DENVER
THE MILE HIGH CITY

61ST & PEÑA STATION AREA PLAN

2014

Adopted January 13, 2014

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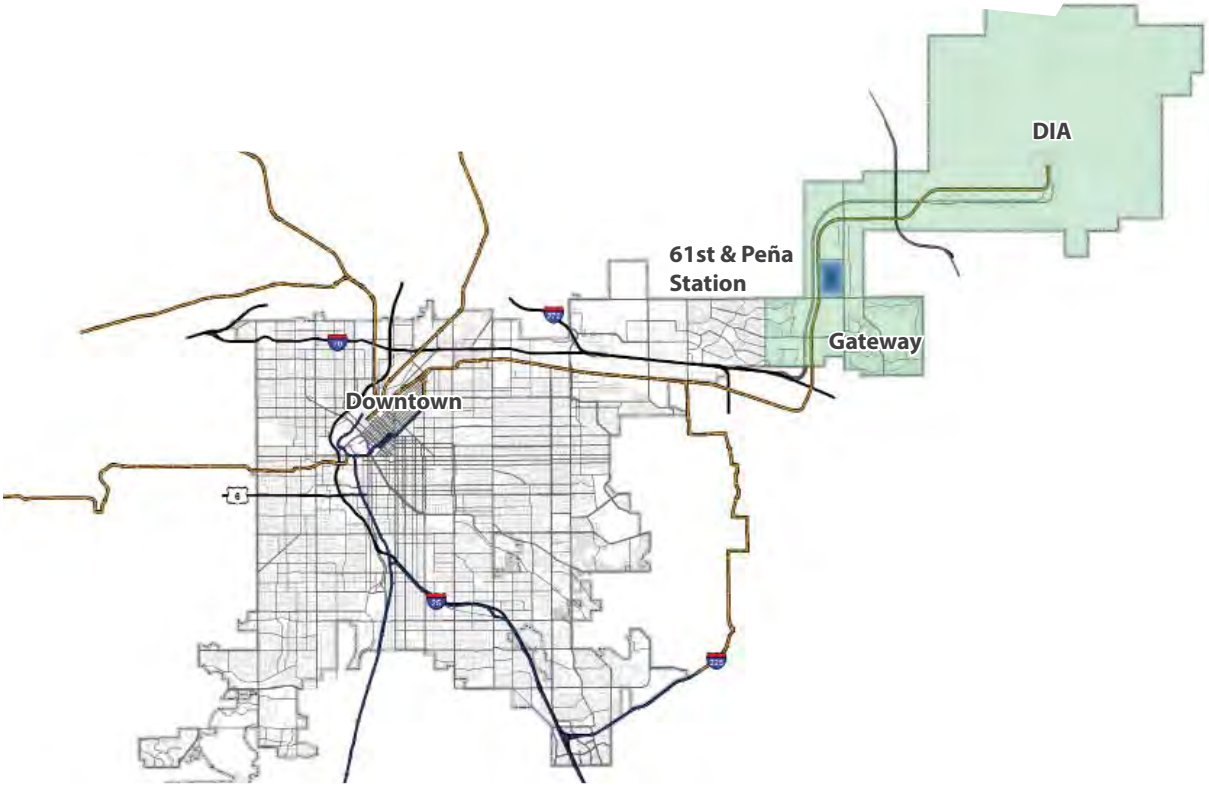
"Arriving and departing passengers will easily identify this TOD as a new center due to the proposed compact, dense, urban form. Instead of being focused along an arterial, as Tower Road development has been, this TOD clusters around the station, increases in height and density as it faces Peña Boulevard and gains significant market advantage with 180 degree, unobstructed views of the Front Range.." - Aviation Station Proposal



Introduction

Denver's airport gateway area has been a "place in progress" for more than 25 years. The area connects the City to Denver International Airport (DIA). Since initial planning and regulatory efforts in the early 1990s, significant changes have occurred to the area's surrounding context. After opening in 1995, DIA has become the fifth busiest airport in the country, a key entry point to the Rocky Mountain West, and a significant economic engine for the Denver region. In 2004, voters passed the Regional Transportation District's (RTD) FasTracks Program, which included extending rail transit from Downtown Denver to DIA. Denver's population, once declining in the 1970s and 1980s, is now one of the fastest growing in the country.

The DIA and Gateway statistical neighborhoods, with several thousand acres of undeveloped land, is positioned to take advantage of these changed circumstances. To date, growth in the area has occurred sporadically, and due to its location and limited mobility connections, the development pattern focused on the automobile. With the arrival of the RTD East Commuter Rail Line in 2016 and a rail station located at 61st Avenue and Peña Boulevard, the opportunity to spur a high-quality, sustainable, transit-oriented development pattern focused on walkable neighborhoods and easy access to transit is now at hand.

The area around the 61st and Peña Commuter Rail Station is positioned to become a national model for sustainable, transit-oriented, greenfield development while contributing to the robust economic generator that is Denver International Airport. The station area can enhance the region's overall economic competitiveness by linking employment opportunities with a wide range of housing choices through increased transportation options and building value in existing and new neighborhoods along the East Corridor.

The 61st and Peña Commuter Rail Station is unique within the City and County of Denver. Its location in the Gateway neighborhood near Denver International Airport truly sets it apart from other transit communities throughout Denver – and throughout the metropolitan region. As a site yet to be developed, it provides both tremendous opportunities – and some significant challenges.

Development at this particular station is important in shaping the future of the airport and the northeast quadrant of the metropolitan area. As a greenfield area, the 61st and Peña transit community has the opportunity to showcase the best in transit-oriented development. State-of-the-art treatments for creating mixed-use development, establishing walkable urban patterns, and advancing a lifestyle less reliant on the automobile can literally be developed from the ground up. The proximity to Denver International Airport, which employs more than 35,000 (2013), easily makes this a highly desirable new community from the outset.

Key influences for guiding the 61st and Peña station area plan include the City's TOD Strategic Plan, Blueprint Denver, the City's integrated Land Use and Transportation Plan and on-going planning efforts by Denver International Airport. Key values include sustainability, world-class design, state-of-the-art conservation practices, and 21st century solutions for mobility and infrastructure.

Greenfield sites can also provide challenges. Today, the stakeholders are working towards developing the initial phases of the station area, but the transit community itself will evolve over a period of time. Current market considerations, as well as longer-range market projections, are critical to phasing strategies for growing the community over time to achieve the desired vision. Development today has to be sited and designed in a manner that recognizes current market and financing conditions and accommodates phasing, densification, and evolving the 61st and Peña station area to meet the vision for a vibrant, sustainable and healthy transit community in which to live, work and play. As a showcase community, it will embrace a 21st century lifestyle with easy transit connections to transportation hubs and amenities throughout the Denver region.

RTD FASTRACKS PROGRAM AND THE EAGLE P3 PROJECT

The RTD FasTracks program, passed by voters in November 2004, includes the East Rail line that connects Downtown Denver to Denver International Airport. RTD chose a private partner, Denver Transit Partners, to design, build, partially finance, operate, and maintain the East Line, as well as the Gold Line and elements of the Northwest Corridor Line as part of the Eagle P3 project.

The Eagle P3 is the first public-private partnership of its kind in the United States with an expected total budget of $2.1 billion. The East Line is scheduled to begin operation in 2016.

Plan Approach

The station area boundaries are similar in scale to the size of downtown Denver.

BACKGROUND

The 61st and Peña Station Area Plan encompasses 382 acres immediately adjacent to the future East Commuter Rail Station near where the future 61st Avenue terminates east of the Peña Boulevard Corridor. The location is currently agricultural and grazing land with no structures on the entire 382 acres. The future Telluride Street provides the eastern boundary of the Transit Community Core of the station area. The station is one of eight stations along the East Commuter Rail Line, scheduled to begin operations between Denver Union Station (DUS) to Denver International Airport (DIA) in 2016.

PROPOSAL

The 61st and Peña station was advanced by a team led by L.C. Fulenwider Inc. in reply to a Request for Responses issued by DIA. It is envisioned as a catalyst for a regional aerotropolis, spurring a more compact urban development pattern in the Gateway area. This location allows a wide range of urban development opportunities including market-rate multifamily housing, workforce and affordable housing, commercial-office, hotel/hospitality, retail, and airport related office. The nucleus of the proposal is organized around a pedestrian-scale street and block network with more intense transit-oriented development within ½ mile of the transit station, while strengthening connectivity to existing and future surrounding land uses.

STATION AREA

The East Rail Line to the west, 64th Avenue to the north, Tower Road to the east, and 56th Avenue to the south define the station plan area. It is divided into two sections totaling 382 acres. The first section is the Transit Community Core, generally located west of Telluride and totaling 115 acres. The second section is the Mixed-Use Area, the remaining land within the station area boundaries, at 267 acres.

GATEWAY AREA PLAN

The boundaries of the station area plan fall within Denver's larger Gateway planning area. The existing Gateway Area Plan, adopted in 1990 and updated in 1993, provided recommendations for land use, transportation, urban design, and open space as the City anticipated the opening of DIA. An arrangement of mixed-use zone districts allowing a range of activities and densities, generally focusing on Tower Road, were adopted for the Gateway based on the plan's recommendations.

However, much has happened since the Gateway Plan was conceived and written. Most notably is the determination of the alignment for the East Rail Corridor with a rail station located at approximately 61st and Peña Boulevard. The City's Transit-Oriented Development Strategic Plan was also developed after the Gateway Plan was complete. The Strategic Plan addresses commercial building intensities and residential densities now found at the rail stations in the Denver metropolitan area, similar to other cities with expanding rail transit systems. This plan supersedes the portion of the existing Gateway Plan within the boundaries of the 61st and Peña Station Area Plan. This 61st and Peña Station Area Plan is also intended to be incorporated into a new neighborhood plan for the Gateway area to be developed in the future.

Planning Process

PLANNING PROCESS

Four components guide planning and decision making in the station area. These include (1) station area planning, (2) general development planning, (3) zoning, and (4) design standards and guidelines.

- **Station Area Plans** – A station area plan articulates the vision for the transit community, providing the basic policy framework for decision making and is adopted by City Council as a supplement to the City's Comprehensive Plan.
- **General Development Plans** – A General Development Plan (GDP) is a regulatory tool administered through the Denver Zoning Code and establishes a framework for phased development intended to occur on larger sites over a longer period of time. The GDP process does not result in a site-specific development plan, but is designed to implement recommendations from City-adopted small area plans (including station area plans), documenting master plan level concepts for land use, publicly-accessible open space, wet and dry utilities, associated multi-modal street network, development phasing and concepts for design guidelines.
- **Zoning** – The Denver Zoning Code, part of the Denver Revised Municipal Code, is a regulatory tool that directs development in the station area in a manner that achieves the station area vision.
- **Design Standards and Guidelines** – Design Standards and Guidelines articulate the level of quality expected of development within the station area. It is intended to complement, reinforce, and implement regulations and design intent found in other documents mentioned above.

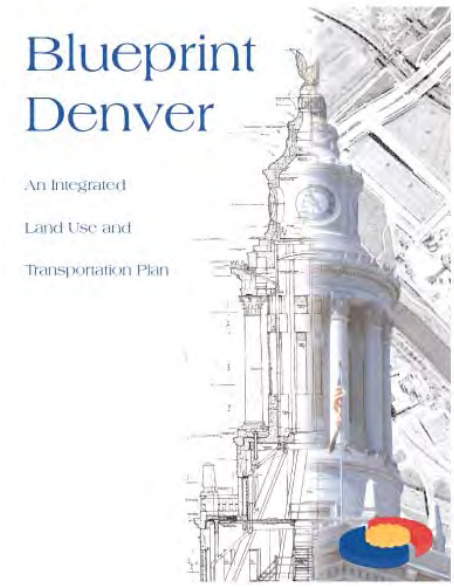
Public Meetings were held on July 18 and November 14, 2013.

PUBLIC INVOLVEMENT PROCESS

A multi-tiered strategy for involving stakeholders ensured that all perspectives were considered throughout the planning process. Public input informed the identification of key issues as well as concepts and plan recommendations for addressing the key issues.

