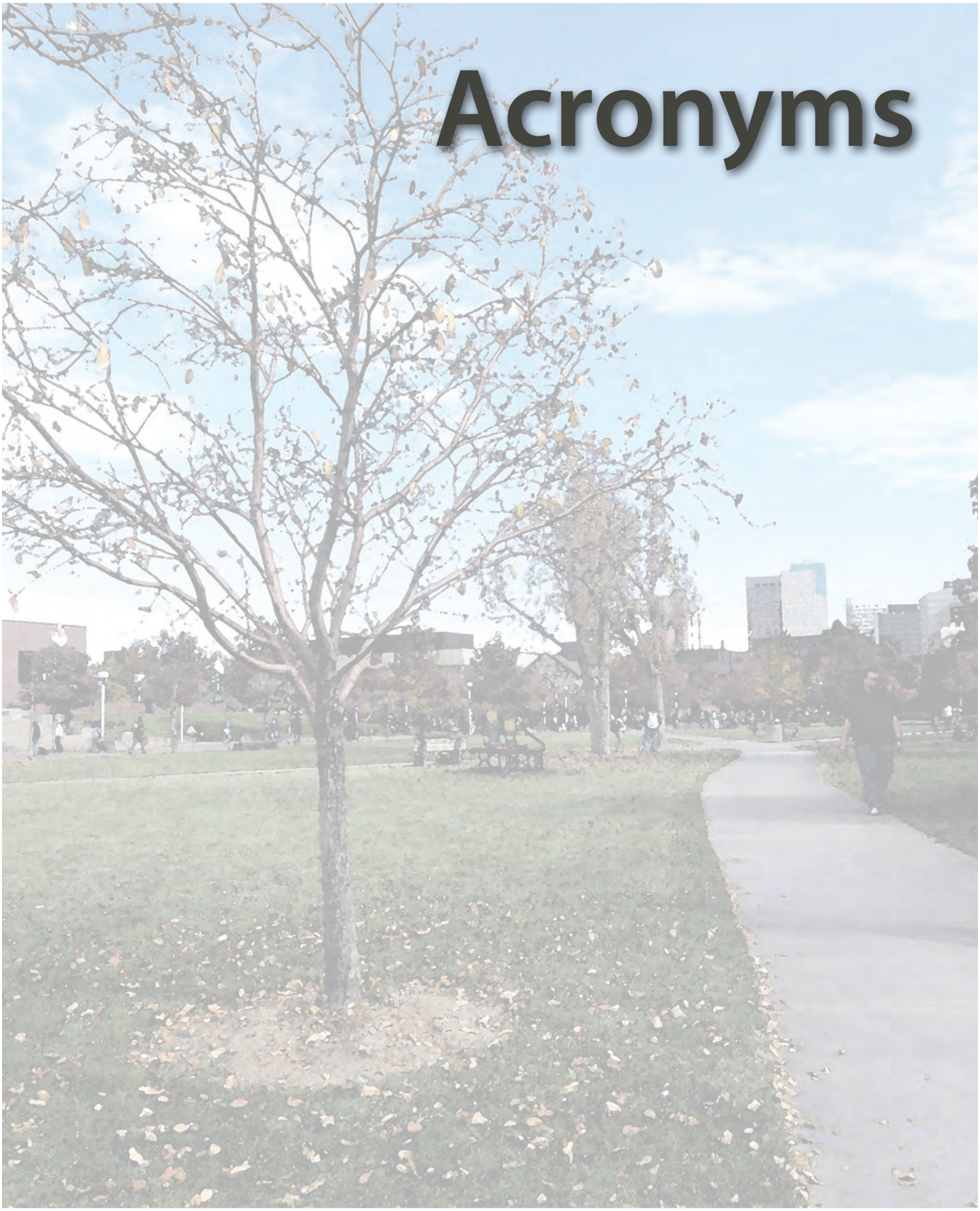
Recommendations	Implementation Strategy	Time-frame	Key Responsibility
Extend Shoshone Street to Old Colfax Avenue	As redevelopment occurs, Public Works and Community Planning and Development should ensure property owners build this road improvement. It is a short term priority because it is essential to improving station access and supporting commercial and retail uses along 5th Street.	Short	AHEC, PW, Private
Relocate Curtis Street between 5th and 7th streets	As the West Corridor is constructed and the existing station is relocated, Public Works, the Auraria Higher Education Center (AHEC), and RTD should ensure this road improvement is built. It is an immediate priority because it is essential to improving station access and supporting commercial and retail uses along 5th Street.	Immediate	PW, RTD
Create a primary auto loop on 5th and 7th Streets MO & IN-4	As redevelopment occurs, the Pepsi Center group should work to build this road improvement. This will provide north-south access through the site, ventilate the heavy traffic generated by Pepsi Center events and increase access and visibility at the station.	Medium/ Long	Private/PW
Improve the primary east-west connection on 13th Avenue, including new 80' cross section	Public Works and Community Planning and Development should ensure property owners build this road improvement. It is a medium term priority because it is essential to providing east-west access but the timeline for redevelopment on 13th Ave. is unknown. This will link the Decatur Station to the Auraria West Campus Station.	Medium	PW
Improvements to 5th Street between Lawrence and Walnut - Include premium pedestrian treatment for sidewalks and intersections, wide sidewalks, street trees, special paving, etc. MO & IN-4	As redevelopment occurs, AHEC should work with RTD to ensure the proposed pedestrian improvements are fully constructed to help create a main street and campus hot spot around the station. It is short term because it connects the Auraria Campus Station to adjacent commercial and retail uses along 5th Street.	Short	AHEC, RTD
Pedestrian and Bicycle mall on Lawrence Street MO & IN-9, 11	As the Auraria Campus Master Plan is implemented and development occurs, AHEC should work to build the pedestrian and bicycle mall improvements. It is short term because it provides needed bike/ped connections from the Auraria West Campus Station to the Auraria Campus and the downtown core.	Medium	AHEC
Shoshone Street, Rio Court and 13th Ave - bicycle and pedestrian improvements MO & IN-5, 6, 9, 12	As redevelopment occurs, collaborate with Public Works and Community Planning and Development should ensure property owners build the pedestrian and bicycle improvements. It is short term because it connects the Auraria West Campus Station to the 10th and Osage Station and provides access to and from proposed development to the south. As the station redevelops and the bike sharing initiative materializes, there will be a need for additional bicycle facilities. Existing bike routes do not connect to the station. Connections are needed from nearby routes (D-8 & D-10). Should funding become available, coordinate with public works to develop bike routes and provide additional bike racks and storage lockers at the station. Upon full build-out consider whether there is demand and funding for bike services such as rentals and locker rooms.	Short	PW/CPD

Partnership Tools

Recommendations	Implementation Strategy	Time-frame	Key Responsibility
Business Relocation	As the station area redevelops there are existing industrial uses that are not consistent with the plan's land use recommendations. In addition, as the built environment changes over the years it may not be conducive for successful business operation. Office of Economic Development (OED) can play a pro-active role in assisting these businesses in relocating to a more desirable site within the city.	Short	OED/CPD
Affordable Housing LU-1	Partner with OED to seek funding opportunities for affordable housing	Medium/ Long	OED/CPD Neighborhood Development
Green Building LU-17	Partner with Greenprint Denver and non-profit organizations to provide resources and educate builders and residents about green building.	Short/ Medium	CPD/Greenprint Denver/non-profit organizations
Parks Department MO & IN-8 thru 11 LU-5	Many of the mobility recommendations and open space recommendations offer park and recreation benefits. For example, the primary bicycle and pedestrian routes will enable access to the South Platte River greenway and La Alma/Lincoln Park. As these recommendations move forward, the Parks and Public Works Departments must be involved in early stages to maximize benefits.	Short	CPD/Parks/PW
Parking MO & IN-13 thru 16	Inform the Strategic Parking Plan with the parking strategies identified in this plan.	Immediate	CPD/PW
RTD MO & IN-7	There are some recommendations that are under the authority of the Regional Transportation District (RTD), not the City and County of Denver. In those cases it is important to be an active partner with RTD and work together to achieve the plan recommendations as feasible. Specifically, this includes recommendations on improving bus circulation to and from the station.	Medium	CPD/PW/RTD
Auraria Higher Education Center/ Campus Village	As the campus hot spot develops, and the second phase of Campus Village is developed, collaboration with AHEC and Urban Ventures will be essential to carry out the goals of the plan.	Short	CPD/AHEC Urban Ventures
Fire Department MO & IN-1 thru 6	As projects move forward, collaboration with the Fire Department is necessary to ensure fire safety regulations are met. In some cases the basic minimum requirements should be re-evaluated in order to reflect the urban context of the Auraria West Station area.	Short	FIRE, CPD

**Time frames include: Immediate (0-1 years); Short term (1-5 years); Medium term (5-10 years); and Long term (over 10 years)*

Acronyms



Draft List of Acronyms

To be included in SAP's /modified as needed with area specific groups such as RNO's etc. Sample plan from Philadelphia that used this model had the list up front & went straight to the acronym, no spelled out & acronym in parentheses for the first use.

ADA Americans with Disabilities Act (1990)

AHEC Auraria Higher Education Center

AIA American institute of Architects

AVR Average Vehicle Ridership

BID Business Improvement District

CBD Central Business District

CBO Community Based organizations

CCD City and County of Denver

CDBG Community Development Block Grant

CDC Community Development Corporation

CDFI Community Development Financial Institution

CDOT Colorado Department of Transportation

CHFA Colorado Housing Finance Agency

CIP Capital Improvements Plan (or Program)

COP Shop – Community Organized Policing

CPD Community Planning & Development

DHA Denver housing Authority

DHND Division of Housing and Neighborhood Development

DMU Diesel Motor Unit

DPD Denver Police Department

DPR Parks & Recreation

DPS Denver Public Schools

DPW Public Works

DRCOG Denver Council of Regional Governments

DURA Denver Urban Renewal Agency

EMU Electric Motor Unit

EPA Environmental Protection Agency

FAR Floor Area Ratio

FHA Federal Housing Administration

GIS Geographic Information Systems

HUD US Department of Housing and Urban Development

FRESC

LEED Leadership in Energy and Environmental Design

LRT Light Rail Technology

MBD – Micro business Development

MC-Denver – Making Connections Denver

NEPA National Environmental Policy Act

OED Office of Economic Development

RAC Resident Advisory Committee

RNO – Registered Neighborhood Organization

RTD Regional Transportation District

SAP Station Area Plan

SEEDCO Denver – a Community Development Financial Institution

TAZ Traffic Analysis Zone

TIF Tax Increment Financing

TIP Transportation Improvement Program

TDM Transportation Demand Management

TOD Transit Oriented Development

ZCU Zoning Code Update

The Community

Study Area Location & Overview - Existing Land Uses and Zoning: The existing land uses in the 1/2- mile radius surrounding the station are predominantly educational and industrial. The area also includes a large amount of surface parking that serves the Pepsi Center and Auraria Campus. Existing and proposed student housing facilities are located west of the proposed station. There are four major land owners within the Auraria Campus study area: Kroenke Sports Enterprises, Auraria Higher Education Center, Urban Ventures and Quadrant Properties.

