

Alameda

Station Area Plan



DENVER
THE MILE HIGH CITY

Community
Planning &
Development

April 20, 2009

Table of Contents

Acknowledgements	v
Introduction	1
Vision	7
Land Use and Urban Design	11
Mobility	19
Infrastructure	27
Economic Opportunity	33
Implementation	37
The Community	43
Relevant Plans	51

Acknowledgements



ACKNOWLEDGEMENTS

Mayor John W. Hickenlooper

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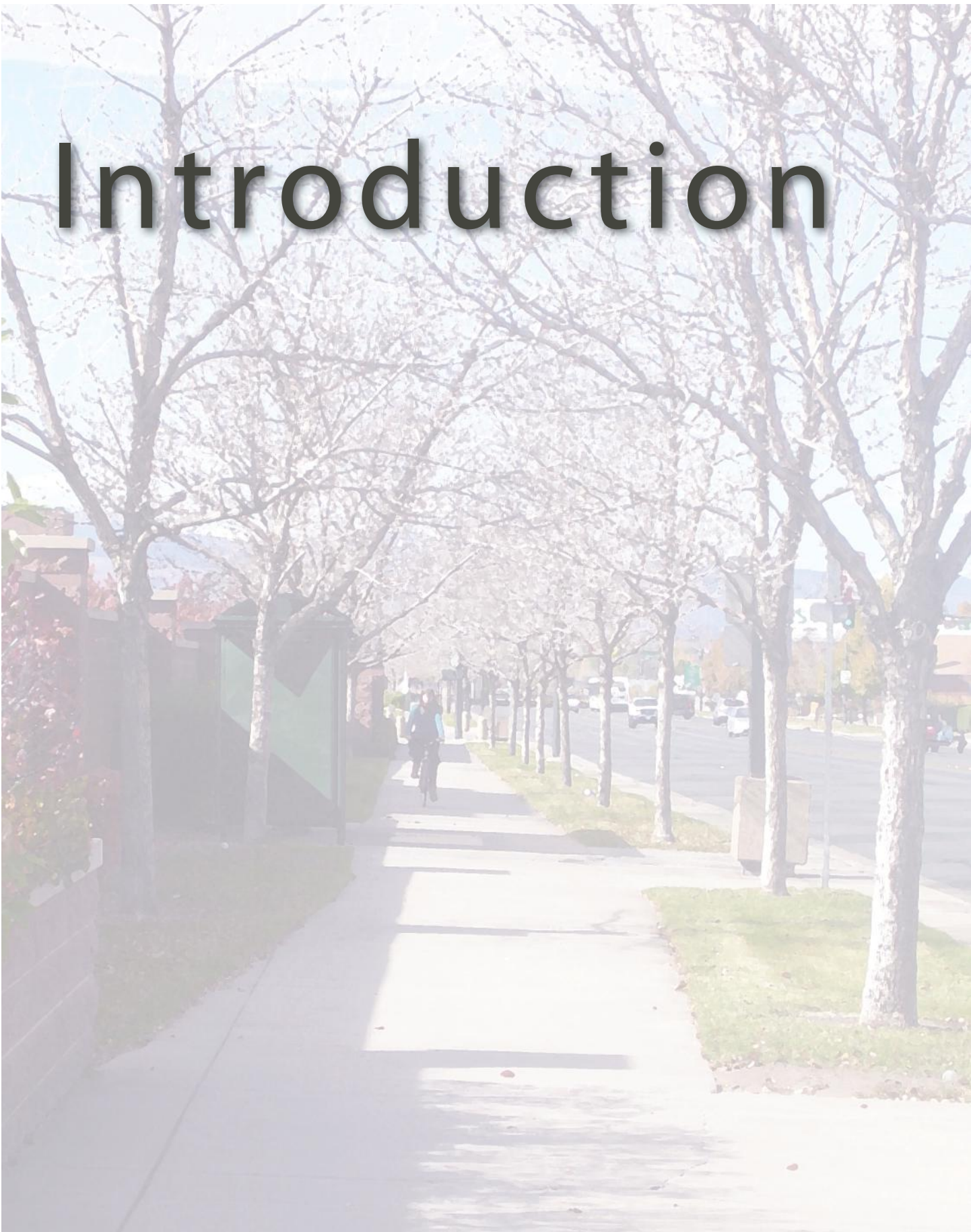
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Special Thanks to Community Stakeholders

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Approved by Planning Board: March 18, 2009
Adopted by City Council:



Introduction

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.

The Alameda Station Plan provides a sound policy basis for citywide decision-making 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.

Plan Process

Over a course of approximately eighteen months, community members worked together with city staff and the planning team to articulate opportunities, develop a vision and craft strategies to achieve the vision. With the strong foundation of Denver’s adopted plans, stakeholders focused on immediate, emerging market opportunities at the Alameda Station. These community members represented businesses, property owners and residents in the area. In addition, the process involved collaboration between the City and County of Denver’s Community Planning and Development Department and Public Works Department, with support from the Department of Parks and Recreation and Office of Economic Development.

Regular public meetings and stakeholder work sessions shaped plan contents. Briefings with City Council, Denver Planning Board and inter-agency city staff were also crucial. The following is a brief outline of the planning process:

1. Collect and analyze background information
2. Identify opportunities and constraints
3. Draft vision and objectives
4. Public Workshop #1
5. Develop Land Use, Urban Design and Mobility Concepts
6. Public Workshop #2
7. Prepare draft plan
8. Public Workshop #3
9. Plan Adoption

Denver formed a unique partnership with a major land-owner. This evolved into a General Development Plan (GDP) application. A GDP is a more detailed analysis of a geographic area that identifies redevelopment guidance for a large portion of the station planning area. The Implementation section of this plan provides additional details on this application.