- **Denver City Council** – City Councilmember Chris Hearndon (District 11) was briefed multiple times during the plan process. City Councilmembers at-large Robing Kneich and Debbie Ortega also received a briefing during the plan process. City staff gave a presentation to the Land Use, Transportation and Infrastructure (LUTI) Committee. A City Council public hearing and vote culminated the planning process.
- **Denver Planning Board** – The City staff briefed Planning Board on three separate occasions regarding the 61st and Peña Station Area Plan. After conducting a public hearing, Planning Board approved the Station Area Plan.
- **61st & Peña Station Area Stakeholder Committee** – Within the plan boundaries, four landowners control all of the property; Denver International Airport, L.C. Fulenwider Inc., the Karl D. Smith Estate, and SMT Investors. These land owners, as well as various City and County staff, made up the Stakeholder Committee.
- **Neighborhood Organizations** –Inter Neighborhood Cooperation, Denver Neighborhood Association, Inc., Green Valley Ranch Citizens Advisory Board, Wild Horse Ridge Homeowners Association
- **General Public**
  - **Public Meetings** - July 18, 2013 and November 14, 2013
  - **Plan Website** - A plan website to provide updates and important information to the general public.

Planning Context



Blueprint Denver is the City's integrated land use and transportation plan.

DENVER COMPREHENSIVE PLAN AND SUPPLEMENTS

The Denver Comprehensive Plan is established in the Denver City Charter and Revised Municipal Code to "…provide an expression of the city's vision for the future with a listing of goals and objectives. Once prepared and adopted, the plan will guide and influence decisions that affect the future of the city." The Comprehensive Plan and its supplements are adopted by City Council ordinance after plan approval from the Denver Planning Board. Planning Board's criteria for approval of supplements are: a long term view, inclusive public process, and consistency with the Denver Comprehensive Plan. This Plan incorporates or refines recommendations of previous Plans and studies for the station area and the Gateway area. Any updates to the following Plans should incorporate and refine recommendations for the station area based on this Plan:

- Gateway Area Plan (1990/1993)
- Denver Comprehensive Plan 2000
- Bicycle Master Plan (2001)
- Blueprint Denver: An Integrated Land Use and Transportation Plan (2002)
- Denver Parks and Recreation Game Plan (2002)
- Pedestrian Master Plan (2004)
- Water Quality Management Plan (2004)

IMPLEMENTATION PLANS

City agencies prepare implementation plans to guide their policies and work programs. Although these plans are not adopted as supplements to the Comprehensive Plan, they provide important guidance to the City and its agencies for implementing the Comprehensive Plan and its supplements.

The RTD East Commuter Rail Line will begin serving the station in 2016.

- Greenprint Denver (2006)
- Transit Oriented Development Strategic Plan (2006)
- Strategic Transportation Plan (2008)
- Gateway Travelshed Transportation Study (2008)
- Storm Drainage Master Plan (2009)
- Sanitary Sewer Master Plan (2009)
- Strategic Parking Plan (2010)
- Denver Moves (2011)
- DIA Aviation Plan (2011)
- DIA Airport City Plan (2012)

COORDINATION WITH CONCURRENT PLANNING EFFORTS

Over the course of the planning process, there were several other efforts underway within the study area. The 61st and Peña Station Area Plan team coordinated with each of these efforts to maximize resources and to help ensure consistency with each.

- MetroVision 2040
- Eagle P3 - East Corridor
- TOD Strategic Plan Update
- DRCOG Sustainable Communities Initiative
- DIA Comprehensive Transportation Plan

How to Use this Plan

This Plan establishes a long-range vision and guiding principles for the development and future of the 61st and Peña Station area. The elements of the Plan provide a vision for a vibrant and connected, compact, transit-oriented community in the heart of the developing Gateway area and region. This Plan sets the larger stage for a responsible, sustainable growth pattern within the station area.

Public agencies and private entities rely on this Plan for many purposes and actions that affect the near and long term development activity near the station. The Plan provides city-adopted policy direction to guide decision-making related to development opportunities, transportation, partnerships, land use, infrastructure and public investment. The Plan contains both intent language and recommendations; intent language establishes the larger concepts in the Plan, while recommendations provide the specificity needed for future decision-making. Many of the recommendations require multiple steps over a period of years by a variety of participants. At the same time, the Plan allows the latitude to pursue unforeseen opportunities that will arise and to respond to new challenges over the coming years.

Unlike most small area plans in the City, the station area is currently a greenfield development site lacking context, existing development and infrastructure. Without existing businesses, residents, and public amenities, the station area has both fewer constraints as well as greater opportunities. Development in the station area will occur over multiple phases, reacting to changing market conditions, all while maintaining the long-range vision of becoming a vibrant, compact, urban center and world-class transit-oriented community. Users of this Plan should recognize the unique circumstances of this station area when working with its policy direction and provisions. The planning horizon for this Plan is 20 years, but since the duration of development activity and long term market demands in the station area is unknown, the plan is intended to be reviewed within 10 years of initial plan adoption to determine if an update would be beneficial.

The Plan is divided into two sections in addition to this introduction:

- The Framework Plan provides content that applies to the entire plan area and provides the background to support the recommendations for the 61st and Peña Station Area to become a vibrant urban center and world-class transit-oriented community.
- The concluding section is entitled Moving Forward, addressing implementation and priorities for the short and long term to ensure the success of the Plan. This portion also highlights the multiple steps that may be necessary to work toward implementation of the plan concepts and recommendations.

As with the citywide Comprehensive Plan and its supplements, this area plan establishes goals and objectives, policy direction, and guiding provisions. The plan is not intended to, and does not, rezone any property, render any existing uses non-conforming, or pre-dispose the outcome of any permitting processes related to properties within the planning boundary. Future implementation actions, such as zoning map or text amendments, general development plans, design standards and guidelines, metro districts, parking management districts, capital improvements, and public-private partnerships, require specific actions on the part of the city, property owners, and stakeholders.

THE BIRTH OF DENVER INTERNATIONAL AIRPORT

Stapleton International Airport, located east of Quebec Avenue between Montview Boulevard and 56th Avenue, served the Denver region from 1929 to 1995. The site was chosen during the 1920s for the location of a new municipal airport in part due to its remote location on the eastern boundary of the city. Dedicated in 1929, the airport was renamed Stapleton after Mayor Ben Stapleton in 1944. Almost continuous expansion occurred beginning at the dawn of the jet age in the late 1950s, eventually comprising 4,700 acres, six runways, and five terminal concourses. During the 1980s, Mayor Federico Peña and other local leaders, knowing the now landlocked airport was outdated and overstrained with passengers, examined opportunities to build a new Denver International Airport. In 1989, voters approved a site for the new airport, 25 miles from Downtown Denver, that was originally located in Adams County.

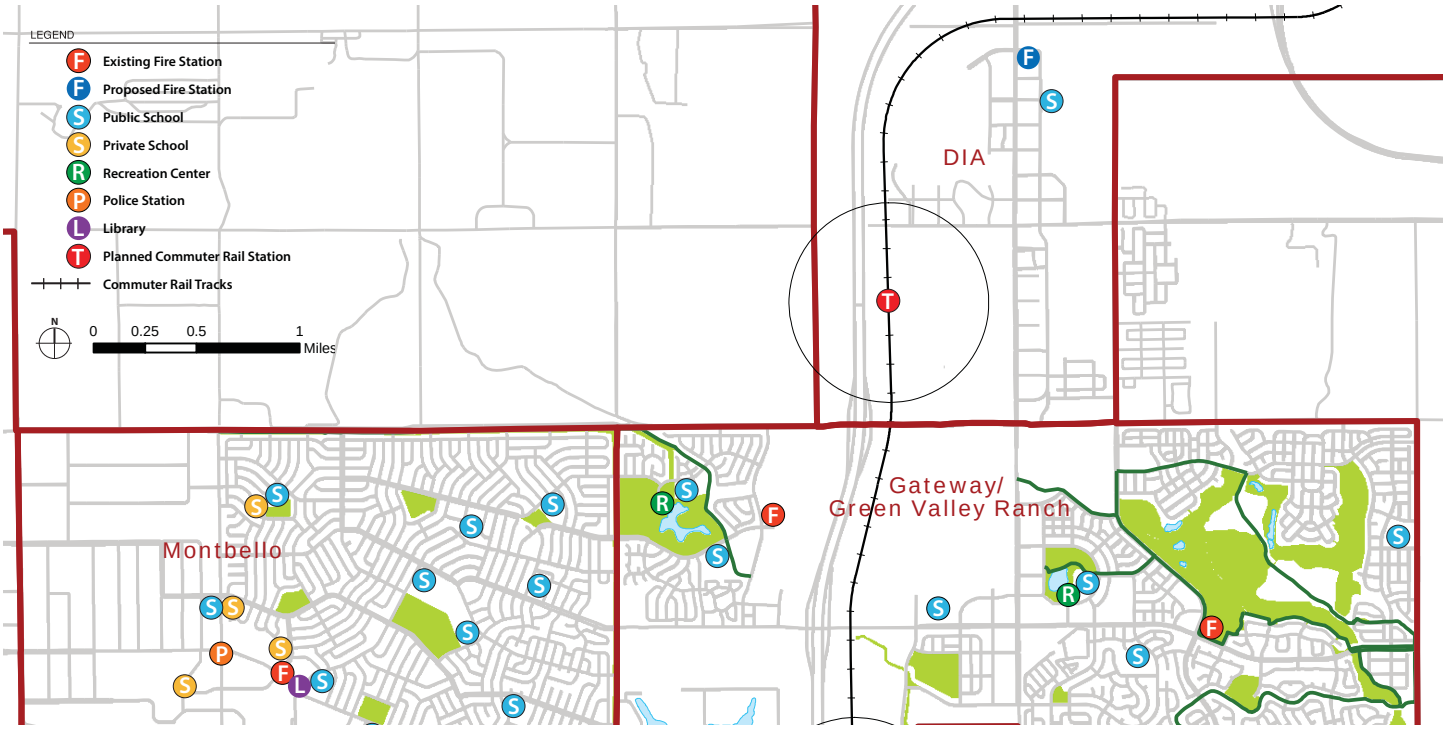
On March 1, 1995, Denver International Airport — better known as DIA — was open for business. DIA currently has six runways and serves 53 million passengers annually. That makes DIA the 5th busiest passenger airport in the US and 13th in the world[1]. Situated on 53 square miles, DIA is the largest commercial airport in the country, with the ability to expand to 12 runways and serve 100 million passengers a year.

([1] Source: DIA)

Framework Plan

The 61st and Peña Station Area will see great changes as it evolves into a vibrant urban center for all of northeast Denver. Taking a cue from Denver's best neighborhoods while learning from the lessons of other greenfield communities in the shadow of an international airport, 61st and Peña is the center of activity in the Gateway, using the basic principles of town building to create a livable place for residents, employees, and visitors. By focusing this plan on the best placemaking and urban design concepts, 61st and Peña is a transit community built for how current and future generations will live, work, and play in the Gateway.

To be an effective tool in guiding development in the Gateway, this Station Area Plan acknowledges that the build out of the station area may exceed the 20-year plan horizon, and that a strategic approach to development phasing, including the evolution of parcels from lower density to higher density in the future, is needed to achieve the long-term vision of the area.



The 61st and Peña Station Area presents the broad, foundational components for development of a vibrant urban center and compact, transit-oriented community for the Gateway. The four plan principles that establish this framework are:

- Transit Community: Building neighborhoods with a rich mix of uses and urban character
- Connected: The multi-modal lifestyle
- Vibrant: Place-making with urban design, parks, and public space
- Catalyze: Sustainable development for generations

Each plan principle has a set of concepts and recommendations that influence a specific aspect of the station area. The long-term success and value of the station area plan will depend on how the plan concepts and recommendations are implemented as real world projects and what resulting actions occur to capitalize on those projects.