Zoning varies greatly throughout the station area. The station is located within the Platte River Valley (PRV) zone districts that extends west and north along the Platte River. An institutional R-5 district contains the main Auraria Campus, while a residential mixed-use R-MU-30 zone houses Auraria Campus Village student housing. Between Auraria Parkway and the freight/light rail tacks exists a commercial mixed use zone. Land zoned for heavy industrial use (I-2) comprises 25% - the southwest quadrant - of the station area. Dominated by the Auraria Campus, and the Pepsi Center, the Auraria statistical neighborhood supports a very small residential population. In 2000 the Census estimated a neighborhood population of 123 people. The Auraria Campus itself housed no students in 2000. In 2005 the Campus Village at Auraria was constructed. The Campus Village currently houses approximately 685 students in 230 units and experiences very low vacancy rates. South of Colfax approximately 405 residential units within the La Alma / Lincoln Park neighborhood are located within the station area.

The Auraria West light rail station on RTD's central light rail corridor is located at 5th Street and Colfax Avenue on the Auraria Higher Education Campus (Auraria Campus). The Auraria Campus is surrounded by the Central Business District to the east, the Pepsi Center to the north, Invesco Field at Mile High to the west and the La Alma/Lincoln Park neighborhood to the south. The station area plan study area is delineated by a 0.5 mile radius (10 minute walk) from the station. Several major transportation corridors are located in the station area. Colfax Avenue comprises the major east-west corridor. North-south corridors include I-25, the Platte River, Burlington Northern Railroad, Southern Pacific Railroad, the RTD Central Corridor light rail, Speer Boulevard and Cherry Creek. The study area is located primarily within the Auraria statistical neighborhood, the boundaries of which include Colfax, the South Platte River and Speer Blvd. / Cherry Creek. The station area extends north to the Pepsi Center, east as far as Speer Boulevard and south into La Alma-Lincoln Park statistical neighborhood to 11th Avenue. To the west, the study area encompasses the I-25 / Colfax Ave. / Auraria Parkway interchange and the South Platte River.

Picture 8.1 Auraria West Station Area

Population & Housing Characteristics

Dominated by the Auraria Campus, Pepsi Center and Elitch gardens, the Auraria statistical neighborhood supports a very small residential population. In 2000 the Census estimated a neighborhood population of 123 people. Neighborhood residential units at the time included approximately 100 loft condominiums converted in the late 1990s from warehouses along Auraria Parkway and between Speer Boulevard and 14th Street, all of which are located outside the station area to the northeast. The Auraria Campus itself housed no students in 2000.

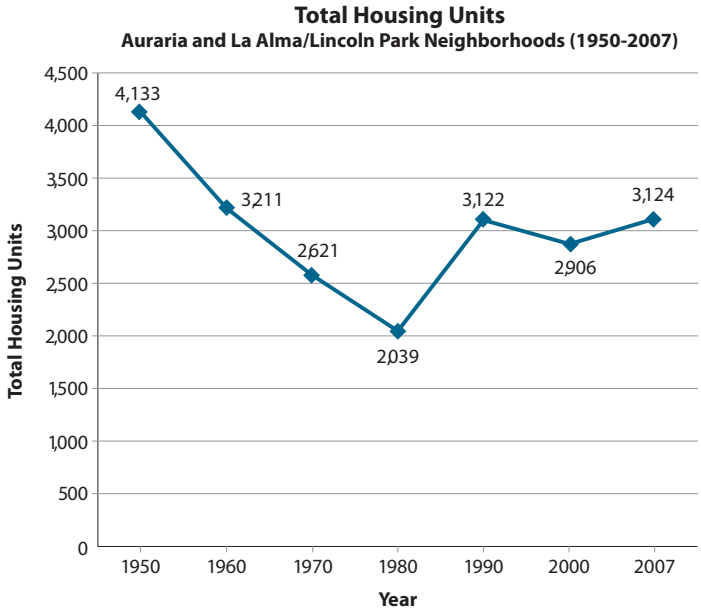
In 2005 the Campus Village at Auraria was constructed on 5th Street between Colfax and Auraria Parkway. The Campus Village currently houses approximately 685 students in 230 units and experiences very low vacancy rates. South of Colfax approximately 405 residential units within the La Alma / Lincoln Park neighborhood are located within the station area. Using DRCOG's 2007 estimates of 3.05 persons per household and a 1.27% vacancy rate in this neighborhood, the total 2007 population living in La Alma / Lincoln Park neighborhood within the Auraria West station area is estimated to be 1,220.

Totaling the Auraria Campus Village and the La Alma/ Lincoln Park neighborhood residents, an estimated 1,905 people lived in 635 housing units within a half-mile of the station in 2007. Given the large student population and a large Denver Housing Authority population in La Alma/Lincoln Park, only 12% of the units within the station area are owner-occupied.

Population and Housing Table – Auraria West Station Area

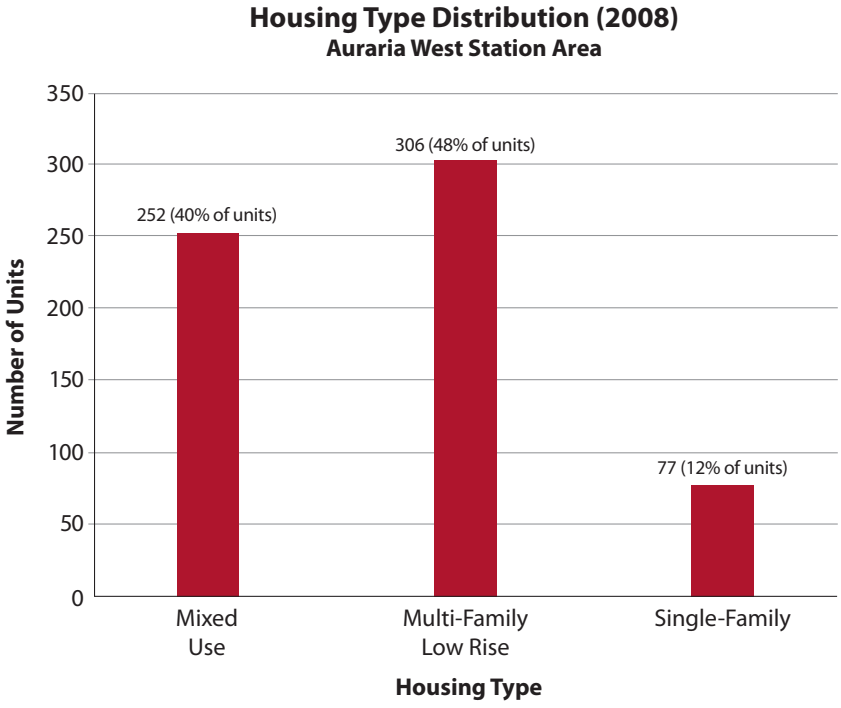
Total Population	**1,905**
Group Quarters Population	685
Residential Population	1,220
Total Housing Units	**635**
Group Quarters Units	230
Residential Units	405
Vacancy Rate (residential units only)	**1.27%**
Number of Persons Per Household (residential units only)	3.05
% of Housing Units Owner Occupied	12%

The number of dwelling units in Auraria and La Alma/Lincoln Park has swung wildly over the years. Between 1950 and 1980 the neighborhood lost over 2,000 units, partially due to the development of the Auraria Campus in the 1970's. New residential development occurred in La Alma / Lincoln Park throughout the 1980s and has leveled off since then. The U.S. Census estimated slightly over 2,900 housing units in 2000, and assessor's data indicates that this number is slightly higher in 2007 at 3,124 units. Multi-family low-rise and mixed-use structures dominate the housing types available in the station area, with only 12% of the residential units being single family homes. MLS data between the 4th quarter 2006 and 3rd quarter 2007, during which time 40 homes were sold, reveal that the average single family home value in La Alma / Lincoln Park is $183,000 (Your Castle Real Estate, 2007).



Source: U.S. Census (1950-2000); Denver CPD (2007)

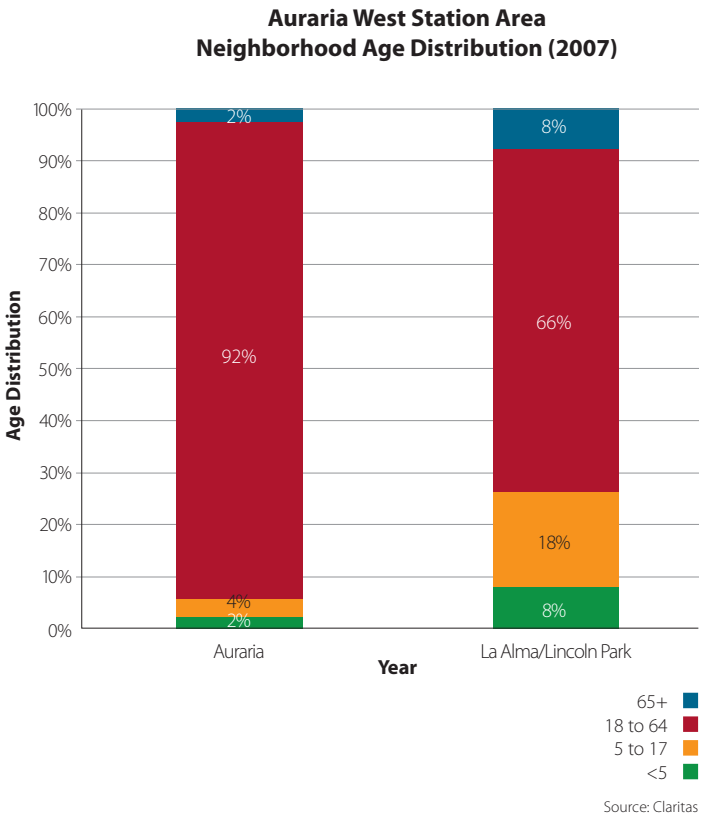
Auraria and La Alma/Lincoln Park Housing Units