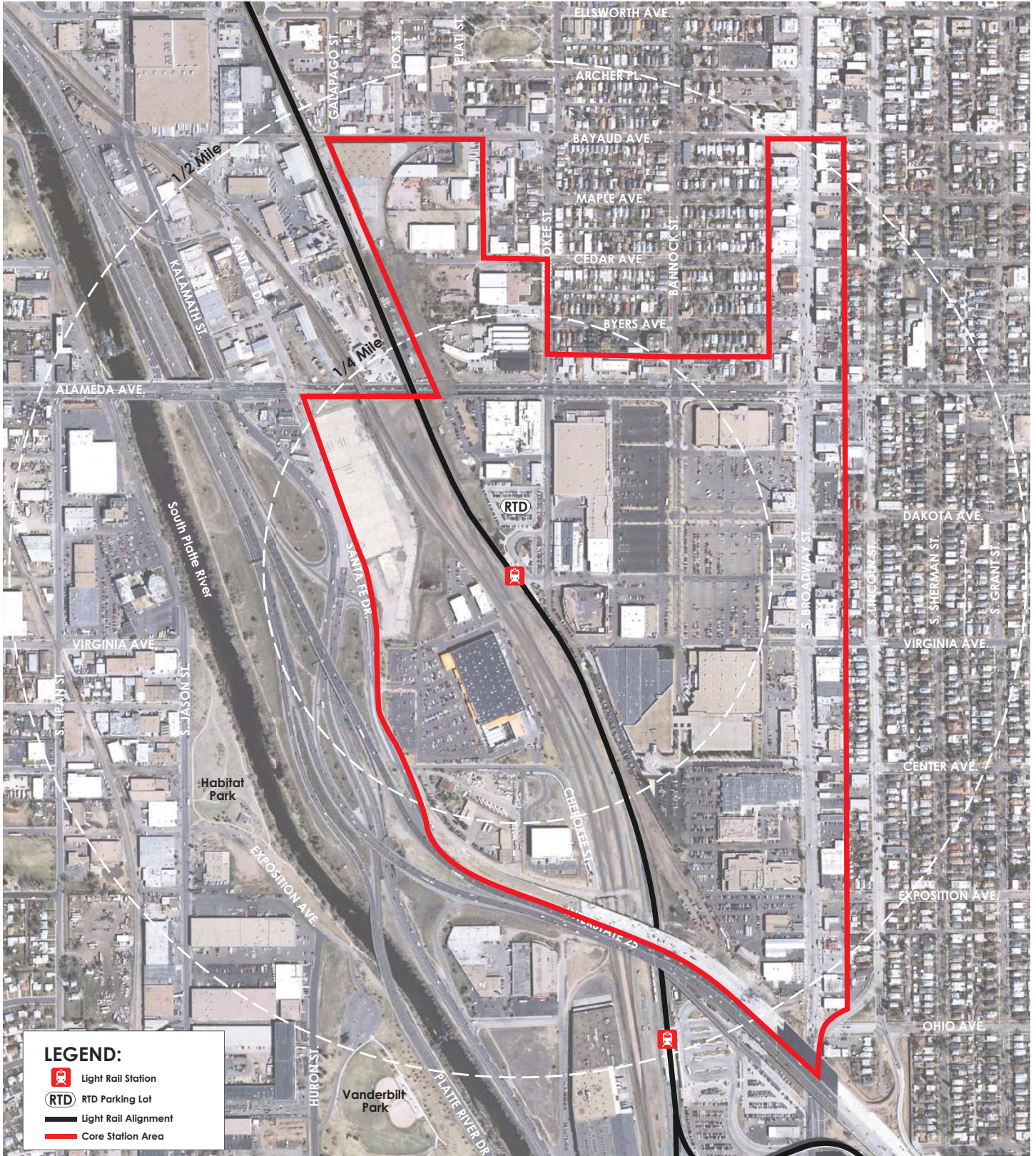
Context

Planning Area: The entire Alameda Station planning area consists of a 1/2 mile radius surrounding the Alameda Station located at approximately Cherokee Street and Alaska Place. The planning area is within Council District #7 and #9 and includes the statistical neighborhoods of Athmar Park, Baker, Speer and Washington Park West.