Caption

TRANSIT-ORIENTED DEVELOPMENT PRINCIPLES

Transit-oriented development creates a dense mix of uses within walking distance of transit stations where people can live, work, shop, and connect to destinations around the region without relying on their automobiles. Transit-oriented areas are lively, walkable and provide alternatives to driving alone in both new development and surrounding neighborhoods. Principles include:

- Place-making: Creating safe, comfortable, varied and attractive station areas with distinct identities.
- Rich Mix of Choices: Providing housing, employment, transportation and shopping choices for people of all ages, household types, incomes and lifestyles.
- Location Efficiency: Placing homes, jobs, shopping, entertainment, parks and other amenities in proximity to one another and close to the station to promote walking, biking and transit use.
- Value Capture: Using plans to encourage all stakeholders – residents, business owners, Regional Transit District, and the city – to take full economic advantage of the value of the transit infrastructure.
- Portal to the Region: Serving as a gateway to the regional transit network by providing a safe and welcoming environment.

(Source: TOD Strategic Plan, 2006)

The Vision for 61st & Peña Station

61st and Peña Station serves as a vibrant, compact, urban center of the regional aerotropolis, a world-class transit-oriented community, catalyzing development and connecting people.

This vision does not happen overnight; rather, the station area evolves over time, starting from a rail station with initial development to an established transit community. The plan reflects those iterations. It speaks to the ultimate build-out of an established transit community, but also addresses the reality that development phases build in intensity as the Plan's vision becomes reality. The framework for the station area guides development through these multiple development phases.

- **Transit Community** The station area is a pedestrian-friendly, transit-oriented community with a rich mix of uses and a variety of building types that promote a strong sense of place.
- **Connected** The station area optimizes connectivity of the rail station to the entire station area and surrounding neighborhoods through a comprehensive, multi-modal approach to mobility and accessibility.
- **Vibrant** The station area core is a vibrant, walkable, compact, urban center characterized by high quality urban places and interconnected open space accessible to a wide variety of users.
- **Catalyze** The station area catalyzes a sustainable development pattern for the regional aerotropolis, promoting economic vitality and housing opportunities, while respecting the unique High Plains ecosystem for the betterment of today's residents and future generations.

A. Transit Community

Building Neighborhoods with a Rich Mix of Uses and Urban Character

A.1 A Mixed-Use Community

A.2 Varying Scales of Development

A.3 Front Range Views

A.4 Transitions

61ST AND PEÑA STATION AREA - EVOLUTION OF A TRANSIT COMMUNITY

TRANSIT COMMUNITIES TEND TO BE PEDESTRIAN-FRIENDLY, CONTAIN A MIX OF HOUSING, WORK, AND SHOPPING OPPORTUNITIES, AND ARE LOCATED WITHIN WALKING DISTANCE FROM A MAJOR TRANSIT STOP. THEY ARE DESIGNED TO MAXIMIZE RESIDENTS' ACCESS TO PUBLIC TRANSPORTATION AND OPTIMIZE ALTERNATIVE MODES OF TRANSPORTATION LIKE WALKING AND BIKING. THE STATION AREA AT 61ST AND PEÑA WILL DEVELOP AS A TRANSIT COMMUNITY FOCUSED ON THE RAIL STATION. AS A GREENFIELD LOCATION, THE STATION AREA WILL BE DEVELOPED WITHIN A WELL CONNECTED STREET GRID BUT DENSITY MAY BE LESS INTENSE IN EARLY PHASES THAN TYPICAL TRANSIT-ORIENTED DEVELOPMENT. STRATEGIC INCREASES IN DENSITY SHOULD OCCUR OVER TIME TO TAKE FULL ADVANTAGE OF THE COMMUNITY'S TRANSIT AMENITY.

B. Connected

The Multi-Modal Lifestyle

- B.1 Living Streets
- B.2 Connecting to the Gateway and Beyond
- B.3 Parking Management
- B.4 Transit Plaza

C. Vibrant

Place-making with Urban Design, Parks, and Public Space

- C.1 Urban Design
- C.2 Parks and Recreation
- C.3 Streetscapes
- C.4 Aviation Park

D. Catalyze

Sustainable Development for Generations

- D.1 Economic Vitality
- D.2 Aerotropolis
- D.3 High Plains Ecosystem and Natural Open Space
- D.4 Jobs and Housing Balance

A. Transit Community

PRINCIPLE STATEMENT

The station area is a pedestrian-friendly, transit-oriented community with a rich mix of uses and a variety of building types that promote a strong sense of place and promotes transit ridership.

CONCEPTS & RECOMMENDATIONS:

Transit Communities provide connectivity through multiple modes of transit.

WHY IS A TRANSIT COMMUNITY IMPORTANT TO 61ST AND PEÑA?

A transformational moment in the development of the Gateway Area and the regional aerotropolis takes place when the East Line Commuter Rail begins operating between Denver International Airport (DIA) and Denver Union Station (DUS) in 2016. Taking great care with the various place-making elements of the station area is critical to the success of the development and is a significant opportunity to begin to unite the various communities in the Gateway by creating an attractive destination. The station area needs a strong mix of uses, a blend of building types, and a respect of the natural environment and Front Range views within the station area. Achieving these elements is the foundation for a unique community in the Gateway Area with superior connectivity, easily reaching both the heart of Downtown Denver with transit connections throughout the metro area and into DIA's South Terminal, ready to depart to any one of hundreds of domestic or international destinations. This exciting level of multi-modal connectivity presents great potential to attract international and local business users, hotels, retail, and new residents to locate within walking distance of the rail station.

To fully capitalize on the location efficiency of the rail station, development near the station area should strive to be built at commercial intensities and residential densities that support transit use. A mix of uses at appropriate densities will help the station area serve as the portal to the Gateway area and benefit from its location between DUS and DIA, two of the biggest activity centers in Denver.

TRANSIT COMMUNITY CONCEPTS AND RECOMMENDATIONS

A.1 A MIXED-USE COMMUNITY

Blueprint Denver, Denver's integrated land use and transportation plan (adopted in 2002), identifies Areas of Change and Areas of Stability throughout the City with the goal of directing new development and infill projects toward Areas of Change. The station area plan maintains the area's status as an Area of Change. The 61st and Peña Station Area Plan uses the framework

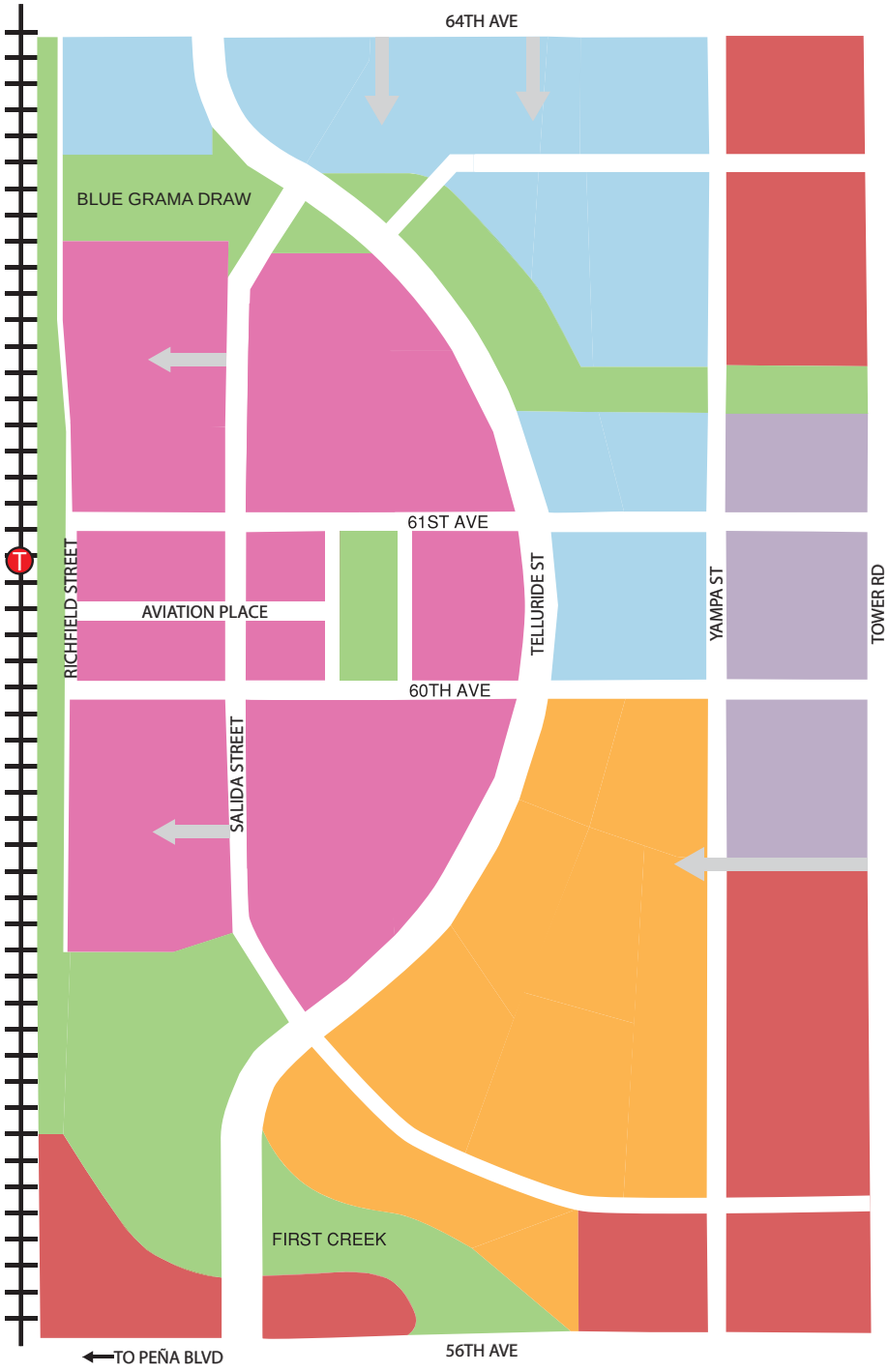
The Denver region is home to numerous mixed-use developments located in more traditionally suburban markets.

in Blueprint Denver as the basis of its recommended conceptual land use map. Land use types in the plan include Transit-Oriented Development, Town Center, Commercial Corridor and two variations of Mixed Use, Mixed Use – Residential and Mixed Use – Employment.

The Plan land use map presents the conceptual layout and mix of uses for the station area at build-out. As development begins to occur in the station area, some variation in the ultimate land use mix is expected as unforeseen opportunities arise. The Blueprint Denver Plan map

"Aviation Community Station at 61st Ave is central to extensive existing development and clearly positioned to become the urban center and catalyst..." - Aviation Station Proposal

61ST & PEÑA STATION CONCEPTUAL LAND USE MAP



LEGEND

- TOD - Transit Community Core
- Mixed Use - Employment
- Mixed Use - Residential
- Commercial Corridor
- Town Center
- Proposed Open Space Network
- Commuter Rail Tracks
- Proposed Commuter Rail Station
- Future Connection

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All streets shown in this plan are conceptual and adjustments may need to be made to the final layout and alignment to meet City roadway design criteria.

Development can be closely integrated into a rail station, such as this residential building at the Del Mar station in Pasadena, CA.

will be amended as needed based on this plan.

A.1.A TRANSIT-ORIENTED DEVELOPMENT: THE TRANSIT COMMUNITY CORE

In the 61st and Peña Station Area, transit-oriented development is envisioned as a compact, mixed-use urban community, in the medium to long term, with the highest densities and commercial uses clustered near the commuter station. The transit community core shows the greatest attention to urban design within the station area, providing housing, hospitality services, and employment opportunities for a diverse population in a configuration that facilitates pedestrian and transit access. This mix of land uses is intended to create a vibrant, compact place that supports transit use, both as an origin and destination, throughout the day. The blocks along Aviation Place are key to this vision and should be held for higher density, transit supportive development.

A.1.B LAND USE TYPES

Land use types in the station area should generally allow for a mix of uses. Mixed-use areas may have a sizable employment base as well as higher density housing. Uses are often, but not necessarily, mixed in each building, development, or block. More importantly, residential and non-residential uses are within walking distance of one another within the neighborhood. The proportion of residential to commercial uses varies considerably from one area to another. In the 61st and Peña Station area, land use categories are broken out into four sub-categories, each with an emphasis on a different predominant use. A full range of uses except for traditional forms of industrial is encouraged in each sub-category.