Source: Assessors Data

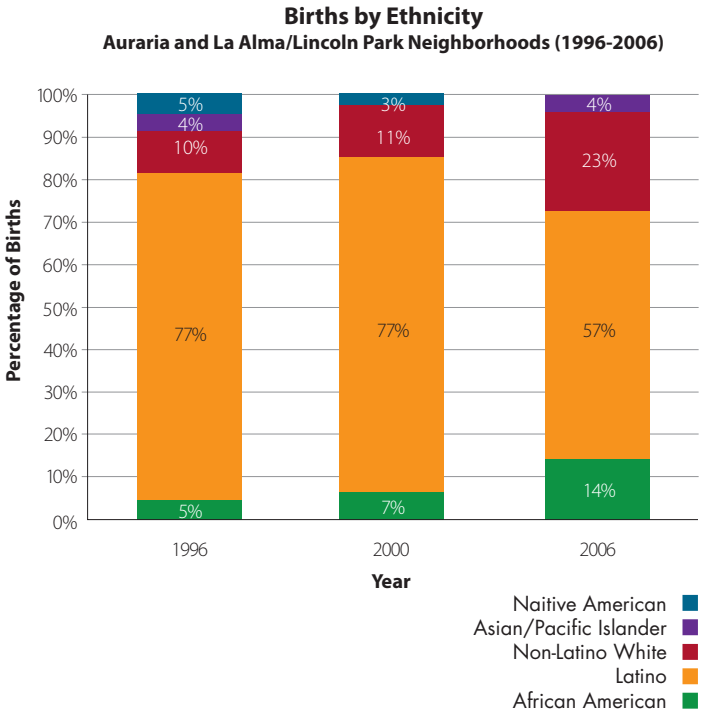
Housing Type Distribution

Age distribution is considered separately for the two neighborhoods within the station area, as the neighborhoods differ greatly in character. In the Auraria neighborhood an estimated 92% of the population ranges between 18 and 64 years of age. As would be expected in an urban campus setting, children and senior citizens comprise a very small percent of the neighborhood population. In contrast, the La Alma / Lincoln Park neighborhood is home to many families, with 26% of the population being under the age of 18.



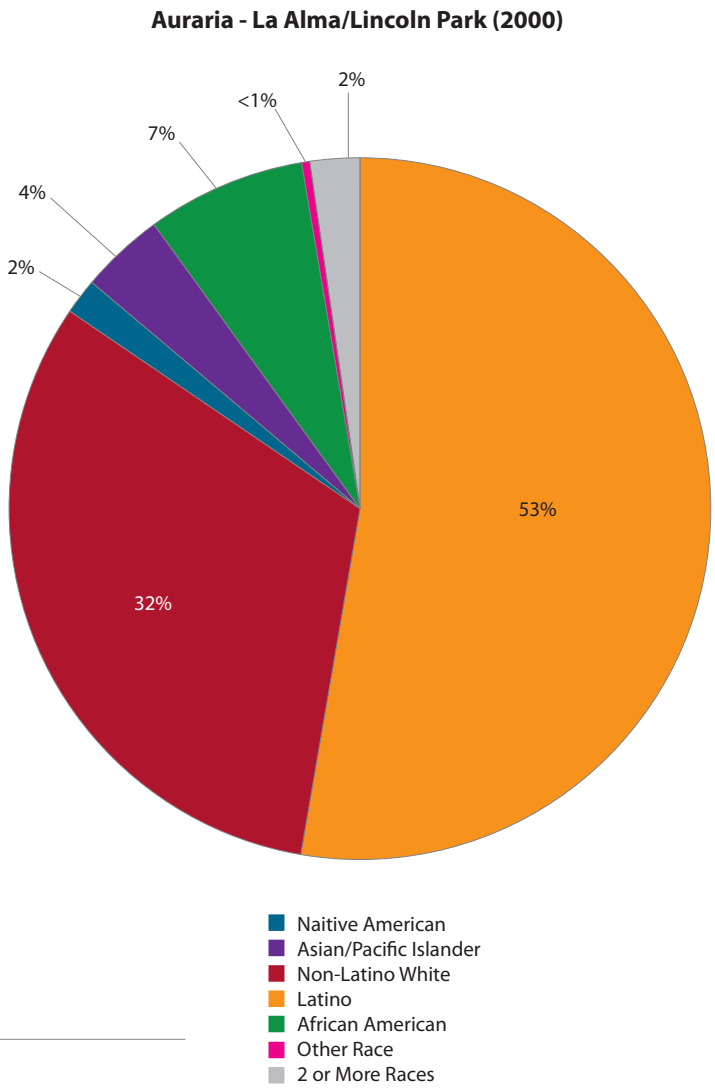
Picture 10.5 Age Distribution

Racial and ethnic diversity characterize the Auraria and La Alma / Lincoln Park neighborhoods. The 2000 Census indicated that 2% of the population in these neighborhoods are Native American, 4% Asian, 7% Black, 32% Non-Latino White, 53% Latino, and 2% reported having more than one race. Birth data from the Colorado Department of Public Health and Environment reveal a decline in the overall percentage of Latino births in the neighborhood over the last decade. In the same time period, the percentage of Non-Latino White and African American births has been on the rise, indicating that the overall neighborhood demographics may be shifting in this direction as well.

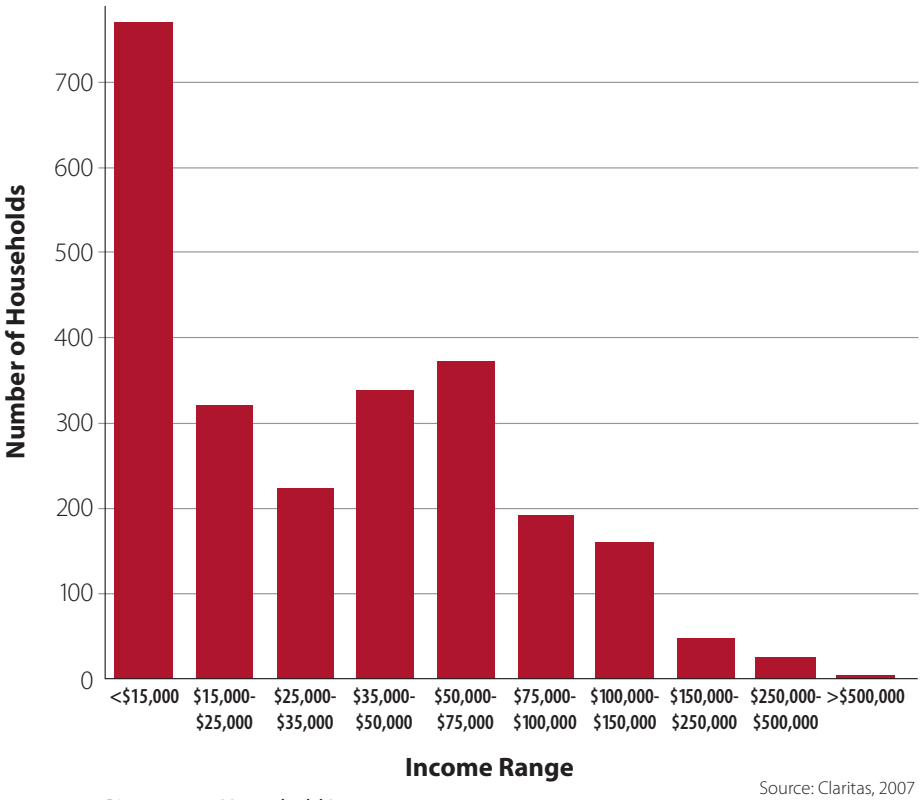


Picture 10.6 Births by Ethnicity

A median income level of approximately $34,000 (compared to $54,400 in Denver as a whole) reflects the presence of a large low-income population in La Alma / Lincoln Park. More than 700 households earn less than $15,000 per year. Likewise, poverty levels have historically been higher among Lincoln Park residents than the city as a whole. For instance, in 2000 the 37.7% persons lived in poverty compared to 14.3% in Denver.