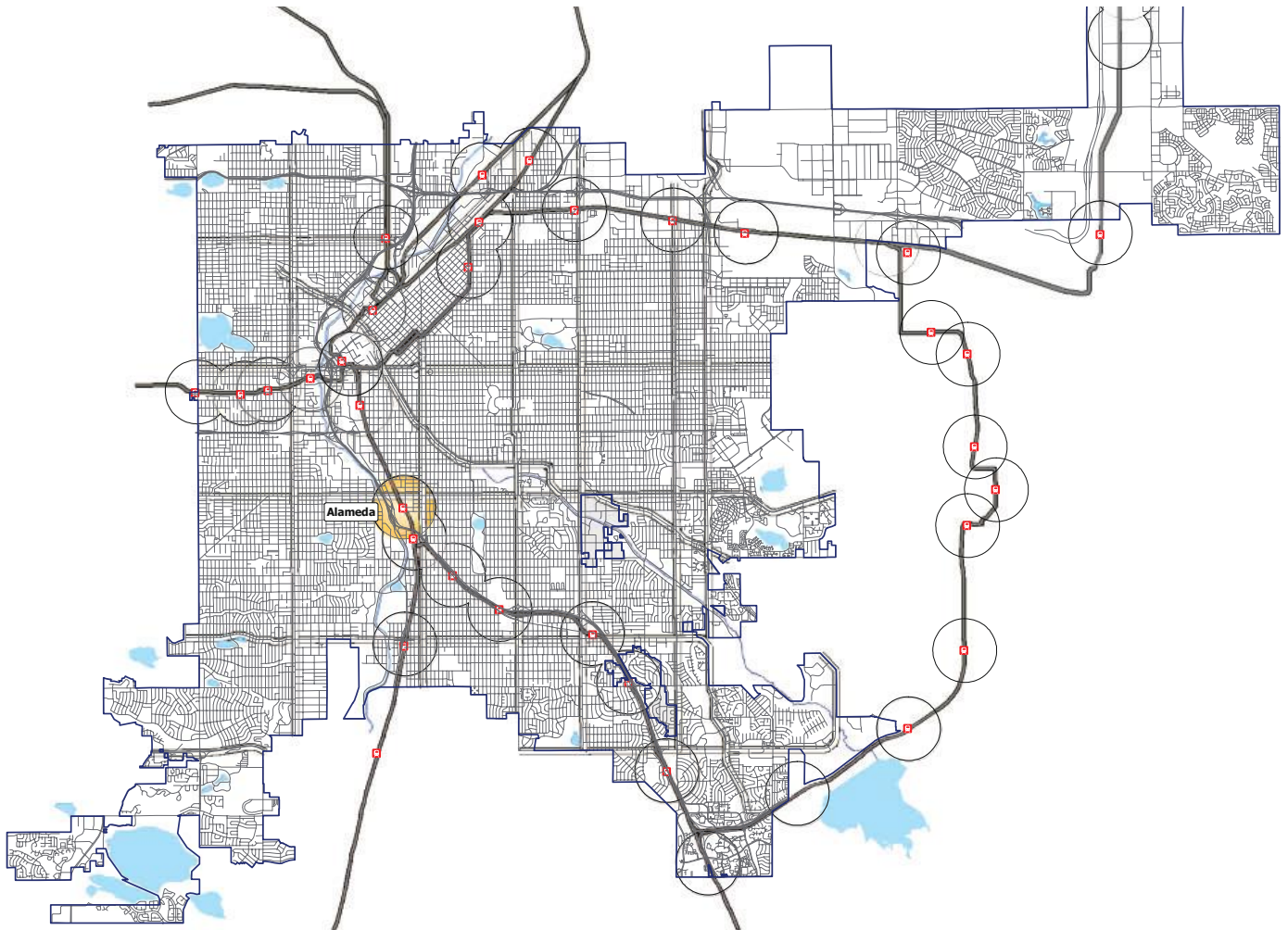
The Core Station Area is defined as sites closest to the station that are likely to see the most change and redevelopment within the planning time frame (see Picture 1.1). The Core Station Area is currently an auto-dominated area with major auto corridors including Alameda Ave, S. Broadway/Lincoln, Santa Fe/Kalamath and Interstate 25. The predominant land uses are commercial, office and industrial. This station plan considers the entire 1/2 mile radius but has some more specific recommendations for the Core Station Area. The 60-acre Denver Design District is the largest single-owner property in the Core Station Area. Other larger sites in the Core Station Area include the Bus Barn site west of the Alameda Station and RTD’s parking lot and bus drop-off.

The outlying areas are those of stability and have neighborhood plans and Blueprint Denver as a guide. East and north of the Core Station Area, the land uses are predominantly residential with neighborhood-serving commercial. This plan ensures that reinvestment in the Core Station Area offers a respectful transition into these areas. West of the Core Station Area is predominantly industrial. These areas are zoned, used and planned for industrial and are important to the employment and manufacturing base of the city’s economy. While the success and desirability of the planning area will certainly bring new investment, land use and infrastructure will remain very similar. South of the Core Station Area is the Broadway Light Rail Station and the Gates Redevelopment site. This area is already planned and zoned for a large transit-oriented, mixed-use neighborhood.

Beyond the Planning Area: While the planning area is the 1/2 mile radius of the Alameda Station, it is important to understand the land use and transportation pattern beyond that boundary. Beyond the Planning Area, in all directions,



Picture 1.1 Aerial photograph of existing conditions



Picture 1.2 Alameda Station in Context of City Boundaries

is predominantly residential. While these neighborhoods are served by convenient bus routes, many residents use the Alameda Station and several frequent the shopping center in the Core Station Area. Therefore, access to the Planning Area for these neighborhoods is important to consider. A planning consideration addressed in this document is the physical barriers within the Planning Area and beyond the Planning Area. Specifically, there is the South Platte River, Santa Fe/Kalamath, I-25, heavy rail line and a light rail line.

Transit System: With the Denver region currently serving as home to 2.6 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.