- Mixed-Use – Residential: Predominately residential uses with a variety of building forms and the opportunity for compatible commercial uses with strong station connectivity.
- Mixed-Use – Employment: Predominately office and commercial employment uses with a variety of building forms. The opportunity for compatible multi-family uses with strong station connectivity also exists.
- Town Center: Variety of shopping, entertainment, service, and employment needs provided at a scale that can serve several nearby neighborhoods. The town center on

Central Park's 29th Avenue Town Center has a mix of buildings that relate to one another, creating a well-defined , pedestrian friendly street. Buildings at 61st and Peña should be carefully integrated into the urban design of the community to create a walkable core of the transit community.

Tower Road should be a focal point of the corridor with design features that identify the area as a gateway to the station area.

- Commercial Corridor: Influenced by the presence of one or more major arterials on the boundary of the station area and generally more than one-half mile from the rail platform. Greater flexibility in use and form is expected in the commercial corridor areas, providing visual and physical access to a variety of uses at different scales and accommodating auto traffic, major bus routes, and pedestrian activity.

Land uses in the station area are affected by the proximity to Denver International Airport. Existing zoning regulations limit the type and location of residential uses allowed in the station area. Land use types identified in the station area plan still apply even if these existing zoning regulations change in the future.

A.2 VARYING SCALES OF DEVELOPMENT

The station area has a wide variety of building heights and forms that promote a diverse neighborhood while the transit community core has the greatest sense of compact urbanism in the entire Gateway Area. Other areas should have their own unique neighborhood characteristics that are generally less intense than the transit community core. Collectively, the entire station area should strive towards achieving a level of development intensity typically found in great transit communities. This desired intensity level may be achieved over multiple phases of development in the station area and be accomplished through exploring various tools with plan stakeholders.

- Allow taller building forms with higher densities and greater emphasis on pedestrian orientation near the station. As development densities decrease further from the station, allow a wider range of building forms in the mixed-use areas.
- Promote varied building heights throughout the station area while capitalizing on the best locations to site prominent buildings with greater intensities.
- Taller buildings, especially near the station and along Richfield Street, should have design elements that promote greater opportunities for viewing Front Range vistas, increasing solar access to the pedestrian level, and enhancing the walking experience in the station

TRANSIT SUPPORTIVE COMMUNITIES

Studies have shown that residents living near rail stations are 5 to 6 times more likely to commute by rail and employees working near rail stations are 2 to 3 times more likely to commute by rail. Additional research indicates that areas within a quarter-mile of a station that have strong transit ridership typically have a combination of minimum residential densities around 30 units per acre or more and minimum commercial intensities of 50 employees or more per acre.

Transit Type	Min. /Residential Density within 1/4 mile
Basic Bus	7
Premium Bus	15
Rail Transit	30

Transit Type	Min. /Employee Density within 1/4 mile
High Capacity Bus	25
Rail Transit	50

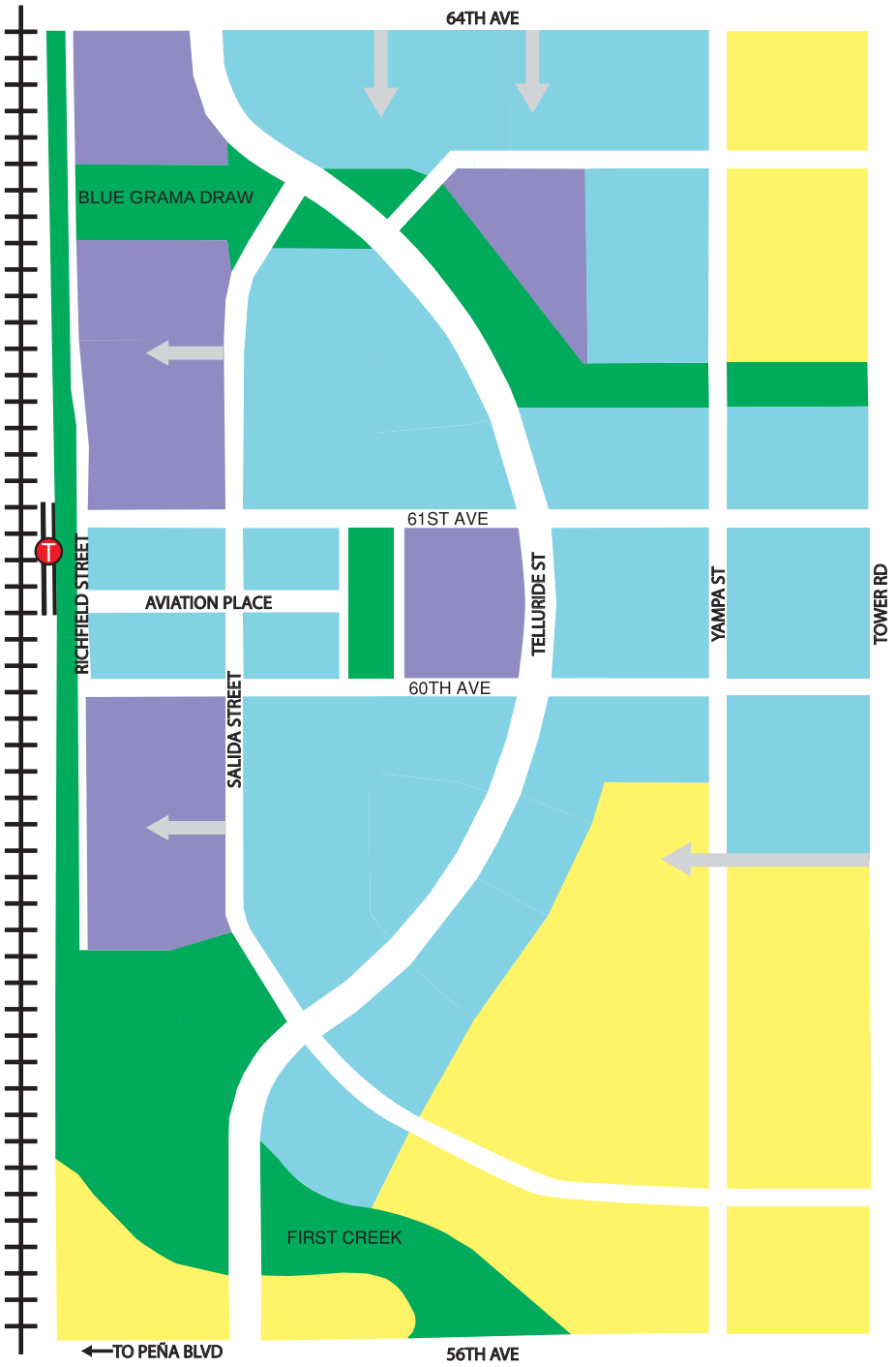
Sources: Pushkarev and Zupan 1977, Ewing 1999, Cervero et al. 2004, Reconnecting America and Center for Transit Oriented Development, 2008)

"create a dense, mixed-use urban development pattern with all of the desired multi modal transportation elements necessary for a successful TOD." - Aviation Station Proposal

area. Achieve implementation of these design considerations through zoning, design standards and guidelines, or other applicable land use and building form regulatory tools. Design tools that may be utilized include but are not limited to:

- Upper story stepbacks
- Setbacks
- Street frontage heights
- Building orientation
- Massing variation

61ST & PEÑA STATION CONCEPTUAL BUILDING HEIGHTS MAP



- Recognize where flexibility may be appropriate to adapt to changing market conditions or to further City goals and objectives.

A.3 FRONT RANGE VIEWS

Expansive views of the Rocky Mountains are a valuable amenity in the station area. Development should capitalize on this amenity to the fullest extent.

- Strategically consider how to maximize full or partial views of the Front Range from as many development sites as possible.
- Promote Front Range views from Aviation Place and key locations along natural open space corridors, such as First Creek and Blue Grama Draw.
- Utilize public right-of-way as de facto view corridors in a manner that increases viewing opportunities to the Front Range.

A.4 TRANSITIONS

Locate higher intensity development closer to the transit station with generally decreasing intensities occurring further from the station. Some variation in this pattern may occur with possible higher densities and building forms located along Telluride Street and the Blue Grama Draw and First Creek corridors. Appropriate transitions should occur where higher intensity mixed-use areas meet lower intensity mixed-use residential areas.

- Use design elements, such as upper story stepbacks, as necessary, to structure massing adjacent to predominantly residential areas.
- Consider utilizing collector and arterial streets to ease transitions between mixed-use and predominately residential neighborhoods.
- Consider utilizing mid-block transitions (e.g., alley ways, walk ways) where more intense mixed-use development is located on the same block as lower intensity residential uses.
- Promote the use of building design elements that create a pedestrian scaled environment on streets that traverse between mixed-use and more residential neighborhoods.

Taller buildings should incorporate design elements that enhance the pedestrian experience.

B. Connected

PRINCIPLE STATEMENT

The station area optimizes local connectivity of the station area and surrounding neighborhoods to the rail system and the region through a comprehensive, multi-modal approach to mobility and accessibility.

WHY IS BEING CONNECTED IMPORTANT TO THE 61ST AND PEÑA STATION AREA?

A comprehensive, multi-modal approach to connectivity is essential in transit planning and creating great communities. The East Rail Line provides a high level of regional mobility, reaching both Denver International Airport and Denver Union Station, while the future station near 61st and Peña functions as a portal to the regional aerotropolis and the Gateway Area. The station is in proximity to DIA, presenting exceptional access for residents and businesses wanting to reach the airport and all of its national and international destinations with great ease. To capitalize on this great location, 61st and Peña Station needs to provide a high level of local, multi-modal mobility and accessibility. Strong local access to the station extends the impact of rail transit in the Gateway, resulting in a higher level of ridership and increased transit equity for surrounding neighborhoods. As the larger Gateway Area develops, connections are strengthened to new and existing residential areas and the station area can serve as a transportation hub for the entire Gateway Area. This station access increases the ability to leverage the significant public investment that has occurred with the East Rail Line and supports DIA as a regional engine for economic growth.

CONCEPTS & RECOMMENDATIONS:

CONNECTED CONCEPTS AND RECOMMENDATIONS

B.1 LIVING STREETS

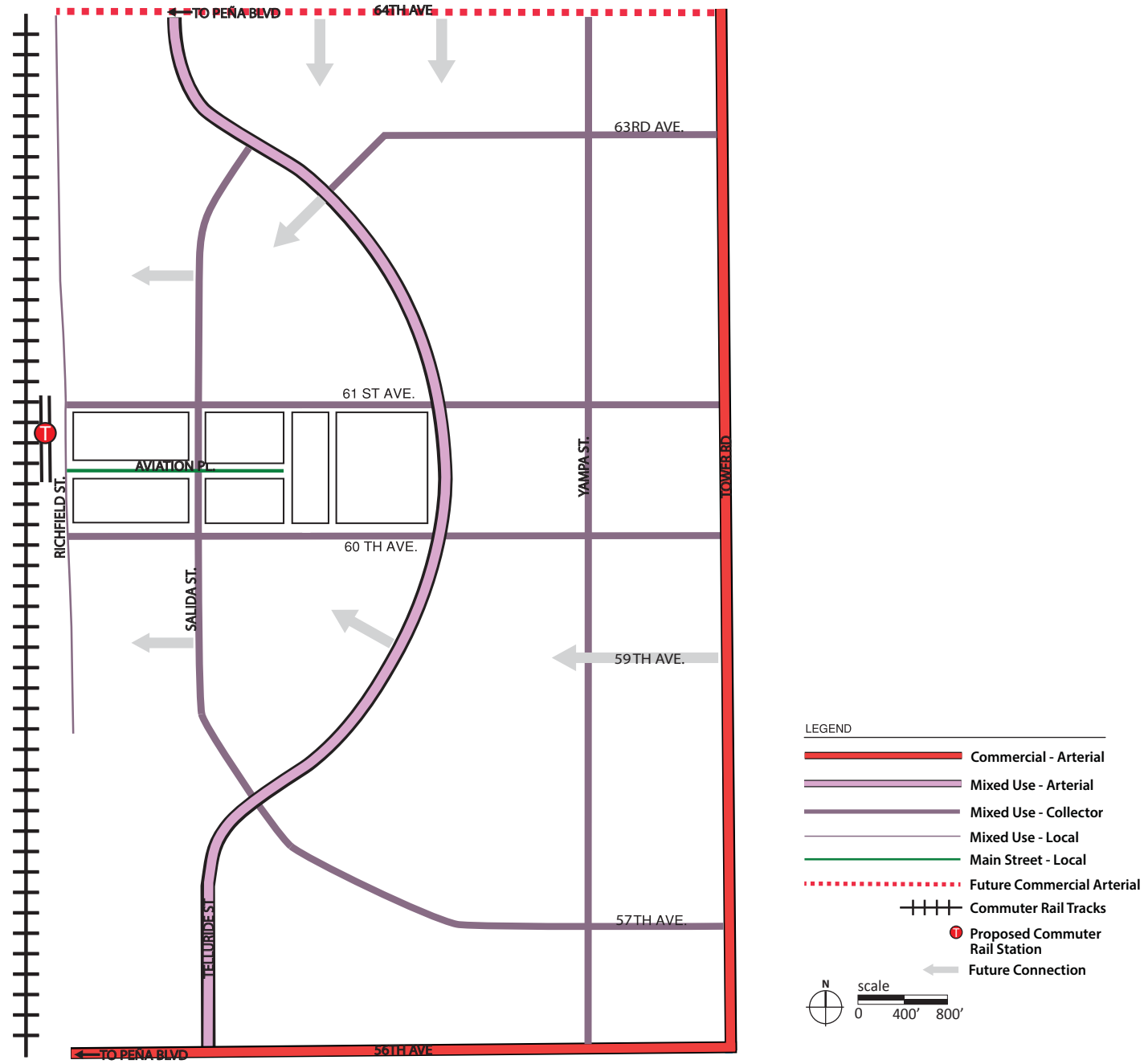
Living Streets are vibrant places where people of all ages and physical abilities feel safe and comfortable using any mode of travel (walking, biking, transit, or private auto). Living Streets combine context sensitive development with complete streets to offer solutions that promote active living, increase mobility, capitalize on infrastructure investments and stimulate economic development.