Population by Race & Ethnicity

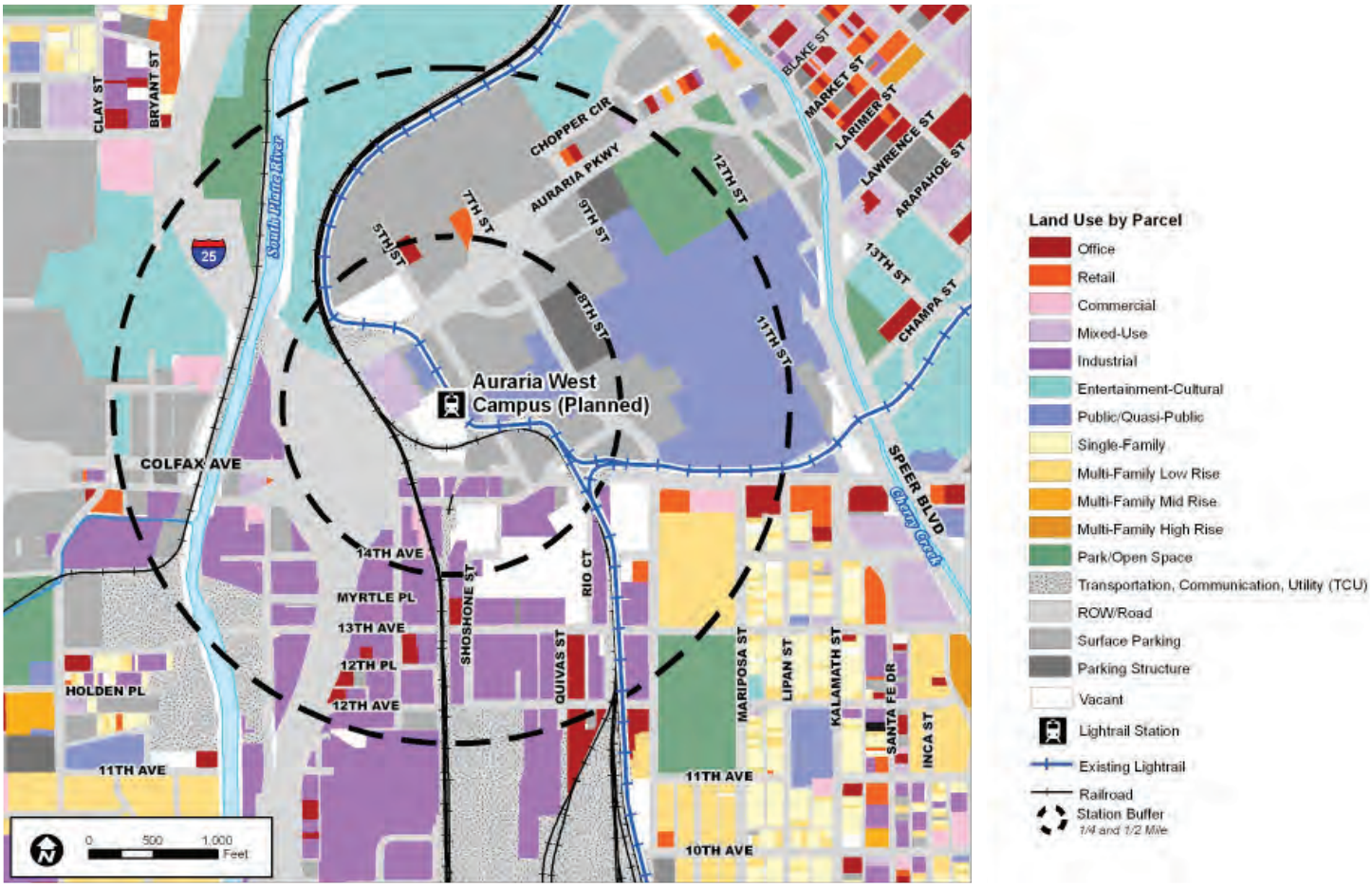


Source: Claritas, 2007

Picture 10.8 Household Income

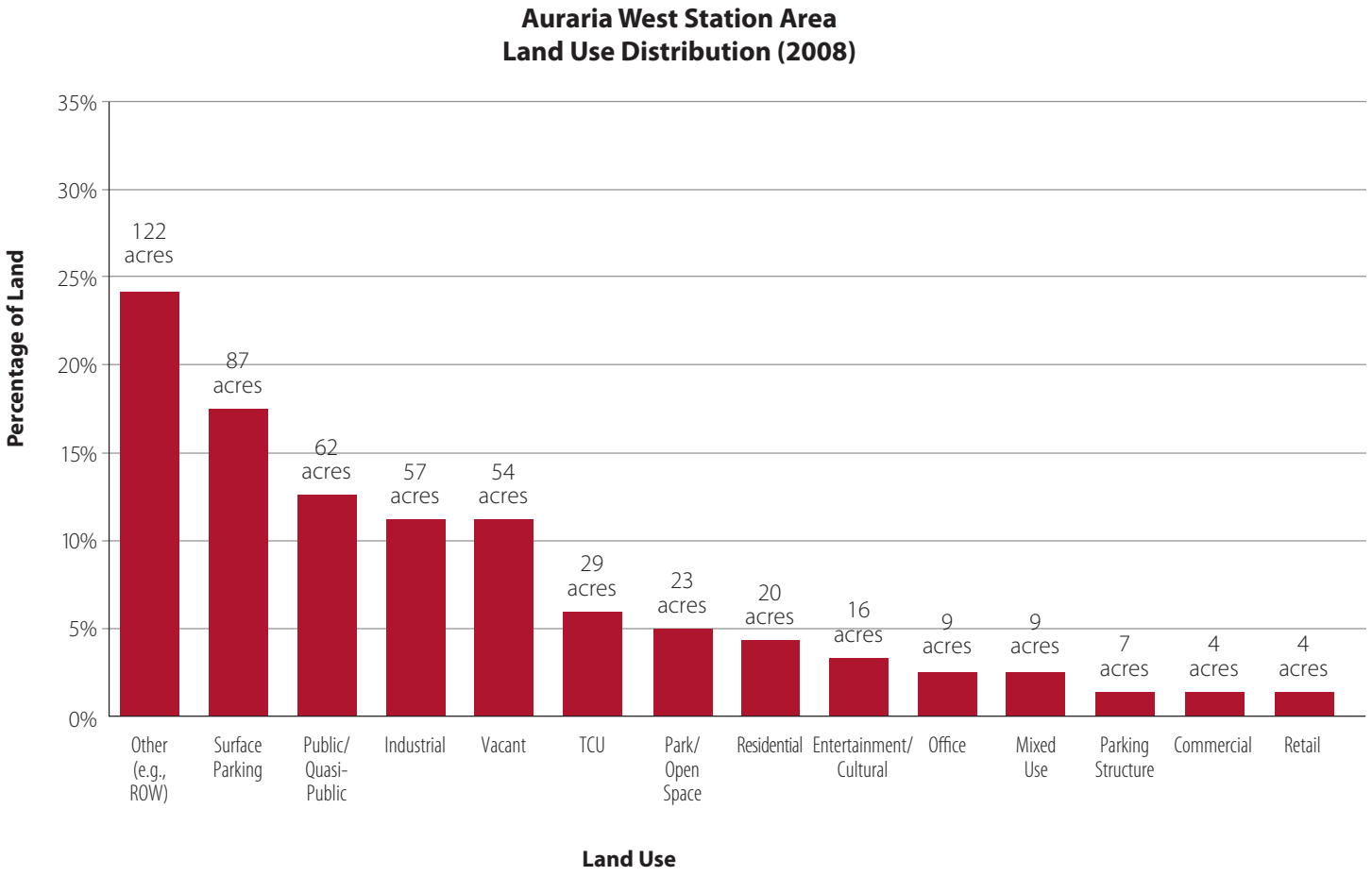
Land Use & Zoning

Surface parking associated with the Auraria Campus and the Pepsi Center dominates the area directly surrounding the Auraria West station. In fact, parking covers a total of 17% of the station area and ranks as the second most dominant land use, with right-of-way covering 24% of the station area. Campus uses cover 12% of the station area, mostly to the east of the station itself. With large amounts of acreage dedicated to right-of-way, industry and uses associated with transportation, communication and utilities (TCU), the character of the western half of the station area reflects the abundance of transportation infrastructure in the neighborhood. Residential uses cover 4% of the station area and another 2% of the land supports mixed use buildings that also include residential units. A mix of residential types including low rise multi-family structures, mixed use structures and single family homes characterize housing options in the station area. Entertainment-Cultural uses including Invesco Field, Elitch Gardens, the Pepsi Center and the Denver Performing Arts Center surround the station area on three sides.

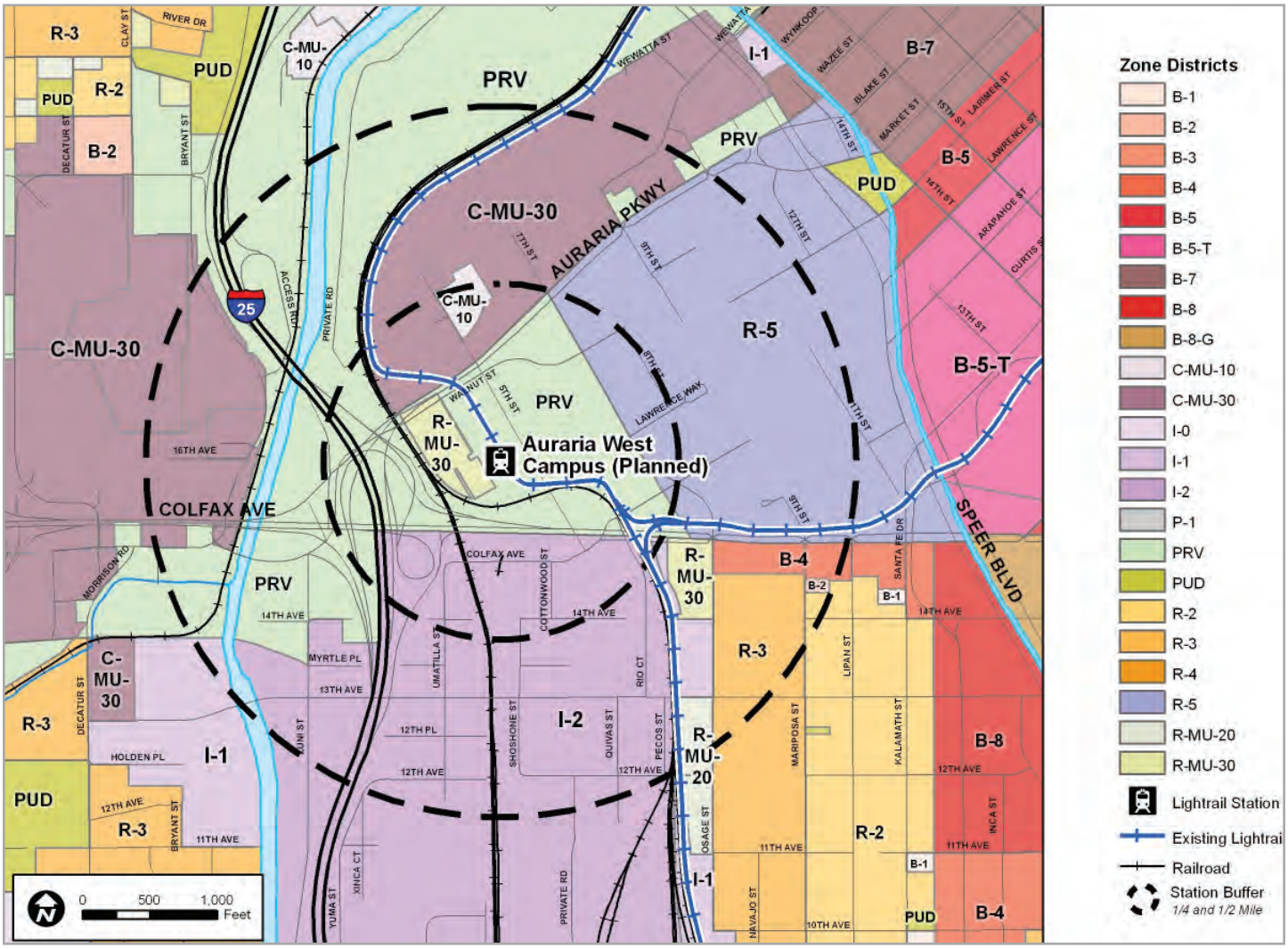


Picture 8.2 Existing Land Use

Zoning varies greatly throughout the station area. The station is located within the Platte River Valley (PRV) zone district that extends west and north along the Platte River. An institutional (R-5) district contains the main Auraria Campus, while a residential mixed-use R-MU-30 zone houses Auraria Campus Village student housing. Between Auraria Parkway and the freight/light rail tracks exists a commercial mixed use zone (C-MU-30 surrounding a small C-MU-10 zone at 5th and Auraria). Land zoned for heavy industrial use (I-2) comprises 25% - the southwest quadrant - of the station area. The southeast quadrant of the station area in La Alma / Lincoln Park neighborhood contains a mixture of residential zone districts including R-2, R-3, R-MU-20 and R-MU-30, as well as a commercial district (dominated by B-4 zoning) along the south side of Colfax Ave. Below are general descriptions of each zoning district within the station



Existing Land Use



Picture 8.3 Current Zoning

Zoning District General Descriptions

R-2 Multi-Unit Dwellings, Low Density: Typically duplexes and triplexes. Home occupations are allowed by permit. Minimum of 6,000 square feet of land required for each duplex structure with an additional 3,000 square feet required for every unit over 2. Density = 14.5 dwelling units/acre.