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. It will be a symbol of the Denver region's progressiveness. 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 commuter rail)
- Expand 3 existing corridors

- 18 miles of Bus Rapid Transit (BRT)
- 31 new park-n-Rides - 21,000 spaces
- Enhanced Bus Network & Transit Hubs (FastConnects)

Alameda Station: The Alameda Station is located on RTD’s Central Corridor light rail alignment. It is located just outside of downtown before the transit lines divide into the Southeast and Southwest Corridors. The station is located at-grade. The most direct access to the Alameda Station is currently from Alameda Avenue on Cherokee Street or from Broadway on Alaska Place. As defined in Denver’s Transit-Oriented Development Strategic Plan, the typology of the station is Major Urban Center. It functions as a major transfer point for the existing transit system and three bus lines. There is also a well-used park-n-Ride surface lot.

Planning Context: Denver’s adopted plans provided the basis for the Alameda 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 Community chapter. The over-riding principles of these plans are:

- Promote urban infill and compact, mixed-use development patterns that use resources more efficiently
- Offer housing choices for Denver’s diverse household types
- Create multi-modal streets that facilitate transportation choice
- Provide parks, schools and other civic uses that are safely accessible

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 may plan 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)

Purpose of the Plan

Property owners, elected officials, neighborhood organizations and city departments will use the Alameda Station Plan for many purposes over its lifespan.

The following is a description of the primary uses of the plan ranging from city planning and policy expectations to implementation.

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

Reinvestment Guidance: The plan guides public and private decision-making and investment in the coming years as it relates to land use, urban design, mobility and infrastructure within the Planning Area. The plan will evolve and adapt to changing demographics and market demands.

Zoning Amendments: The plan establishes the desired form, use and context of the Core Station Area in order to inform changes to the zoning code and existing zoning of sites.

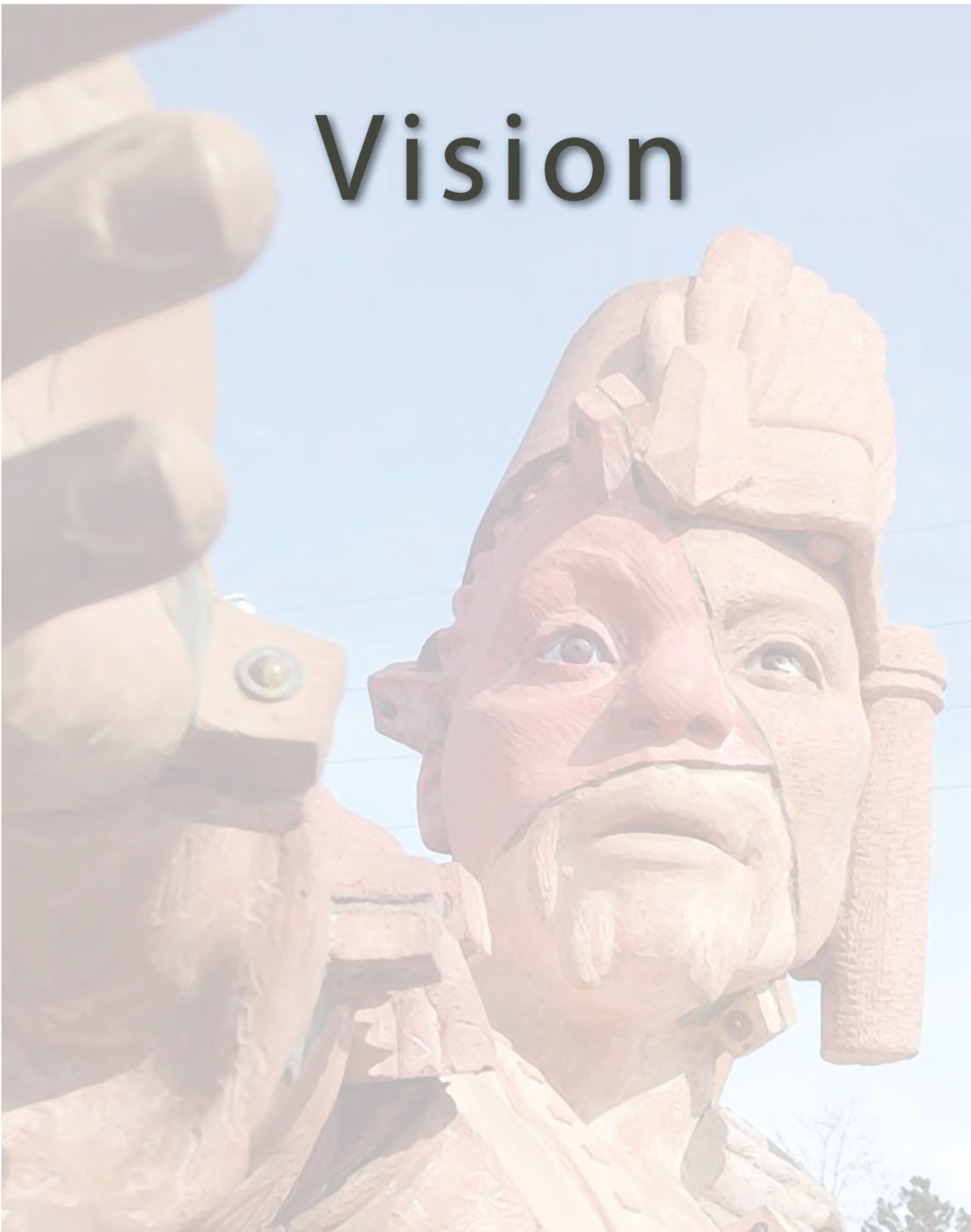
Capital Improvements: A plan can provide the justification or the prioritization and allocation of funding from the city’s capital improvement budget and other sources. Projects should meet plan objective and recommendations such as increasing access and removing physical barriers.