- Create a street grid in the development area, recognizing limitations due to topography, other natural constraints, and market/economic development opportunities.
- Blueprint Denver Street Classifications:
  - Commercial Arterials: These streets are designed to balance mobility with access to nearby businesses and the surrounding area. Commercial arterials generally serve

RTD rail service is one component to a well-connected station area.

A comfortable pedestrian experience promotes walking within the station area.

61ST & PEÑA STATION CONCEPTUAL BLUEPRINT STREET CLASSIFICATION



All streets shown in this plan are conceptual and adjustments may need to be made to the final layout and alignment to meet City roadway design criteria.

"a rich mix of complimentary uses organized around a pedestrian scale street and block network" - Aviation Station Proposal

Station area trails will connect with the larger regional trail system.

longer vehicle trips and interconnect major urban elements such as employment centers, commercial centers, and residential neighborhoods.

- Mixed-Use Arterial: Mixed-use arterials provide a variety of travel choices for multiple users while balancing mobility with access to nearby businesses.
- Mixed-Use Collectors: Mixed-use collectors are designed to provide a greater balance between mobility and land access with a variety of travel choices.
- Main Street Local: Main street local streets provides the highest level of access to businesses in a pedestrian-friendly environment. Vehicle trips are typically shorter and occur at lower speeds.
- Mixed-Use Local: Mixed-use local streets balance providing local mobility with a variety of choices at lower vehicular speeds while delivering a high level of access to neighborhood businesses and residences.

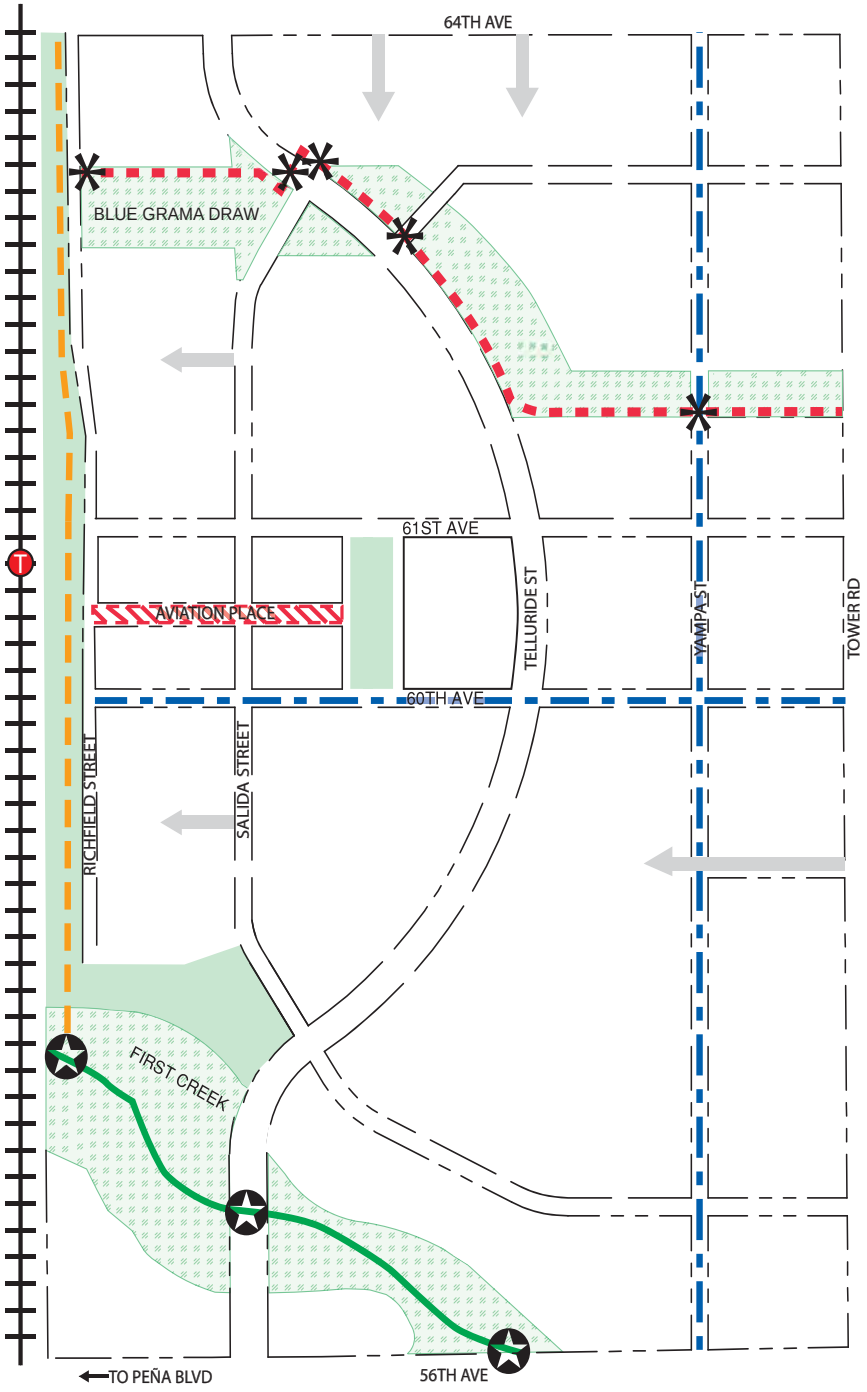
- Design streets for lower speeds to enhance travel by all users including pedestrians, bicyclists, and motorists.
- Aviation Place should serve as a special pedestrian street.
- Consider Telluride Street becoming a parkway or boulevard within the station area.
- Consider design elements for Tower Road to balance its importance as the major north-south commercial arterial in the Gateway area and its role as one of the main routes to the 61st and Peña rail station.
- Identify ways to minimize conflicts along Yampa Street for bicyclists while acknowledging the potential for service vehicles utilizing the same space. This could include travel lane design or focused access points.
- Consider incorporating green infrastructure into streetscapes such as curb extensions or stormwater planters.

B.2 CONNECTING TO THE GATEWAY AND BEYOND

- Establish strong, effective connections between regional and local bike facilities:
  - 1st Creek at 56th Avenue
  - 1st Creek at Richfield Street
  - Blue Grama at Yampa Street
  - Blue Grama at Richfield Street

Careful integration of multiple modes of transit can increase mobility in the station area.

61ST & PEÑA STATION CONCEPTUAL BICYCLE AND PEDESTRIAN NETWORK



LEGEND

- Multi-Use Path (Off Street)
- On Street Bike Route
- Facility Type To Be Determined
- Regional Trail
- Special Pedestrian Street
- At-Grade Crossing
- Grade Separated Crossing
- Commuter Rail Tracks
- Proposed Commuter Rail Station
- Future Connection
- Open Space Recreation
- Open Space - Publicly Accessible

N scale 0 400' 800'

All streets shown in this plan are conceptual and adjustments may need to be made to the final layout and alignment to meet City roadway design criteria. Future connections to be determined.

"All residences are located within 800' of a park or natural open space system" - Aviation Station Proposal

STRATEGIC PARKING PLAN FOR 61ST & PEÑA

61st and Peña has unique parking challenges due to its utilization by different users. A strategic approach to parking management in the station area is needed to promote the proper use of parking as the East Rail line begins service and as development occurs in the future. Users to consider when developing the strategic parking plan include:

- DIA travelers
- RTD commuters
- Station area residents, workers, and visitors

The 61st and Peña Strategic Parking Plan will be a joint effort of the City and County of Denver's Public Works Department, Community Planning and Development Department, Denver International Airport, and key stakeholders.

Parking management strategies in the station area can ensure a proper balance of supply and demand for different users.

- Support RTD buses accessing the station via 61st and 60th Avenues.
- Evaluate opportunities for enhanced bicycle facilities (cycletracks, protected bike lanes, buffered bike lanes, bicycle boulevards) on the identified on-street bicycle routes and future roadway connections to provide high ease of use bicycle network throughout the area. The station should be accessible via off-street bike paths or bike lanes from all directions.
- Incorporate bicycle recommendations from this station area plan into Denver Moves.
- Locate bike lanes on 60th Avenue providing the opportunity to continue to the east of Tower Road.
- Locate bike lanes on Yampa Street as the primary north/south bicycle connection in the station area.
- Focus regional bicycle traffic onto the First Creek Regional Bicycle Trail.
- Determine and provide the appropriate bicycle and pedestrian accommodations within the Richfield Street corridor to access the station.
- Examine local shuttle service and regional bus service connecting the station area with nearby residential and commercial areas.
- Ensure adequate multi-modal access from the station to the civic amenities such as recreation centers, schools, and public libraries.

B.3 PARKING MANAGEMENT

- Evaluate and identify parking management strategies near the station that ensure a proper balance of supply and demand for different users.
- Promote proper use of parking facilities, while providing convenient parking for nearby businesses and residences. Strategies for this area should align with the City's three-fold vision for parking management as identified in the Strategic Parking Plan (SPP) ; (1) manage parking as a valued asset, (2) acknowledge a variety of land use patterns and contexts, (3) encourage an integrated approach to parking management with a commitment to stakeholder outreach. In addition, strategies should be implemented following the SPP's five-step process, which orders management approaches incrementally through demand, location, time, pricing, and supply opportunities. This process coupled with stakeholder involvement will help determine the most effective and incremental parking management strategy for this area as the area grows and changes. Possible strategies to explore include but are not limited to:
  - Shared or Accessory parking agreements between future park-n-ride operator, nearby multi-family, commercial, or office uses. This includes opportunities to share off-street or structured parking inventory to reduce development costs. May be subject to zoning approval.
  - Explore the opportunity to "Unbundle" parking requirements from individual uses and explore establishing an overall parking requirement/cap for the Transit Community Core.
  - On-Street Time Limited Parking Restrictions and/or a combination of on and off street strategies to help manage commuter parking options
  - Corridor-wide strategies for commuter and DIA parking
  - Transportation Demand Management strategies including employer or community funded transit passes or car sharing
  - Locational considerations and format for DIA, commuter, or other higher inventory parking lots as TOD evolves and transitions to an active mix of uses

  - Appropriate pricing strategies to manage demand for Transit Community Core and best utilize DIA and commuter lots
  - Other creative parking management tools as outlined in the Strategic Parking Plan (SPP).
- Recognize on-street parking as a valuable asset to promote access to both residential and commercial uses while acknowledging that these uses will not be able to rely on the on-street parking to meet all their parking needs.
- Recognize that during early phases of development, surface parking may occur at market-based ratios.
- Environmental documents for the East Commuter Rail Line identified the parking needs at this station for transit users on the opening day of service. This parking will be accommodated within the station area.
- Consider establishing a parking management district or utilize the existing metropolitan district to coordinate multiple strategies to manage the supply and demand for parking in the station area. The district should generally focus on management of off-street parking, but coordinate its efforts with the City regarding management of on-street parking.