R-3 Multi-Unit Dwellings, High Density: Building size is controlled by bulk standards, off-street parking and open space requirements. Building floor area cannot exceed 3 times the site area. Maximum density is determined by the size of the units and the factors mentioned above.

R-5 Institutional District: Allows colleges, schools, churches and other institutional uses. Maximum lot coverage is 60% of the zone lot. Building height is controlled by bulk standards.

R-MU-20 Residential Mixed-Use District: The R-MU-20 district is primarily residential, allowing either single or multiple-unit dwellings. Along heavily traveled streets, development may be either residential or mixed-use, combining residential with neighborhood-serving retail, office, or service uses. No maximum residential density is prescribed; instead, the scale of buildings is determined by bulk plane, maximum height, setbacks, open space requirements, and parking ratios. The intent is to encourage a full range of housing types, including affordable housing.

R-MU-30 Residential Mixed-Use District: The R-MU-30 district is a primarily residential district allowing higher density multiple unit dwellings of a density appropriate to the center-city and other activity centers such as light rail transit stations. Supporting commercial development, such as consumer retail and service uses and small-scale office uses, is encouraged to create a truly mixed-use environment. No maximum residen-

tial density is prescribed. Instead, maximum height, setbacks, and open space requirements determine the scale of buildings.

B-1 Limited Office District: This district provides office space for services related to dental and medical care and for office-type services, often for residents of nearby residential areas. The district is characterized by a low-volume of direct daily customer contact. This district is characteristically small in size and is situated near major hospitals or between large business areas and residential areas. The district regulations establish standards comparable to those of the low density residential districts, resulting in similar building bulk and retaining the low concentration of pedestrian and vehicular traffic. Building height is controlled by bulk standards and open space requirements. Building floor area cannot exceed the site area.

B-2 Neighborhood Business District: This district provides for the retailing of commodities classed as "convenience goods," and the furnishing of certain personal services, to satisfy the daily and weekly household or personal needs of the residents of surrounding residential neighborhoods. This district is located on collector streets, characteristically is small in size, usually is entirely surrounded by residential districts and is located at a convenient walking distance from the residential districts it is designed to serve. The district regulations establish standards comparable to those of low density residential districts, resulting in similar standards. Building floor area cannot exceed the site area.

B-4 General Business District: This district is intended to provide for and encourage appropriate commercial uses adjacent to arterial streets, which are normally transit routes. Uses include a wide variety of consumer and business services and retail establishments that serve other business activities, and local transit-dependent residents within the district as well as residents throughout the city. The regulations generally allow a moderate intensity of use and concentration for the purpose of achieving compatibility between the wide varieties of uses permitted in the district. Building height is not controlled by bulk standards unless there is a property line to property line abutment with a residential use. Building floor area cannot exceed twice the site area.

C-MU-10 Commercial Mixed-Use District: The C-MU-10 district is the most restrictive of the commercial mixed-use districts, with the shortest list of allowed uses. It includes commercial uses appropriate for high-visibility locations such as employment centers and the intersections of arterial streets. The purpose of the district is to concentrate higher intensity commercial uses, spatially define streets, encourage higher site standards, and create a more attractive pedestrian environment. Uses incompatible with this purpose, such as auto-related uses, industrial uses, and single unit dwellings, are not allowed. Although residential uses are permitted in the "C-MU" districts, it is expected that residential uses shall be responsible for buffering themselves from nonresidential uses that may locate on adjacent property. Basic maximum gross floor area is equal to two (2) times the area of the zone lot.

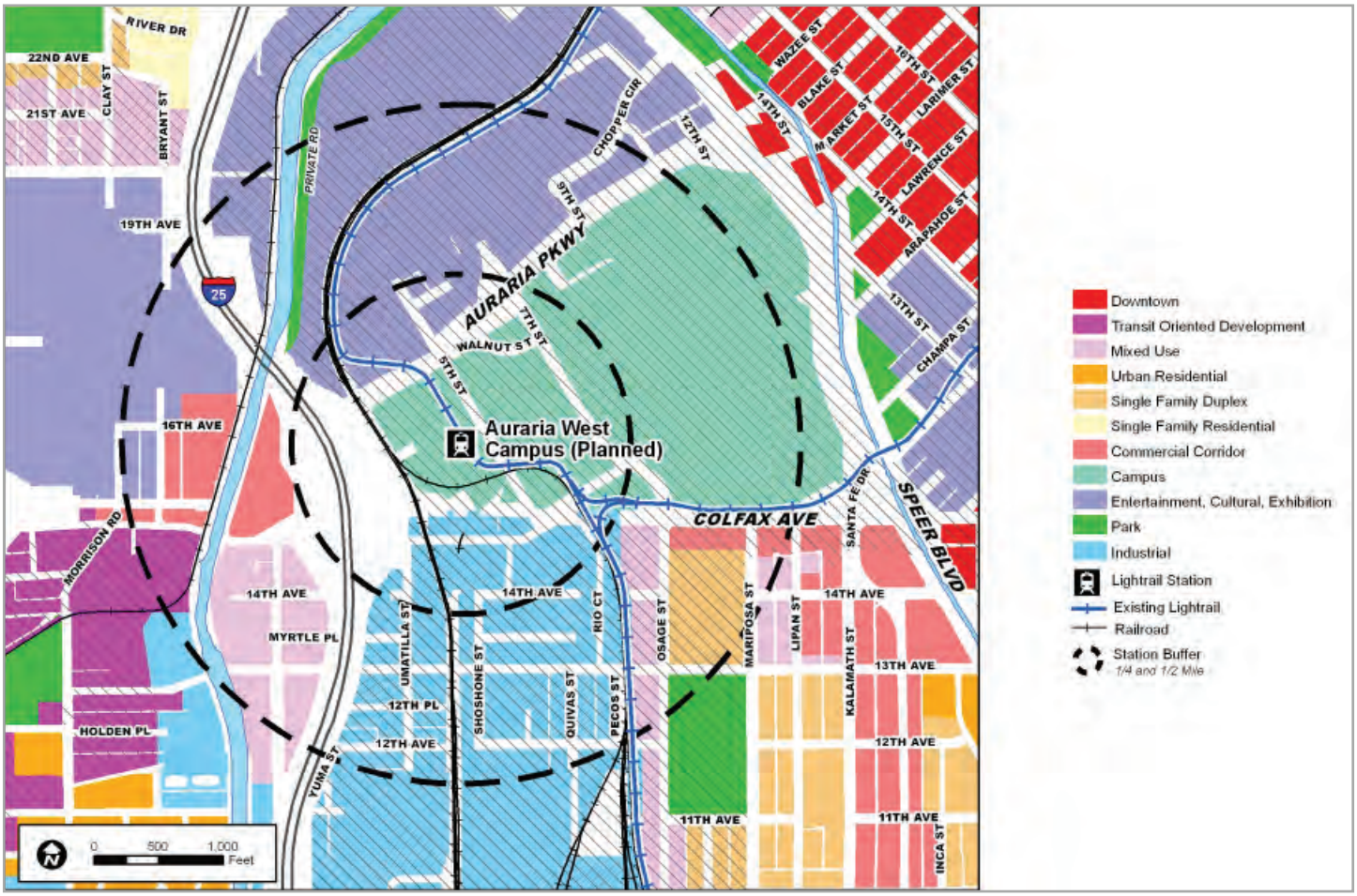
C-MU-30 Commercial Mixed-Use District: The C-MU-30 district provides for a wide range of commercial, office, retail, industrial, and residential uses that allow property owners the flexibility to respond to the long-term evolution of development trends. Although residential uses are permitted in the "C-MU" districts, it is expected that residential uses shall be responsible for buffering themselves from nonresidential uses that may locate on adjacent property. Maximum gross floor area is equal to one (1) times the area of the zone lot.

PRV Platte River Valley Zone District: This district is intended to promote and encourage diversified land uses and to integrate the district's unique geographic location and setting, amenities of view, transportation linkages and open space. A variety of land uses are permitted to facilitate new development, allow for the reuse of eligible historic structures and to complement development in adjacent neighborhoods and downtown. New residential development and open-space is encouraged. Regulatory flexibility is provided to facilitate development responsive to current and future market conditions, and to encourage creativity in the development of the Platte River Valley. Subarea boundaries are delineated on the PRV zoning map. A subarea plan, including preliminary design guidelines, is required for all or part of the subarea to be used as a framework for private and public development projects. Rules and criteria adopted by the Planning Board govern the content and requirements of subarea plans. Plans for any given subarea must conform with the subarea zoning standards enacted by City Council.

I-1 General Industrial District: This district is intended to be an employment area containing industrial uses which are generally more intensive than those permitted in the I-0 zone. Bulk plane, setback and landscape standards apply in this district. Building floor area cannot exceed twice the site area. Some uses are conditional uses.

I-2 Heavy Industrial District: This district is intended to be an employment area containing uses which are generally more intensive than that permitted in either of the other two industrial zones. Bulk plane, setback and landscape standards apply in this district. Building area cannot exceed twice the site area. Some uses are conditional uses.

Blueprint Denver: An Integrated Land Use and Transportation Plan was adopted in 2002 and places a city-wide priority on land use, transportation, housing, environmental sustainability and protection of Denver's historic legacies. **Blueprint Denver** identifies Areas of Stability and Areas of Change throughout the city with the goal of directing new developments and infill projects toward Areas of Change in order to preserve Denver's stable neighborhoods. It also establishes citywide concept land use and concept street classifications. Most of the Auraria West Station Area is identified in Blueprint as an Area of Change. The concept land use includes campus and entertainment facilities north of Colfax Avenue, industrial land in the southwest portion of the station area, and a mixture of residential and retail south of Colfax Ave. and east of the light rail line.