Funding and Partnership Opportunities: Implementation of plans require a collaborative effort between neighborhoods, businesses, elected officials and city departments. This plan identifies and supports these partnerships and resource leveraging efforts.



Picture 1.3 Alameda Station Platform Looking North

Vision



Vision

The City and County of Denver is poised to take a significant leadership role in implementing the new transit lines and focusing growth into areas near almost 40 transit stations. This section begins with the established TOD principles for the city of Denver. The unique qualities of the Alameda 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 Alameda Station.

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. The purpose of TOD is to 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, pleasant, 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 amenities associated with enhanced transit services.

Portal to the Region: Understand and maximize the station's role as an entry point 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, we must have a full understanding of the strengths, opportunities and challenges of the Alameda Station area.

Existing **strengths**, or assets, within the station area set the stage for the plan's vision and add value to the station area. These are the primary strengths of the Alameda Station area:

- Surrounding neighborhoods of Athmar Park, Baker, Speer and Washington Park West are stable, vital neighborhoods
- Existing environmental and recreation amenities of the South Platte River, South Platte River Trail and adjoining park and greenway system
- Strength and success of South Broadway businesses offer an established attraction and organized business associations
- Established employment base from existing retail, office and industrial uses
- Unique employment market for education and design services provided by the Denver Design Center
- High levels of light rail and bus ridership

Emerging **opportunities**, as listed below, create energy and excitement for the station area and present unprecedented resources and potential partnerships to evolve the built environment.

- Extension of the street grid west of South Broadway and south of Alameda to improve connectivity to the station
- Connection to Gates redevelopment site and the Broadway Station
- Potential partnership with landowners interested in redevelopment of key sites: former “Bus Barn” site, Broadway Market Place, Denver Design Center and northwest corner of Cherokee and Alameda
- Create diverse housing options within the Core Station Area supported by a strong market for residential development along transit lines
- Improved connections to the South Platte River, South Platte River Trail and adjoining parking and greenway system
- Extension and connections to the city's bike route system
- Creating a destination place for surrounding neighborhoods rather than just a commuting park-n-ride
- Partnership opportunities with existing business organizations

Despite a strong foundation of significant strengths and opportunities, **challenges** remain. The Alameda Station Plan objectives and recommendations seek to overcome these obstacles.

- Substantial infrastructure investment in terms of street improvements and utilities
- Significant physical barriers (South Platte River, Santa Fe/Kalamath, I-25, heavy rail lines and light rail lines) disconnecting the west side of the station area
- Lack of street grid in the Core Station Area severely limits accessibility to the station and results in less benefit for residents, visitors and workers and creates pressure on existing streets due to limited route choices
- Auto-dominant development and expansive surface parking lots in the Core Station Area creates a poor pedestrian environment for moving through the area and to the station
- Single use development pattern inhibits location efficiency and further perpetuates need for the car
- Lack of placemaking elements that promote gathering of people
- Close proximity of stable neighborhoods will require development in the Core Station Area that is compatible as well as transition zones and special edge treatments that promote unity
- Limited incentives for affordable housing
- Continued traffic volume increases due to background development and new station area development
- Existing B-4 and Industrial zoning does not allow a mix of transit-supportive uses or promote development forms that are predictable and pedestrian-oriented

Alameda 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

- Redefine the stations' nature into a destination place
- Enhance the pedestrian experience along and crossing physical barriers of Alameda, Broadway/Lincoln, Santa Fe/Kalamath, I-25 and the South Platte River

- Maintain unique urban design elements such as the main street character of South Broadway, the historic laundry stacks and public art
- Create distinct entry points to the Core Station Area
- Develop strong visual connections to the station
- Create a consistent and predictable form within the station area
- Enhance existing recreational opportunities and offer new types of open space for passive and active recreation

Rich Mix of Choices

- Provide new opportunities for housing (mix of types and affordability)
- Offer safe, convenient and pleasant pedestrian, bicycle and vehicular access choices to the station from all directions
- Offer a mix of recreation choices such as plazas and greenspace for neighborhood events and gathering and active recreation opportunities such as bike trails and athletic fields
- Establish area as an employment center with a diversity of business types
- Interweave transit and pedestrian oriented uses (residential, small scale shops, restaurants, etc.)
- Support main street environment with buildings and pedestrian entrances oriented towards the street

Location Efficiency

- Consider reinvestment opportunities in the Core Station Area and accessibility improvements within the entire 1/2 mile radius
- Orient density closest to the Alameda Station and Broadway Station
- Integrate the station into the street and land use pattern
- Improve accessibility and consolidate parking locations for transit riders and businesses
- Improve infrastructure connections between east-west geographical barriers

Value Capture

- Ensure both public and private investments add value to existing neighborhoods and businesses
- Consider existing neighborhood plans and other local planning efforts (e.g. **Baker Plan, West Washington Park Neighborhood Plan, Valley Highway Environmental Impact Statement, Broadway NEPA**)
- Examine capacity of infrastructure to accommodate new development (water, sewer, traffic, etc.)
- Explore opportunities to access regional recreation system such as the South Platte Greenway, Ruby Hill Park, Daley Park, Vanderbilt Park, Habitat Park and Washington Park

Portal to the Region

- Address existing east-west barriers between neighborhoods (South Platte River, Sante Fe/Kalamath, heavy rail line, light rail line and I-25)
- Emphasize alternative transportation modes in the planning area
- Enhance experience along and crossing major streets
- Create a new street hierarchy and extend the street grid in the Core Station Area



Land Use and Urban Design

Land Use and Urban Design

Considering Land Use and Urban Design recommendations together creates a thorough description of the desired development pattern for the station area. This approach assumes that while land use types are important, the placement and form of those uses is equally important to the built environment. The principles of TOD provide a solid foundation for the recommendations in this chapter, however, the characteristics of the station area and the plan objectives unique to Alameda Station truly guide the specific details of these recommendations.