B.4 TRANSIT PLAZA

The transit plaza, located at the rail station platform, is the gateway to the 61st and Peña station area community, designed in a manner to meet the needs of residents and visitors alike. Integrating the transit plaza into the overall open space system gives it a place and function within the community, providing connectivity to land uses not immediately adjacent to the commuter rail platform. As the terminus of Aviation Place, the southern portion of the transit plaza is designed as an important civic space.

- Avoid bicycle and pedestrian conflicts at the transit plaza and make appropriate connections to the First Creek Regional Trail.
- Bicycle storage consideration should be given to locations throughout the plaza and not consolidated into one location. Developing a bike station with enclosed storage and other amenities is should be considered when bicycle use in the area merits enhanced facilities.

An example of a rail transit plaza at the Englewood Town Center.

STREET CROSS SECTIONS

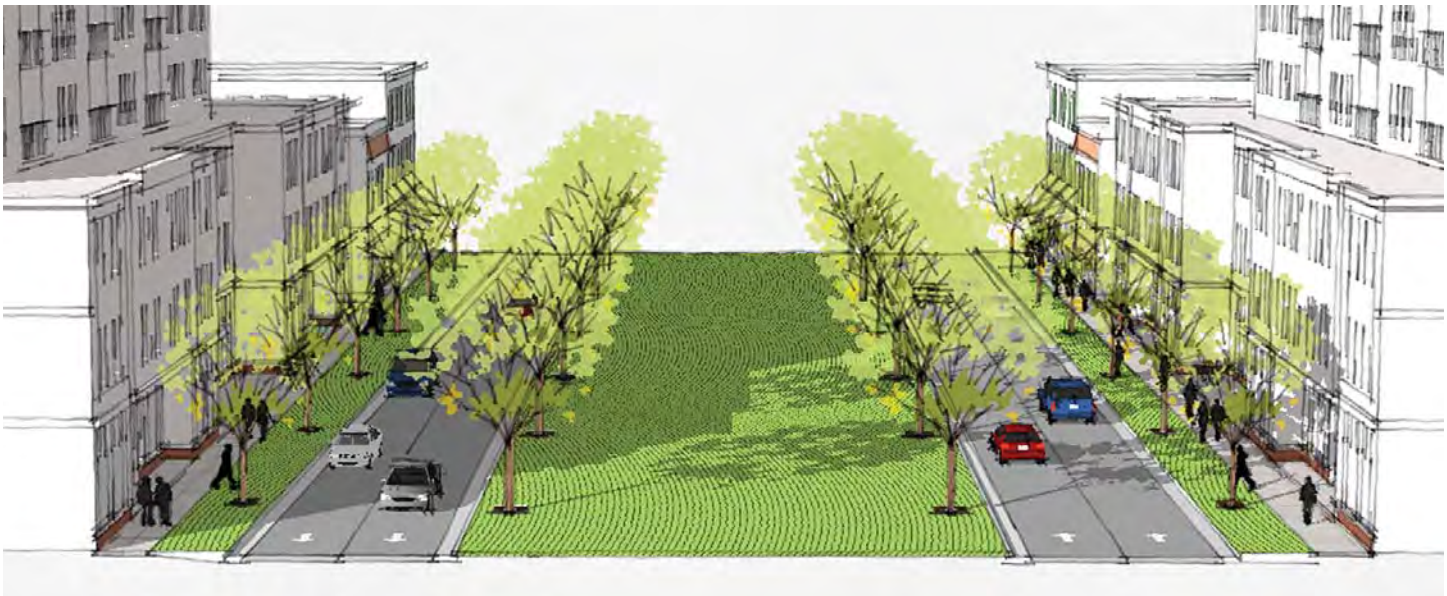
These street cross sections provide recommendations for the general components - travel lanes, parking, tree lawns, and sidewalks - of key streets in the station area.

AVIATION PLACE

Aviation Place is the key local pedestrian priority street in the station area, connecting the transit plaza at the commuter rail station with Aviation Park at the center of the Transit Community Core of the station area. As the key street in the station area, Aviation Place should have the flexibility to serve multiple roles for the community, not only moving people through its space with two vehicular travel lanes and ample pedestrian zones, but also a place to host festivals and other neighborhood events. Buildings along Aviation Place should consider appropriate siting, height, and design elements that promote strong solar access to the street. Aviation Place may be a private street to meet all of its various roles.

TELLURIDE STREET

Telluride Street serves as a mixed-use arterial in the station area with four vehicular travel lanes and ample pedestrian zones but without on-street parking. The street has a wide parkway-like median with trees and a clear zone to accommodate the Phillips gas pipeline that travels from southwest to northeast through the station area. This cross section generally applies to Telluride north of First Creek and south of Blue Grama Draw.



"This is the core of the urban place-making approach; to use streets as the primary attributes of a quality neighborhood instead of conventional plans that use streets as merely the primary access for vehicles." - Aviation Station Proposal

60TH AVENUE

60th Avenue is a mixed use collector street that serves as the key east/west bicycle route to reach the station. The street has two vehicular travel lanes, two on-street bicycle lanes, on-street parking, and ample pedestrian zones.

SALIDA STREET

Salida Street is an example of a mixed-use collector, balancing multiple modes of travel with two vehicular travel lanes, on-street parking, and ample pedestrian zones.

C. Vibrant

PRINCIPLE STATEMENT

The station area core is a vibrant, walkable, compact, urban center characterized by high quality urban places and interconnected open space accessible to a wide variety of users.

WHY IS BEING VIBRANT IMPORTANT TO THE 61ST AND PEÑA STATION?

This East Commuter Rail transit station at 61st Avenue is the heartbeat of the development, bringing activity to the area almost twenty-four hours a day. Due to the unique situation of being one stop away from DIA and being the end-of-line station for commuters-the 61st and Peña station experiences more users during early morning and late night hours than a typical rail station. The design and layout of development in the station area seeks to assemble people and integrate activities closer to the Transit Plaza, along Aviation Place, Richfield Street, and in Aviation Park, creating the most energy within the transit community core. Key public spaces need easy access to encourage people to move between the private and public environments of the station. An active, vibrant environment promotes a feeling of safety and visual interest for pedestrians by providing amenities such as outdoor seating areas, ground floor windows, cafes, accessible buildings, street trees, and other civic amenities. As pedestrian activity levels increase in an area, offices, retail shops, and urban housing choices all become more viable.

VIBRANT CONCEPTS AND RECOMMENDATIONS

CONCEPTS & RECOMMENDATIONS:

C.1 URBAN DESIGN

The design of a place correlates directly with the activity level found on the street. An area that promotes a sense of place through thoughtful urban design not only supports pedestrian activities, but also social activities that build a vibrant community. A thoughtful urban design approach to 61st and Peña allows the station area to take advantage of national trends that indicate that pedestrian-oriented, mixed-use communities will prove most attractive to the creative class, young professionals, seniors, single-parent households, and families.

C.1.A TRANSIT COMMUNITY CORE DESIGN ELEMENTS

Active Edges Urban neighborhoods need buildings that contribute to a safe and vibrant pedestrian environment. Promoting active edges on buildings located along pedestrian priority streets, key intersections, and urban open space adds to the urban experience, increases visual and physical interaction between the public and private realm, and results in more" eyes on the street." Buildings with active edges may include the following elements:

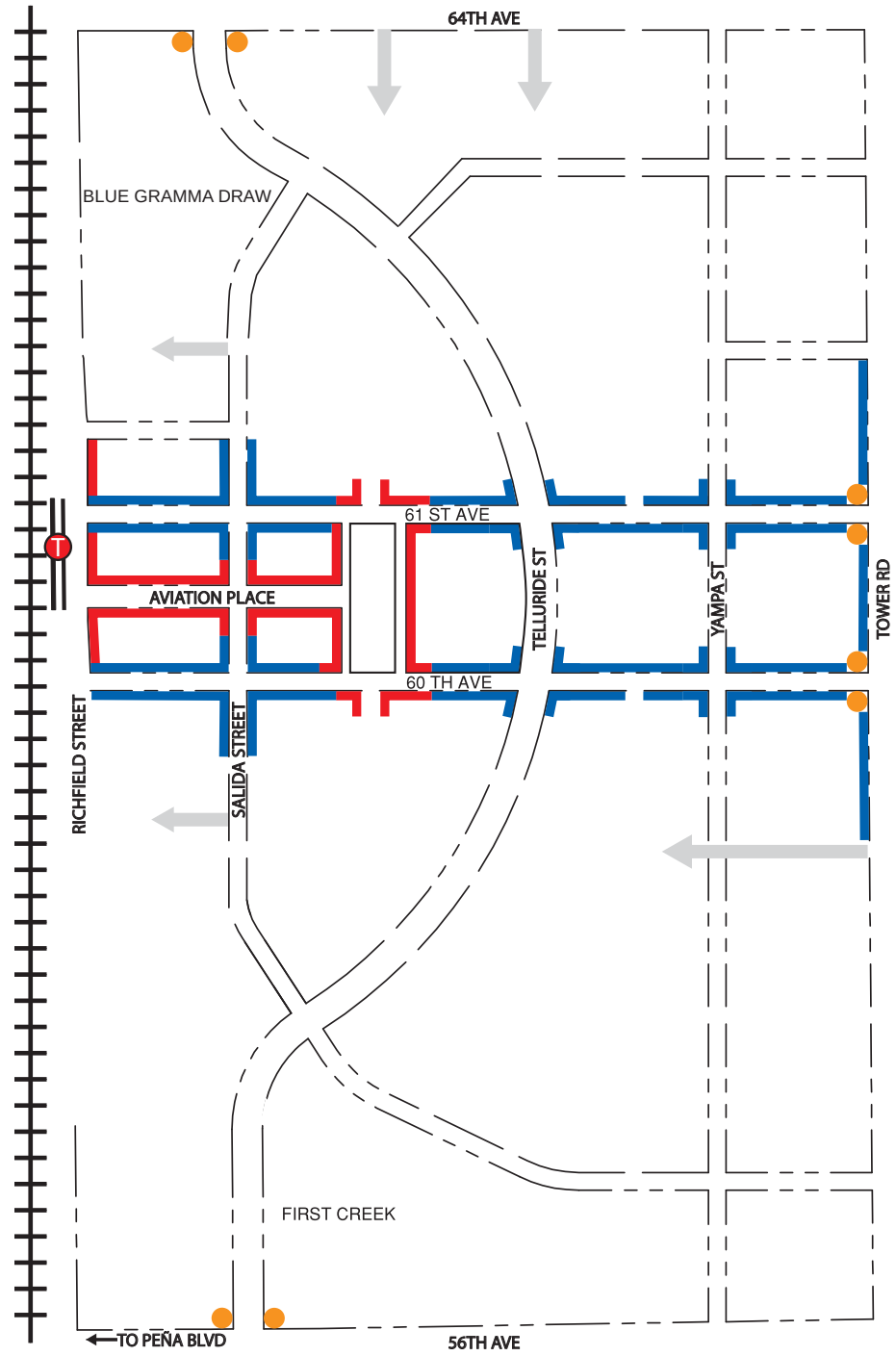
- Prominent, street-facing entries
- Ground floor windows and entrances
- Pedestrian-oriented design emphasizing pedestrian comfort, safety, scale and amenities
- Building entrances that meet the sidewalk
- Entries and active uses in situations where parking is on the ground floor
- Stoops, raised porches, terraces, and small quasi-public open space in lower density residential areas may be appropriate

Building Frontages A fundamental urban design principle is to have continuous building fronts define the vital public realm. This urban design principle is applicable on key streets throughout the station area and is considered vital to the overall pedestrian experience. As the street grid is extended in the station area, continuous building fronts should be considered on key streets. Building frontages may contain the following elements:

- Building edges within a build-to zone
- No surface parking between the primary structure and the street
- Scaling elements to break up the appearance of tall buildings and continuous street edges

Great urban design helps build vibrant communities.