Picture 8.4 Blueprint Denver

Public Engagement

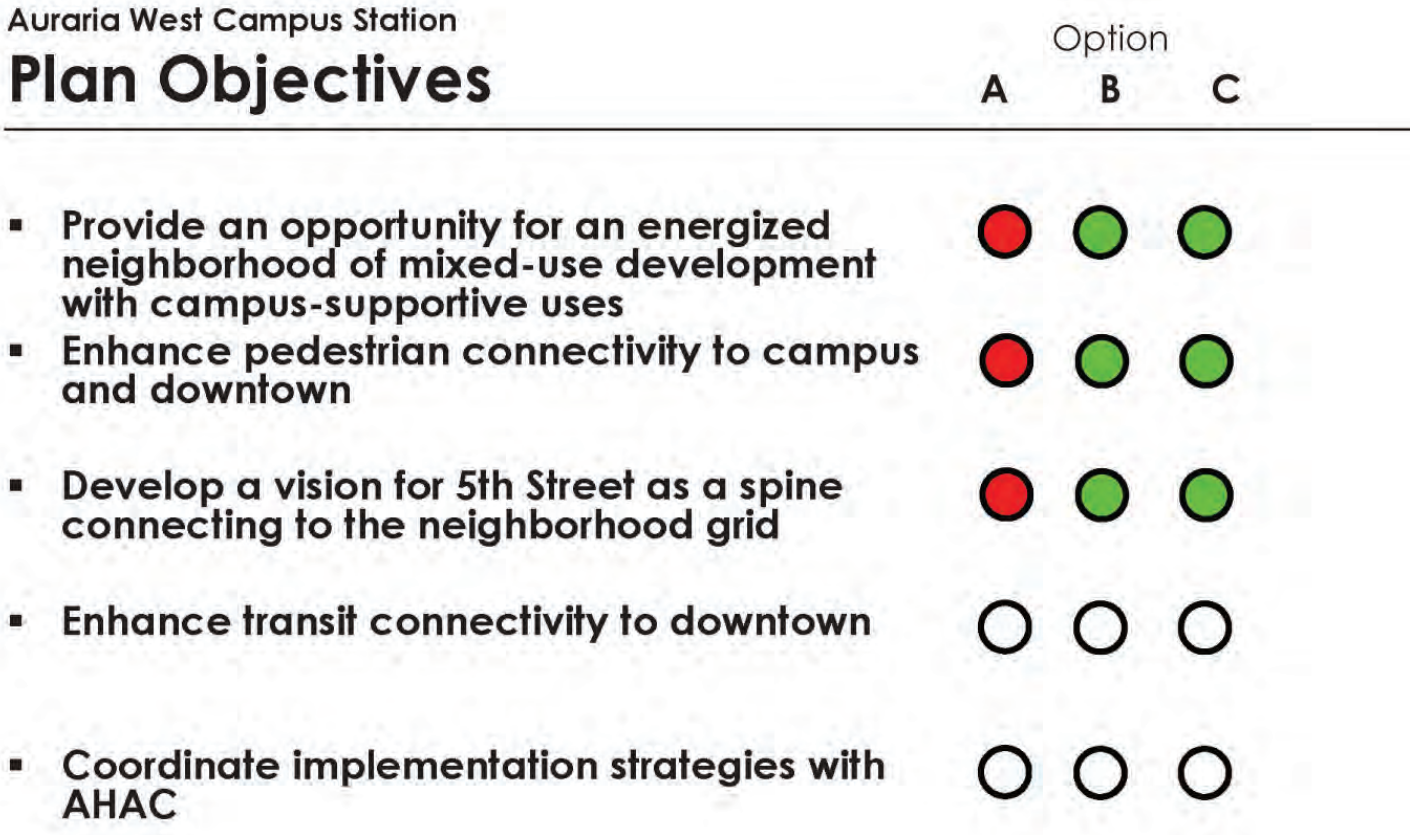
Public Process

Community outreach provided was a major component of the planning process for the Auraria West Station Area. Public involvement included focus groups, public workshops and meetings with individual property owners.

Redevelopment Alternatives

Three alternative designs for the Auraria West Campus Station area were reviewed by residents and stakeholders at focus groups and public workshops between April and May, 2007. The alternatives were evaluated by the degree to which they satisfied the indicated plan objectives.

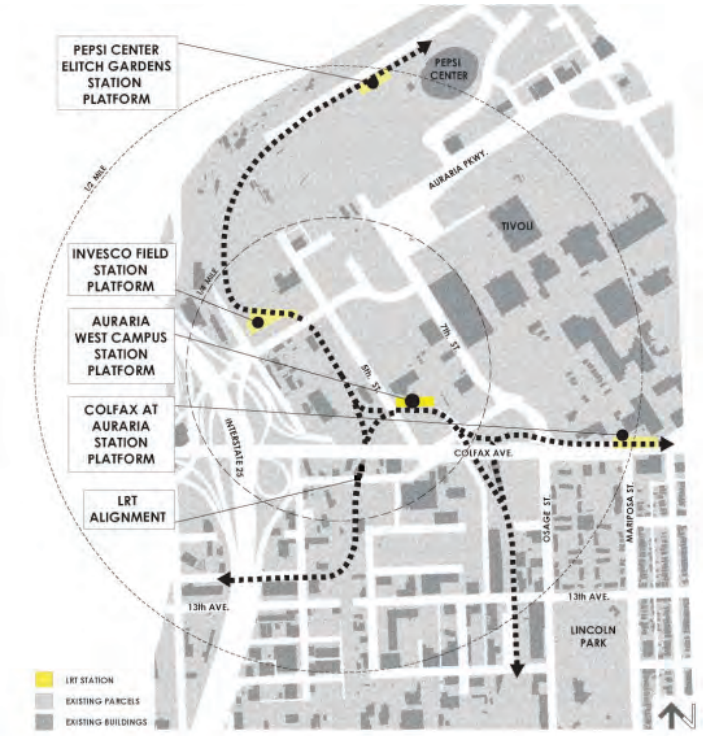
Option B was selected as the preferred alternative and became the basis for the station area plan detailed in this report. The evaluated alternatives follow.



Picture 11.1 Community evaluation of design alternatives

Option A

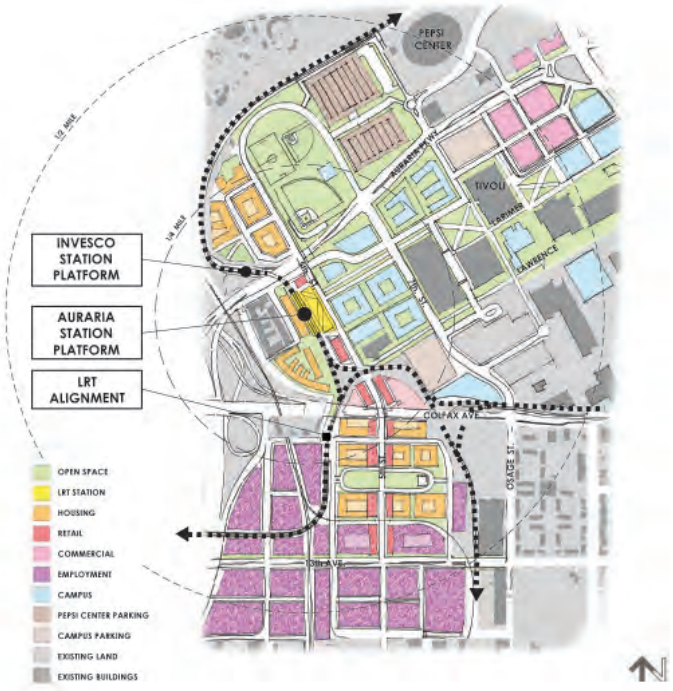
Reflects existing conditions; does not propose any changes to land uses surrounding the station platform



Option A

Option B

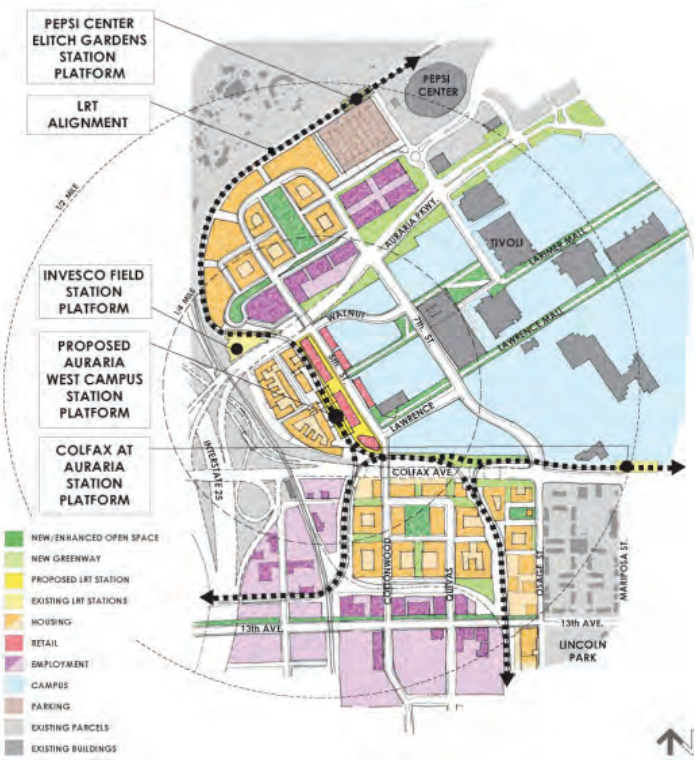
- Fifth Street is extended north and connects to Cottonwood St. to the south improving station access and visibility. The looping road will serve as an armature for transit-supportive development. Transit supportive retail/commercial, mixed-income high-density housing and campus-related uses, including student and faculty housing are oriented along this spine
- The existing parking lots serving the Pepsi Center are redeveloped with employment/office and student/faculty housing. Pepsi Center replacement parking is located in a parking structure adjacent to the arena
- The Auraria Campus Master Plan is amended to better support transit uses adjacent to the station and provide improved transit access. The primary campus pedestrian and bicycle access are on Larimer and Lawrence streets
- Additional pedestrian and bicycle connections are envisioned along 13th Avenue, connecting to the Decatur and 10th and Osage station areas