Land Use Recommendations

Successful station areas thrive on a rich mix of land uses and efficient placement of those uses. This creates a diversity of people, choices and opportunities. Attracting jobs, residents, amenities and visitors is essential to a vital station area, neighborhood and transportation system. The Land Use Concept illustrates types and locations of transit-supportive uses on parcels within the Core Station Area.

To create land use choices in the Alameda Station area and reduce or redefine the auto-oriented development pattern, the Land Use Concept recommends a collection of residential, office, employment, education and open space uses. This range will allow 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 Core Station Area should be mixed use, the Land Use Concept is an illustration of the predominant land use pattern of the station area. For example, the Ground Floor Land Use Concept illustrates suggested concentrations of retail and commercial. The land uses illustrated also try to reflect existing development plans. The following are the detailed land use recommendations for the Alameda Station area.

Land Use and Urban Design Recommendation 1 Residential Opportunities

As described in the Introduction, there are multiple desirable residential areas within and beyond the Planning Area. These established neighborhoods are an important component of Denver's success and add significant value to the community. Blueprint Denver provides guidance for these Areas of Stability to promote their valued attributes including detached walks, street trees, prominent front porches and alleys. Within the Core Station, the Alameda Station Plan recommends new housing opportunities. The residential land use category includes a mixture of housing choices including

townhouse, mid-rise multiple family and high-rise multiple family. The placement of residential close to the station will greatly improve access to the station, and the region for residents of the station area.

The need for a broad range of housing is important to the quality of life for Denver. Housing types that meet the needs of each particular stage in life enables a resident to age within a neighborhood. Affordable housing also can mean modest-wage workers living closer to their jobs, decreasing transportation expenses.

Given the significant amount of development planned in the Core Station area, there should be a comprehensive approach to ensure there is mixed-income housing options. This includes eliminating regulatory barriers and pursuing funding and partnership opportunities.

Land Use and Urban Design Recommendation 2 Office/Employment Destination

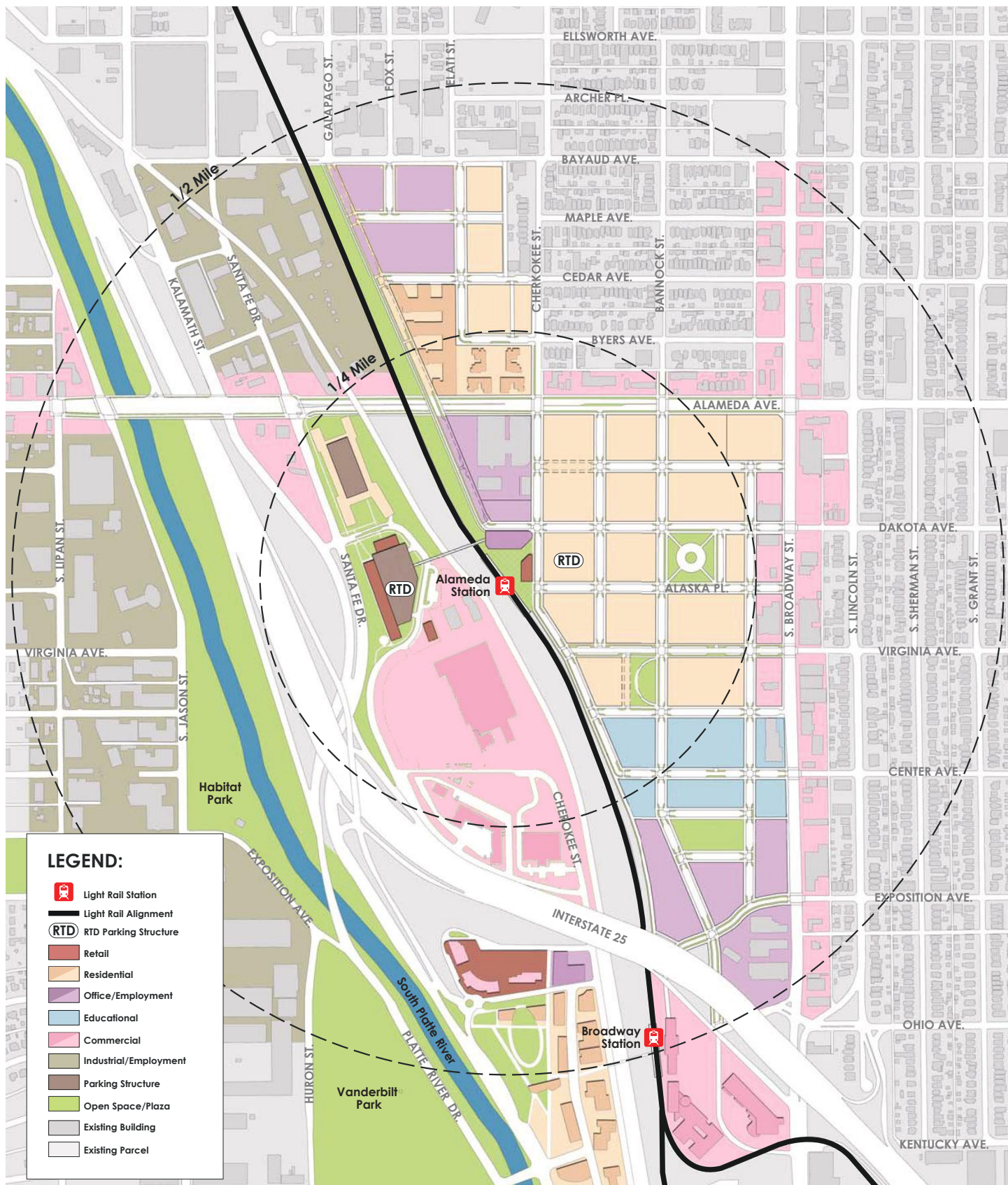
Increase the amount of offices in the station area to create an employment center and diversify business types. North and south of Exposition Avenue is an ideal location for office uses to build upon the established employment base of existing larger scale office uses and proximity to the Broadway Station. Directly at the Alameda Station platform is also a location for office uses. Consider family-wage jobs and nontraditional employment opportunities to accommodate a greater range in the work force.