61ST & PEÑA STATION ACTIVE EDGES AND BUILDING FRONTAGES

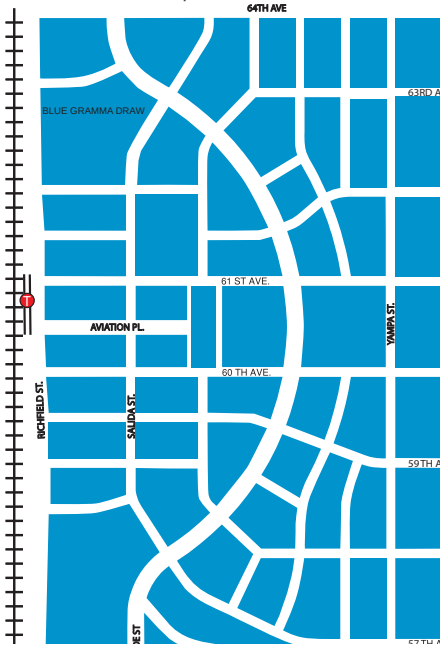


All streets shown in this plan are conceptual and adjustments may need to be made to the final layout and alignment to meet City roadway design criteria.

Active Edges contribute to a safe and vibrant pedestrian environment.

Buildings brought to the street help to define the street.

Potential Street Grid: *A strong network of streets creating a block and grid system that promotes walkability is an important principle to adhere to as the station area develops.*



All streets shown in this plan are conceptual and adjustments may need to be made to the final layout and alignment to meet City roadway design criteria.

Development Phasing The nature of greenfield development patterns may cause the 61st and Peña station area to have some less intense development in initial phases, gradually increasing density over time as demand for close-in locations near the transit station increases. To maintain the ability to accept these higher density building forms at a later date, a strategic phasing strategy may be required for the station area.

- As development occurs in the Transit Community Core, maintain flexibility to increase development density on individual blocks with thoughtful site design that allows later infill projects that do not require demolition of earlier phases. Consider using Design Standards and Guidelines to support this effort.

Solar Access An important component to creating lively, active outdoor spaces is strong solar access. Public spaces such as parks, plazas, and streets tend to be utilized more when designed to consider sunlight. Solar access should be addressed in various ways within the station area, including the use of design standards and guidelines. Key public spaces where solar access should be addressed include but are not limited to Aviation Place and Aviation Park.

C.1.B MIXED-USE DESIGN ELEMENTS

Mixed-use areas located east of Telluride Street recognize the importance of contributing to the overall sense of place in the station area. Designed around a pedestrian friendly, interconnected street network, these areas acknowledge that bringing development to the edges of key streets creates a stronger neighborhood. Development is at a scale that creates a walkable, pedestrian-oriented community.

Building Frontages This urban design principle is also applicable on key streets outside of the Transit Community Core and is considered vital to the overall pedestrian experience. As the street grid is extended in the station area, establish continuous building fronts on key streets.

- Orient towards primary streets
- Locate prominent, direct pedestrian entrances off primary streets
- Provide vehicular access from secondary streets where feasible
- In employment areas, consider auxiliary ground level uses on primary streets that generate activity outside of typical office work hours such as:
  - employee recreation centers
  - daycare facilities
  - business support services such as copying and printing companies, computer services and mailing services
  - casual restaurants
  - meeting spaces
- In mixed-use residential areas, provide a variety of housing types.

C.1.C BLOCK AND LOT SIZE PATTERNS

- Establish a block pattern that provides a high level of connectivity to promote walkable neighborhoods and strong place making principles while providing flexibility for larger blocks for special development projects.
- Encourage single-family residential housing to be located on smaller lot sizes to establish quality, compact, urban residential neighborhoods and help support transit use.
- Encourage the use of private alleys for primarily low-density residential blocks outside of the Transit Community Core.
- Attract office users seeking the synergy gained from being integrated into a well-

"Aviation Square, is a place for people that combines nature with active ground floor uses to include entertainment, restaurants and shopping. A mix of uses will be stacked vertically to allow a complete living environment, one that is supported by residents but used by visitors, transit riders, employees, cyclists, and pedestrians." - Aviation Station Proposal

"sub areas are intentionally organized around a series of interconnected parks and natural open spaces that are positioned to preserve mountain views, promote pedestrian connectivity, convey storm water naturally, and preserve wildlife corridors." - Aviation Station Proposal

connected, walkable community that promotes a culture of corporate innovation.

C.1.D DESIGN STANDARDS AND GUIDELINES

Design standards and guidelines for the station area will provide guidance for individual development projects, ensuring high-quality design throughout the station area, and can be administered by various mechanisms.

C.2 PARKS AND RECREATION

Parks and recreation areas, sized and located appropriately, provide a variety of users the opportunity to engage in recreational activities in close proximity to their home or place of work.

- Provide a neighborhood park that provides space comparable to a full-size soccer field for informal active uses such as volleyball, Frisbee, lawn games, pick-up soccer, picnicking and complementary amenities such as a playground and walking trail. Additional active recreational uses to consider include tennis courts, informal play fields, skate facilities, dog parks, and multipurpose courts.
- Plan active park space in proximity to areas expected to have a higher proportion of residential uses.
- Pocket parks may be desirable within the station area. Although pocket parks are generally passive places, they can include a limited number of small-scale areas for active uses such as a small playground or another play environment.
- Organize and design parks and recreational facilities in a way that is easy to understand, provides simple and safe access from residential and other proposed uses within the station area, and connects through various facility types or other green infrastructure components. (Green Streets, Parkways, Urban Trail Corridors)

C.3 STREETSCAPES

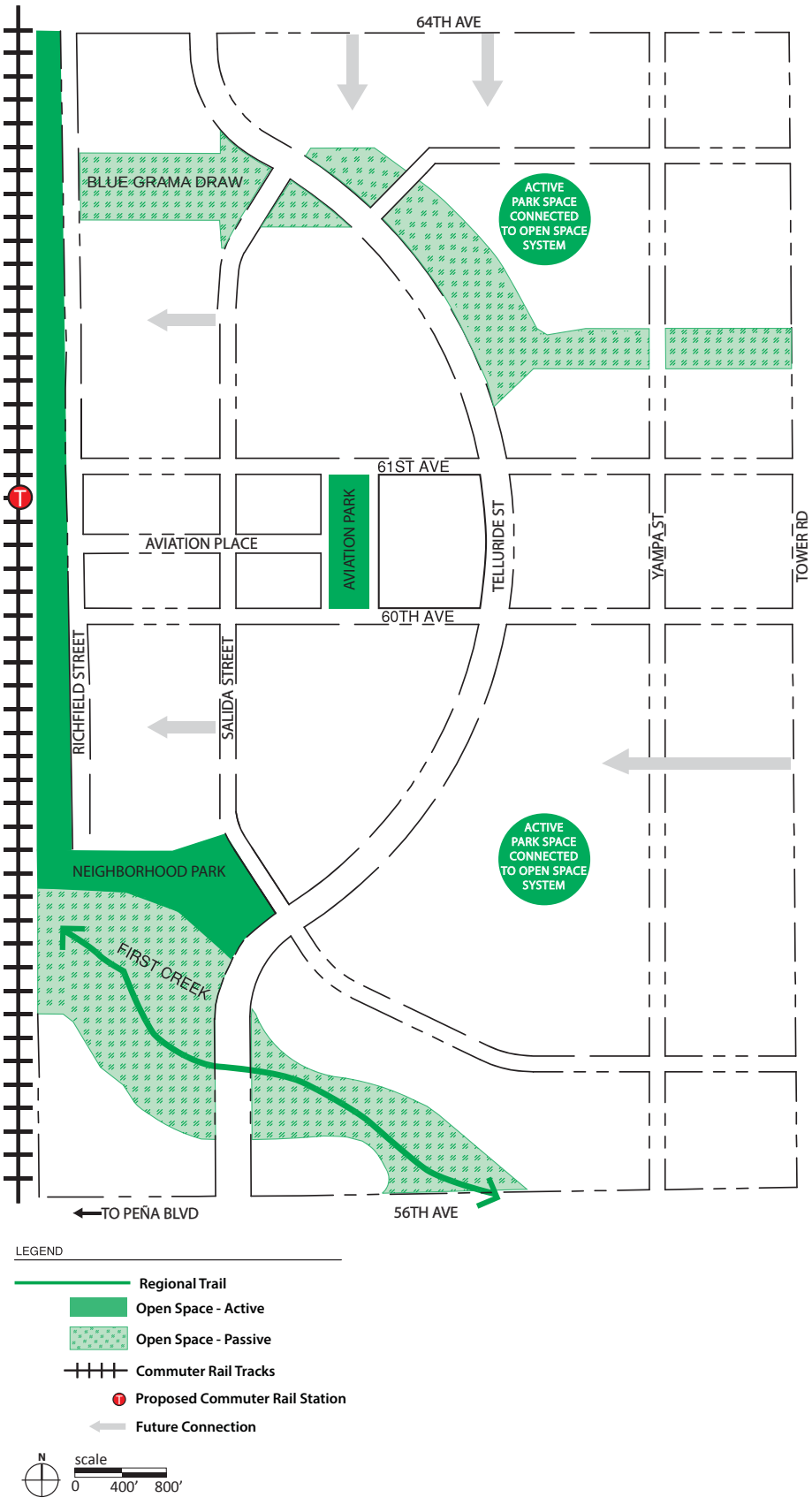
Successful streetscape design reinforces the pedestrian scale and character and enhances the quality, identity, physical function, and economic vitality of an area.

- Encourage the use of streetscape amenities that promote high levels of pedestrian activity, physical comfort and visual interest including pedestrian lighting, seating, landscaping, trash receptacles, bike racks and curb extensions at intersections.
- Encourage green infrastructure practices such as porous pavers and stormwater planters, designed to treat stormwater and provide environmental and aesthetic benefits.
- Promote low water landscape between the sidewalk and the street.
- Establish an ample minimum sidewalk width within the Transit Community Core and along key connections such as 60th and 61st Avenues.
- Utilize zoning and appropriate design standards and guidelines to allow space for sidewalk cafes along mixed use and special pedestrian streets.

C.4 AVIATION PARK

As the central urban open space, Aviation Park is an important focus for the transit-oriented development in the area, serving residents, workers, and visitors. A variety of spaces provide opportunities for programmed events as well as informal activities. The park has great access, both physically and visually, with a mix of experiences for all users.

61ST & PEÑA STATION CONCEPTUAL PARKS AND OPEN SPACE NETWORK



All streets shown in this plan are conceptual and adjustments may need to be made to the final layout and alignment to meet City roadway design criteria.

Parks and open space should provide a variety of activities in close proximity to their home or place of work.

D. Catalyze

PRINCIPLE STATEMENT

The station area will seek to catalyze a sustainable development pattern for the regional aerotropolis, promoting economic vitality and housing opportunity while respecting the unique High Plains ecosystem for the betterment of today's residents and future generations.

CONCEPTS & RECOMMENDATIONS:

The station area is located in a High Plains ecosystem.

WHY IS BEING CATALYTIC IMPORTANT TO 61ST AND PEÑA STATION?

A truly sustainable community begins with an economically viable concept, focused on nurturing a vibrant social and cultural environment, while being responsive to its natural environment. This broader concept of sustainability involves a comprehensive approach to building a stable community-for today and future generations-a critical idea for 61st and Peña as the station area is a cornerstone for Denver's Gateway and the regional aerotropolis. This effort builds on the station's proximity to DIA, a major economic driver for the entire region. This economic development opportunity relies on a comprehensive approach to integrating economically, culturally, and environmentally sustainable principles.