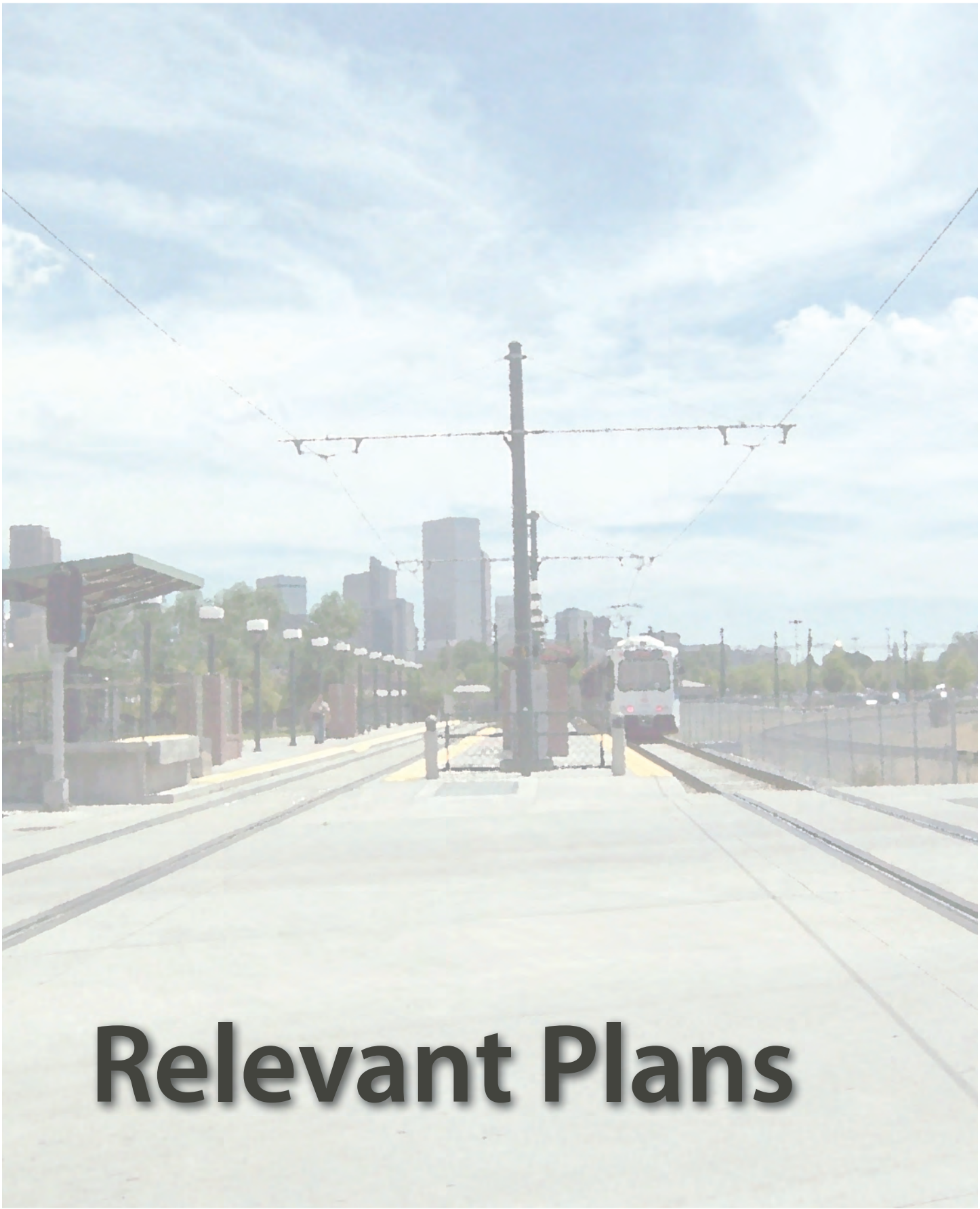
Option B

Option C

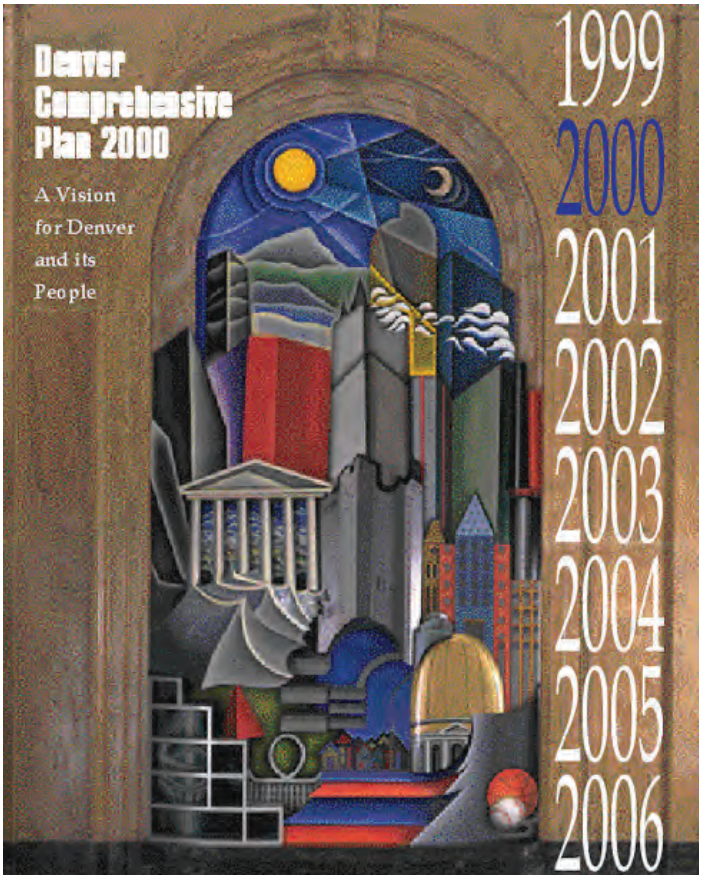
- Fifth Street is extended north and south providing improved station access and visibility. The looping road will serve as an armature for transit-supportive development. Transit-supportive retail/commercial, mixed-income high-density housing and campus-related uses, including student and faculty housing are oriented along this spine.
- The existing parking lots serving the Pepsi Center are redeveloped as Auraria Campus athletic facilities, and student and faculty housing. Pepsi Center replacement parking is located in two structures adjacent to the arena
- The Auraria Campus Master Plan is amended to better support transit uses adjacent to the station and provide improved transit access
- The primary campus pedestrian and bicycle access is from a new Larimer
- Street Mall located on axis with the Tivoli Student Union
- The focus for "main-street" retail development is extend south form the station along Fifth Street to 13th Avenue
- Additional pedestrian and bicycle connections are envisioned along 13th Avenue, connecting to the Decatur and 10th and Osage station areas



Option C



Relevant Plans



Relevant Plans

The Auraria West Station Area Plan builds upon a solid foundation of existing documents and guiding principles. This section provides a review of the applicable content of adopted citywide plans. The Auraria West Station Area Plan provides specific recommendations for the planning area that, in case of conflict, supersede general recommendations from existing plans

Comprehensive Plan, 2000

The City Council adopted **Denver Comprehensive Plan** in 2000. **Plan 2000** provides the planning and policy framework for development of Denver's human and physical environment. The key subjects of **Plan 2000** that relate to this Station Plan are land use, mobility, legacies, and housing.

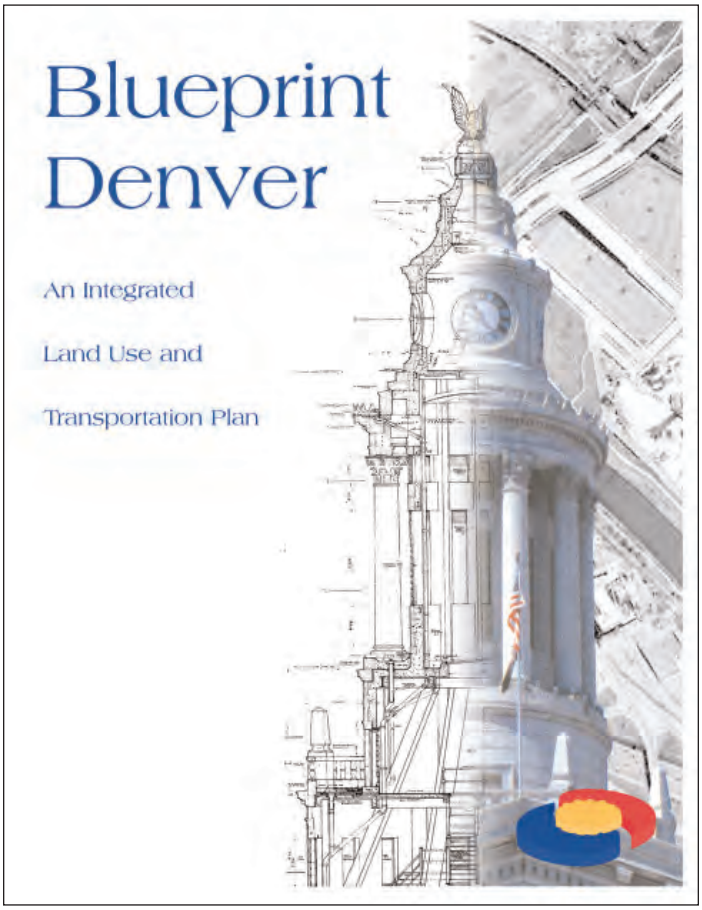
- **Land Use:** Land use recommendations promote new investment that accommodates new residents, improves economic vitality and enhances the city's aesthetics and livability. In addition, **Plan 2000** supports sustainable development patterns by promoting walking, biking and transit use.
- **Mobility: Plan 2000** emphasizes planning for multiple modes of transportation – walking, biking, transit and cars. Key concepts include expanding mobility choices for commuters and regional cooperation in transit system planning. **Plan 2000** also promotes compact, mixed-use development in transit rich places (like station areas).
- **Legacies: Plan 2000** prioritizes planning for park, open space and recreation systems. Historic building preservation and respect for traditional patterns of development in established areas are also key tenets of **Plan 2000**. To this end, **Plan 2000** places a high value on maintenance of streets, trails, and parkways that link destinations within the community. Ensuring that new buildings, infrastructure and open spaces create attractive, beautiful places is the foundation of the legacies chapter.
- **Housing: Plan 2000** recognizes that access to housing is a basic need for Denver citizens. Thus, **Plan 2000** emphasizes preservation and maintenance of the existing housing stock and expanding housing options. Providing a variety of unit types and costs, in addition to housing development in transit rich places are fundamental tenets of **Plan 2000**. This will ensure a sustainable balance of jobs and housing as the city matures.

Blueprint Denver: An Integrated Land Use and Transportation Plan, 2002

Plan 2000 recommended that the city create a plan to integrate land use and transportation planning. **Blueprint Denver** is an implementation plan that recognizes this relationship and describes the building blocks and tools necessary to achieve the vision outlined in **Plan 2000**.