Land Use and Urban Design Recommendation 3 Education Resources

Build upon established educational facilities in and around the Denver Design Center and thereby provide a unique market niche for the Alameda Station. Concentrate new and enhanced educational and design facilities north and south of Center Avenue. The existing Denver Design Center can anchor these new uses. Educational space could be a range of classrooms, training facilities or supportive uses such as student housing.

Land Use and Urban Design Recommendation 4 Industrial

The west side of the Planning Area is an important industrial/employment area in the city. This area should continue to offer light manufacturing, warehousing, office and other employment base. With redevelopment and reinvestment, special attention to design, screening and buffering is necessary due to the close proximity of residential and high visibility of the sites.



Picture 3.1 Land Use Concept

Land Use and Urban Design Recommendation 5 Comprehensive Recreation and Open Space System

A comprehensive recreation and open space system can achieve many objectives. Enhancing access to the city's recreation system is extremely important in offering active recreation, such as athletic fields and bike trails. In the Core Station Area, open space creates a sense of arrival and creates strong visual connections to destinations such as the station and shopping. Investment in quality recreation and open space adds value and sustainability to neighborhoods and business districts and can meet some recreation demands.

Core Station Area: Proposed open spaces/plazas in the Core Station Area serve as amenities and organizing features for new development and existing neighborhoods and businesses. The open space system is more urban in character and includes more opportunities for plazas and gathering space rather than always offering traditional, green park space. As these new amenities are designed and constructed, developers should apply best practices for sustainability. The specific design and placement of open space is part of a detailed evaluation process. Additional open space such as rooftop gardens and courtyards are encouraged. The following is the preferred open space concept:

- **Station Open Space:** Offer a gathering place for transit riders that provides information about the public transportation system such as arrival and departure times and route information. Located at the platform west of Cherokee Street and south of Dakota Avenue.
- **Central Plaza:** Provide an organizing space near the intersection of the two retail/commercial main streets that offer shoppers a place to rest and can be programmed for special events such as outdoor concerts. Located east of Bannock Street between Dakota Avenue and Alaska Place.
- **Neighborhood Park:** Potential for green space, passive recreation and/or a playground oriented towards the residential area of the Core Station Area. Located south of Virginia Avenue and west of Bannock Street.
- **Campus Quad:** Offers open space concentrated near the employment center to create a campus environment and outdoor space for lunchtime gathering. Located between Center and Exposition Avenues on Bannock Street.

Beyond the Core Station Area: As the population increases in the station area so will demand for recreation. Open space within the Core Station Area will meet more passive recreation needs. Therefore, it is important that existing public parks within and near the station area address active recreation needs:

- **South Platte River Greenway/Bikeway:** Seek opportunities for connections to this system from the station area. Consider ways to enhance or expand the greenway along the river bank as a means to increase use and enjoyment.
- **Existing Parks:** Improve connectivity to existing parks including Vanderbilt Park, Habitat Park, Ruby Hill Park, Daley Park and Washington Park. Consider opportunities to enhance the under utilized parks in a manner that will increase their use and more evenly balance public park use.

Land Use and Urban Design Recommendation 6 Retail

Retail uses are part of the established development pattern of the station area. They are active uses because of the longer hours of operation, high turnover and shoppers tendency to visit multiple stores. This steady flow of activity greatly contributes to the energy of a station area. Additional retail uses are proposed east of Santa Fe Drive on the Bus Barn site and the Gates redevelopment site to the south. At the Alameda Station, retail is recommended near the platform for convenience to transit riders. See the Ground-Floor Land Use Concept for additional guidance on retail uses.

Land Use and Urban Design Recommendation 7 Commercial

Commercial uses are businesses that engage in the sale of services. They are less active than retail but are crucial to serving residents and workers in the station area, surrounding neighborhoods and in some cases the region. Existing and planned commercial services are along South Broadway and Gates Redevelopment sites. New commercial services are suggested at the ground floor along Alameda Avenue from South Broadway to Lipan Street and further west. The intersection of Lipan Street and Alameda Avenue is an opportunity for redevelopment and serves to link development on both sides of the River and I-25. See the Ground Floor Land Use Concept for additional guidance on commercial uses.