CATALYZE CONCEPTS AND RECOMMENDATIONS

D.1 ECONOMIC VITALITY

- Seek to develop the station area as a regional center with a strong, vibrant mix of office, hotel, retail, entertainment, and residential uses at varied intensities sustainable for generations of residents and visitors.
- Maintain the ability to react to changing market opportunities throughout the build-out of the station area while encouraging the highest intensity of uses near the station.
- Encourage high quality development with design elements and materials appropriate and durable for the High Plains environment.
- Encourage new businesses in the station area to utilize green business practices at the forefront of their culture, encouraging innovative programs and design to reduce resource consumption.
- Seek a mix of employers that provide jobs at various skill levels suitable for workers with a diverse range of education.
- Encourage a mix of jobs and housing in this transit community core as a way of supporting the area, both as a destination and as an origin for transit purposes.
- Support well-designed, pedestrian friendly, and appropriately-scaled development along Tower Road that takes advantage of existing utility infrastructure.
- Pursue new economy employers attracted to locations with high quality transit service, a walkable environment, and the proximity to DIA.

D.2 AEROTROPOLIS

- Seek to catalyze development by creating an identity and center for the regional aerotropolis.
- Seek to attract large regional corporate headquarters looking to take advantage of the close proximity to DIA and easy transit access to downtown Denver and other major employment centers including Anschutz Medical Campus and the Denver Tech Center via the I-225 light rail line.
- Seek to attract one or more hotels serving business travelers, aviation-related businesses, and corporate meetings.

D.3 HIGH PLAINS ECOSYSTEM AND NATURAL OPEN AREAS

- An integrated approach to manage stormwater runoff is needed to protect water quality within our urban watersheds. This requires cooperation among City agencies and help from our regional and development partners. By incorporating stormwater best management practices into urban design and transportation decisions, the opportunity

presents itself to not only manage stormwater and treat associated pollutants, but to also create public amenities.

- Promote sustainable design for transit facilities and all subsequent development appropriate for the local High Plains ecosystem through developing design standards and guidelines and utilizing a review process that includes qualified design professionals.
- Active land uses should be located adjacent to open space including natural areas such as Blue Grama Draw and First Creek to improve visibility, increase use, and promote safety.
- Explore the opportunity for healthy food choices by neighborhood residents through urban agriculture and other programs identified by the Sustainable Food Policy Council.
- Natural open space should feel public. Design features and programming that achieves this recommendation may include:
  - Orient buildings to acknowledge the open space and avoid buildings that place service uses adjacent to the open space
  - Locate streets parallel to the open space
  - Orient pedestrian paths and promenades to open space
  - Provide frequent access points to multi-use paths within the open space
  - Locate residential uses adjacent to open space when possible
  - Provide appropriate transitions from office or commercial uses to open space
- Identify strong connections between natural open space corridors in the station area through on/off street trail connections and defined, safe points of entry from public streets
- Encourage buildings in the station area to seek LEED certification or similar green building standards.
- Seek to improve access to nearby open space and recreation areas including the Rocky Mountain Arsenal National Wildlife Refuge.
- Use sustainable design best practices in designing public urban open space.

D.4 JOBS AND HOUSING BALANCE

- Encourage development to achieve a balance between jobs and housing.
- Develop affordable and workforce housing strategies.
- Encourage the exploration of partnerships with local affordable housing advocates and providers, such as the Urban Land Conservancy, Enterprise Community Partners, Denver Housing Authority, Mile High Transit Opportunity Collaborative, and the Colorado Community Land Trust to facilitate diverse housing opportunities.
- Encourage a diversity of housing sizes and types that will attract a mix of family, single residents, single-family households, and empty nesters. Support a diversity of unit sizes, configurations and price points, and include housing opportunities that are priced to attract people who work in the area, at DIA and at other transit-oriented employment destinations.
- Provide housing consistent with the City's Inclusionary Housing Ordinance.

"Only a TOD with a complete mix of uses can create the activity and sense of place that can become a true catalyst for the region." - Aviation Station Proposal

LEED CERTIFICATION

LEED, or Leadership in Energy and Environmental Design, provides a third party verification that a building was designed and built using strategies aimed at achieving high performance in key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality. Station area development should strive to meet LEED or similar green building standards.

Sustainable design best practices can add value to public urban open space.

Moving Forward

MOVING FORWARD

PHASING

REALIZING THE VISION

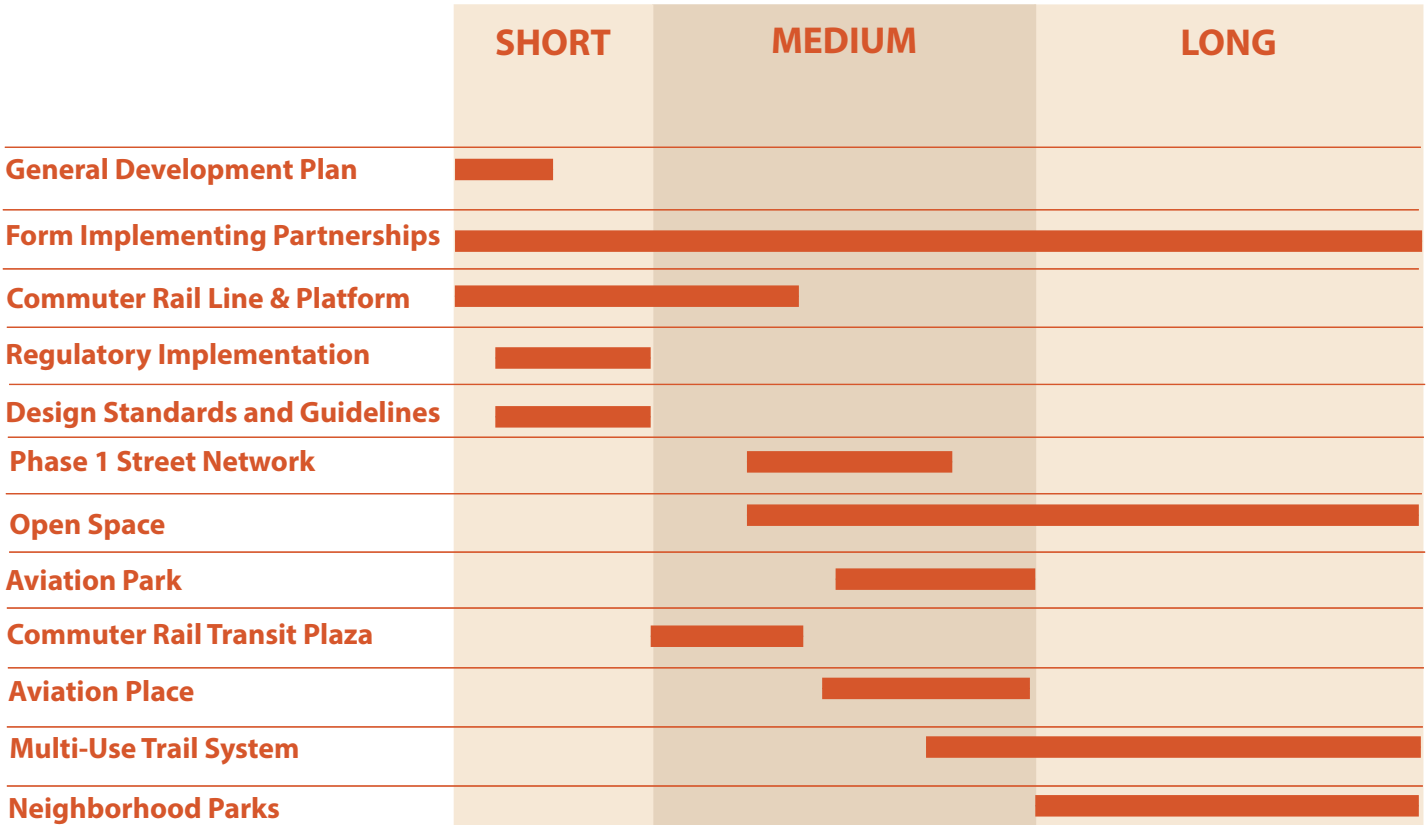
Plan implementation takes place over many years and is the result of large and small actions by the public sector and the private sector, sometimes in partnership. Plan recommendations are intended to provide direction for the actions that are now seen as means to achieve the plan vision. These recommendations are just that because the future will bring unforeseen opportunities and challenges. A successful plan serves as a guide to realize the vision for the 61st and Peña Station Area.

TIMEFRAME

The chart below is a rough outline of the major tasks involved with implementing the Plan. The chart is not meant to provide a step-by-step approach to implementation. Each task contains a multitude of additional steps related to successful implementation and many are hard to predict at this time. The chart is meant to provide rough timeframes for implementation – short-term, medium term, and long term, and identify how certain tasks are interrelated (i.e., one must be accomplished or started before moving on to the next).

IMPLEMENTATION PHASING

61st & Pena Station Area Plan Implementation



IMPLEMENTATION: REGULATORY AND POLICY TOOLS

RECOMMENDATIONS	IMPLEMENTATION ACTION	TIMEFRAME	LEAD STAKEHOLDERS
Regulatory Implementation - Land Uses A.1.A - A.1.B	Update the Blueprint Denver conceptual land use map as directed from plan recommendations.	Short	Community Planning and Development (CPD)
Regulatory Implementation - Zoning A.1, A.2, C.1, D.1	Entitle property with zone districts compatible with plan recommendations.	Short	CPD and Property Owners
Design Standards and Guidelines A.2, A.3, A.4, C.1, D.1	Develop design standards and guidelines that address building forms, active edges, building frontages, solar access, block and lot size patterns, development phasing, and other design elements as directed from plan recommendations and otherwise not implemented through zoning.	Short	CPD and Property Owners
Street Network Classification B.1	Update the Blueprint Denver Street Classifications as directed from plan recommendations.	Short	CPD
Parking Strategies B.3	Develop a parking management strategy that promotes the proper use of parking facilities, provides convenient parking for nearby businesses and residences, and addresses issues related to parking requirements during early phases of station area development.	Short	CPD, Public Works, Property Owners, Metro District, and DIA
Economic D.1, D.2, D.4, C.1.C	Catalyze a sustainable development pattern that promotes economic vitality through plan recommendations.	On-going	Property Owners, Office of Economic Development (OED)
Aerotropolis D.2	Support the development of a regional Aerotropolis through plan recommendations	On-going	DIA, Property Owners, others
Jobs and Housing D.4, D.1	Strive to achieve a jobs and housing balance in the station area through plan recommendations.	On-going	CPD, OED, Property Owners,

IMPLEMENTATION: INFRASTRUCTURE TOOLS

RECOMMENDATIONS	IMPLEMENTATION STRATEGY	TIMEFRAME	LEAD STAKEHOLDERS
Commuter Rail Transit Plaza B.4	Design and construct transit plaza.	Medium	Metro District, DIA
Street Network - Phase 1 B.1	Design and construct street network for initial development in the station area.	Short	Metro District, DIA
Street Network - Later Phases B.1, C.1.C	Design and construct street network for later phases of development in the station area. This should include necessary streets to provide connectivity through the station area.	Medium - Long	Metro District, DIA, Property Owners
Bicycle Network B.2	Design and implement on-street and off-street bicycle facilities as directed from plan recommendations.	Medium- Long	Metro District, Public Works, DIA, Property Owners
Public Transportation B.2	Examine local shuttle service and regional bus service connecting the station area with nearby residential and commercial areas and accessing the station via 60th and 61st avenues.	Medium - Long	RTD, others
Streetscapes C.3	Design and implement streetscapes that reinforce the pedestrian scale and character and enhances the quality, identity, physical function, and economic vitality of the station area as directed from plan recommendations.	On-going	Metro District, DIA, Property Owners
Parks and Recreation C.2	Design, construct, and maintain parks and recreation areas sized and located appropriately when demand warrants. Parks should be able to provide a variety of users the opportunity to engage in recreational activities in close proximity to their home or place of work as directed from plan recommendations.	Long	Metro District, Parks and Recreation, DIA, Property Owners
Aviation Park C.4	Design, construct, and maintain Aviation Park as the central urban open space for the station area.	Medium	Metro District, Parks and Recreation
Natural Open Space D.3	Preserve and maintain natural open areas as directed from plan recommendations that address design, visibility, access, and adjacent land uses.	Medium - Long	Metro District, Parks and Recreation, DIA, Property Owners
High Plains Ecosystem and Sustainability D.3	Promote environmental sustainability as directed from plan recommendations that address stormwater, land use, and building design.	On-going	Metro District, Public Works, CPD, Parks and Recreation, DIA, Property Owners