- **Areas of Change and Stability: Blueprint Denver** divides the city into Areas of Change and Areas of Stability. Over time, all areas of the city will fluctuate between change and stability. The goal for Areas of Stability is to identify and maintain the character of an area while accommodating new development and redevelopment. The goal for Areas of Change is to channel growth where it will be beneficial and can best improve access to jobs, housing and services.

Blueprint Denver describes two types of Areas of Stability: "Committed Areas" and "Reinvestment Areas." Committed areas are stable neighborhoods that may benefit from the stabilizing effects of small, individual lot infill development rather than large-scale land assembly and redevelopment.



Reinvestment areas are neighborhoods with a character that is desirable to maintain but would benefit from reinvestment and modest infill. This reinvestment, however, is more limited in comparison to that of Areas of Change.

- **Transportation:** The transportation component of **Blueprint Denver** provides transportation building blocks and tools that promote multimodal and intermodal connections. Elements of connection include the street system, bus transit system, bicycle system, and pedestrian system. These components must work together to realize the guiding principles of **Blueprint Denver.**

Transit Oriented Development Strategic Plan, 2006

The Transit Oriented Development (TOD) Strategic Plan prioritizes the city's planning and implementation efforts related to the transit system and station area development.

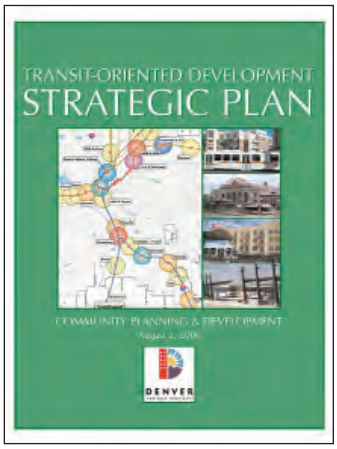
- **TOD Defined:** The TOD Strategic Plan defines TOD as development near transit that creates beautiful, vital, walkable neighborhoods; provides housing, shopping, and transportation choices; generates lasting value, and provides access to the region via transit.
- **TOD Typologies:** The TOD Strategic Plan establishes TOD typologies for every transit station in the city. Typologies establish a framework to distinguish the types of places linked by the transit system. The typologies frame expectations about the land use mix and intensity of development at each of the stations.
- **Station Area Planning:** While providing an important planning framework, the TOD Strategic Plan calls for more detailed station area plans. Such plans offer specific direction for appropriate development, needed infrastructure investments and economic development strategies.

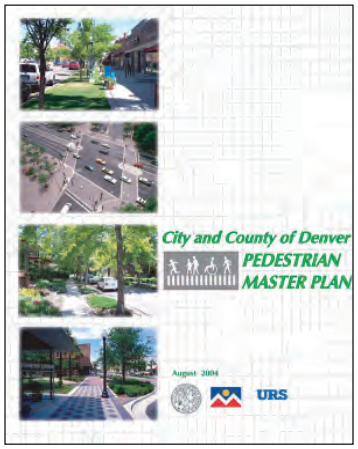
Pedestrian Master Plan, 2004

The **Pedestrian Master Plan** serves as a framework for implementation of new city policies that place an emphasis on pedestrian mobility in planning. Specifically, the plan considers safety, accessibility, education, connectivity, streetscape, land use, and public health as it relates to the creation of a citywide pedestrian circulation system. **Plan 2000** and **Blueprint Denver** recommended preparation of this plan. The plan establishes street classifications for the pedestrian network in order to highlight routes that require greater emphasis on the pedestrian.

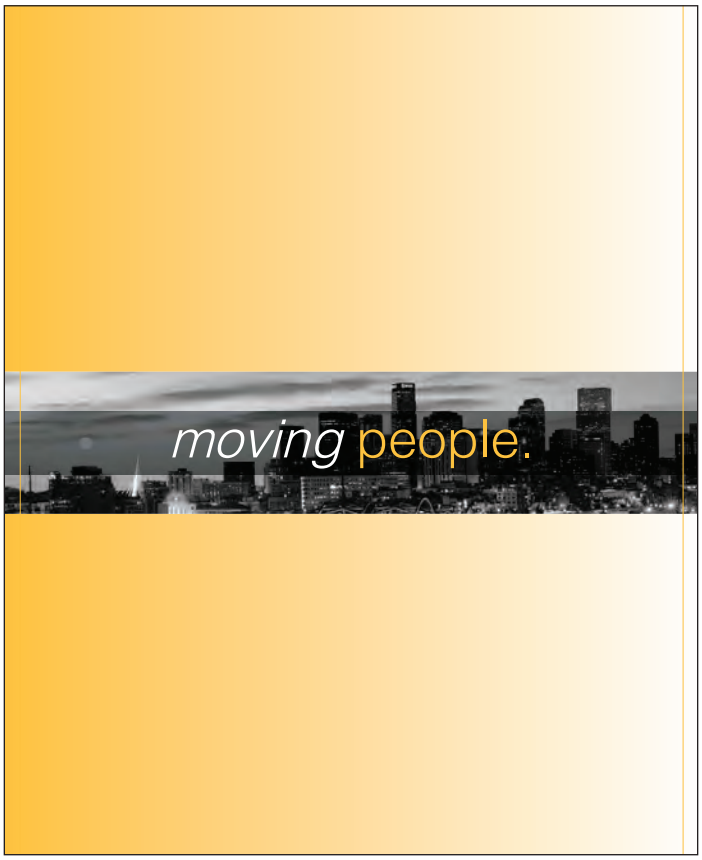
Parks and Recreation Game Plan, 2002

The **Game Plan** is a master plan for the city's park, open space and recreation system. A primary principle is to create





*The **Transit Oriented Development Strategic Guide** and the **Pedestrian Master Plan***



*The **Strategic Transportation Plan***

greener neighborhoods. **Game Plan** establishes a street tree and tree canopy goal of 15-18% for the entire city. The plan also establishes a parkland acreage target of 8-10 acres per 1,000 residents. Tools to accomplish these goals include promoting green streets and parkways, which indicate routes that require greater emphasis and additions to the landscape.

Strategic Transportation Plan, 2008

Denver Public Works drafted the **Strategic Transportation Plan (STP)**. The **STP** is a primary implementation tool for **Blueprint Denver** and **Plan 2000.** The objective of the **STP** is to determine needed transportation investments. The **STP** process will (1) provide education concerning options for transportation alternatives; (2) reach consensus on transportation strategies along transportation corridors through a collaborative process; and (3) build stakeholder support.

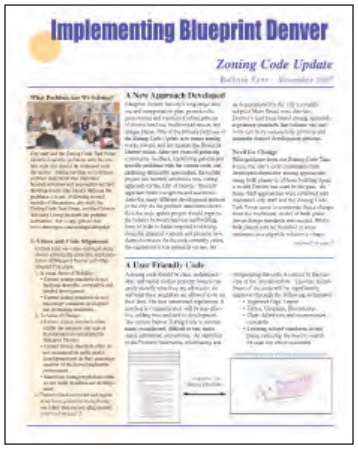
The **STP** represents a new approach to transportation planning in Denver. Instead of forecasting future auto travel on Denver streets, the **STP** forecasts person-trips to evaluate the magnitude of transportation impacts caused by all types of travel. This person-trip data provides the ability to plan for bikes, pedestrians, transit, and street improvements. The **STP** is the first step in identifying the needs for every major travel corridor in the city. The **STP** creates concepts for how to meet transportation needs, including a prioritization of corridor improvements.

Storm Drainage Master Plan (2005) and Sanitary Sewer Master Plan (2006)

The **Storm Drainage Master Plan** and the **Sanitary Sewer Master Plan** evaluates adequacy of the existing systems assuming the future land uses identified in **Blueprint Denver.** The **Storm Drainage Master Plan** determines the amount of imperviousness resulting from future land development and the subsequent runoff. The **Sanitary Sewer Master Plan** identifies needed sanitary sewer improvements to respond to the forecasted development.

Zoning Code Update (in development)

Denver citizens called for reform of the City's Zoning Code in the **1989 Comprehensive Plan** and again in the **Denver Comprehensive Plan 2000. Blueprint Denver** (2002) provided the vision and initial strategy to begin this effort.



*The **Denver Bicycle Master Plan** and a **Zoning Code Update Newsletter***

The framework for the current zoning code was established in the 1950's and assumes an automobile oriented land use development pattern. Further, the complexity of the current zoning code makes it difficult for property owners to easily identify what is allowed to be built on a given property. That complexity can make doing quality development more difficult and raises the cost of doing business in Denver by requiring lengthy study of our unique and cumbersome zoning code.

The updated zoning code will better reflect the vision of **Blueprint Denver** by promoting proper development in "Areas of Change" while enhancing neighborhood character in "Areas of Stability".

Denver Union Station Master Plan (2004)

The **Denver Union Station Master Plan** serves as the blueprint for redeveloping and preserving Denver's historic Union Station and 19.85 acres of surrounding land. Union Station will be transformed into a transportation hub - serving the needs of residents, tourists and commuters.

Greenprint Denver (2006)

Greenprint Denver is an effort to fully integrate sustainability as a core value and operating principle in Denver city government. The **Greenprint Denver** Action Agenda for 2006 charts the city's course over the next five. Included in **Greenprint Denver** Action Agenda are specific actions that relate directly to the City's ambitious station area planning effort. For example, this plan directs the City to decrease reliance on automobiles through public transit use and access, and promote transit-oriented development, as well as bike and pedestrian enhancements, and increase by 20% the new development located within ½ mile of existing transit stations by 2011.

End Notes

1. Amy Herman. "Study Findings Regarding Condominium Parking Ratios." Sedway Group. San Francisco 2001.
2. TCRP Report 102. "Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects," pg. 157. 2001. This study found that transit commute shares increase with pedestrian-oriented design of neighborhoods around rail stops in the Bay Area.
3. Donald Shoup. Transport Policy, Vol. 13, No. 6 . "Cruising for Parking," pp. 479-486. November 2006
4. Nelson\Nygaard. Alaskan Way Viaduct and Seawall Replacement Parking Assessment, Appendix B: Electronic Parking Guidance Systems . March 2007.
5. Victoria Transport Policy Institute TDM Encyclopedia, www.vtpi.org/tdm/tdm44.htm, accessed on 4/5/07
6. Note: Historically this area was considered one Denver statistical neighborhood, called Auraria - Lincoln Park. Many data sources still combine these neighborhoods and report one number for both neighborhoods. Therefore, some of the data in this plan is reported for the Auraria neighborhood, some is for the combined neighborhoods of Auraria and La Alma / Lincoln Park, and some data is for the station area itself.