Land Use and Urban Design Recommendation 8 Shared Parking

Parking in a station area is important in adding value to investments and meet capacity demands of future development. An organized approach of parking management, consolidation and design is necessary to ensure a successful parking system. To meet market demands, provide shared structured parking structures below grade or above grade within a ground-floor podium. Above grade parking structures should be wrapped with active uses. When the Core Station Area redevelops, parking management will be important to minimize overflow into the adjoining neighborhoods. This may include specific management strategies such as a residential parking permit program.

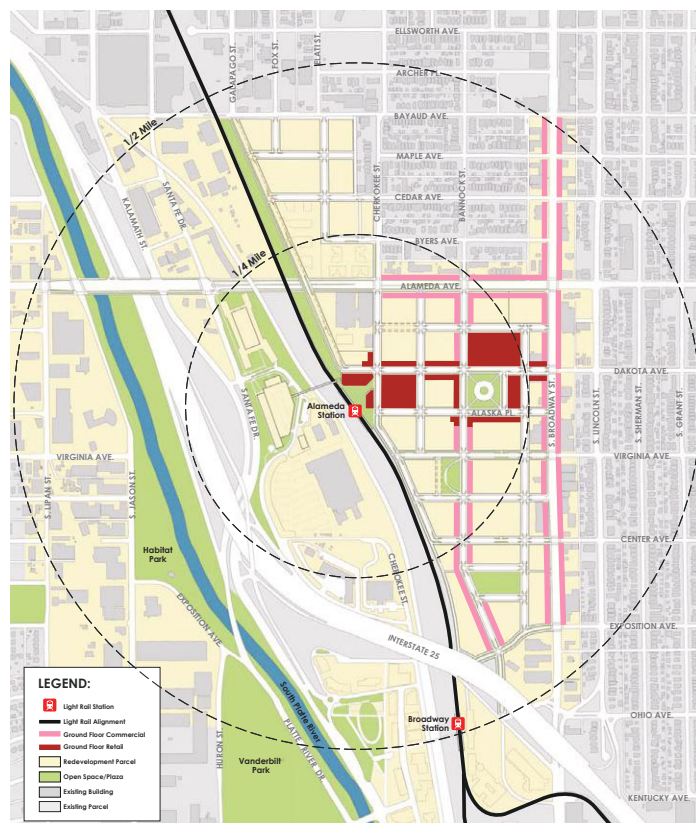
If redevelopment and shared RTD parking opportunities arise consider dispersing the parking to both sides of the platform. This would allow more convenient access to parking on the east and west sides of the station. The Land Use Concept identifies potential locations, finalized as part of a development proposal.

Land Use and Urban Design Recommendation 9 Ground Floor Retail

Retail uses are businesses that engage in the sale of merchandise. Ground-floor retail uses are an essential component of an active and vital station area. Retail uses provide goods and services to local residents, employees, students and light-rail passengers. Given the market conditions and existing retail uses in the station area, Ground Floor Retail will be a range of sizes. There is demand for small-scale shops, cafe's and restaurants to serve transit riders, residents and employees. There is also demand for larger format retailers drawing from a regional market. Examples of large format retailers that would be successful in the Core Station Area include a grocery store, furniture store and a home goods store. Identifying locations for Ground Floor Retail is a crucial component to land use placement and location efficiency. Retail uses create activity at the station platform and along designated "main" streets. The configuration of ground-floor retail includes continuous edge-to-edge retail storefronts with no interruptions by other land uses, including commercial uses. Limit primary permitted uses to merchandise sales and eating and drinking establishments.

- Dakota Avenue should serve as the primary retail street within the study area between South Broadway and the Alameda Station, and along streets fronting the Central Plaza.

- Two large-floor plate retail "anchor" sites are recommended near Dakota Avenue where they can be lined with small scale retail uses along the street front.



Picture 3.2 Ground Floor Land Use Concept

Land Use and Urban Design Recommendation 10 Ground Floor Commercial

Commercial uses are businesses that engage in the sale of services. Commercial uses may be interspersed with office, housing or retail uses, including lobbies to access upper-floor residential and office/employment uses. Live/sell or live/work home occupation uses are also appropriate along commercial frontages. Ground-floor commercial uses are an essential component of an active and vital station area because they contribute to the land use mixture and offers services for residents, visitors and workers. Limit primary permitted uses to financial services, real estate services, insurance services and lodging. Bannock Street (south of Alameda) and S. Broadway are very important commercial streets within the Core Station Area that relate directly to the retail main street of Dakota Avenue.

Urban Design Recommendations

Each station area must emerge as a destination with its own sense of place and identity. This plan provides strategies for making the Alameda Station Area a distinctive neighborhood while respecting surrounding conditions. Urban design recommendations are an additional layer to the land use concept that ensures placemaking for the station area. Urban design encompasses fundamental elements such as active edges, build-to lines and building heights. All assist in shaping the scale and form of the built environment of the station area. They also ensure appropriate pedestrian-oriented scale while still maximizing transit oriented development opportunities. Defining these elements in this plan will create a predictable and consistent form that can easily be implemented over time.

Land Use and Urban Design Recommendation 11 Active Edges Concept

Active edges are building frontages with direct sidewalk entries 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. At key gateways to the station area, such as along Cherokee and Dakota, active edges will create a sense of arrival and guide people to their destinations.

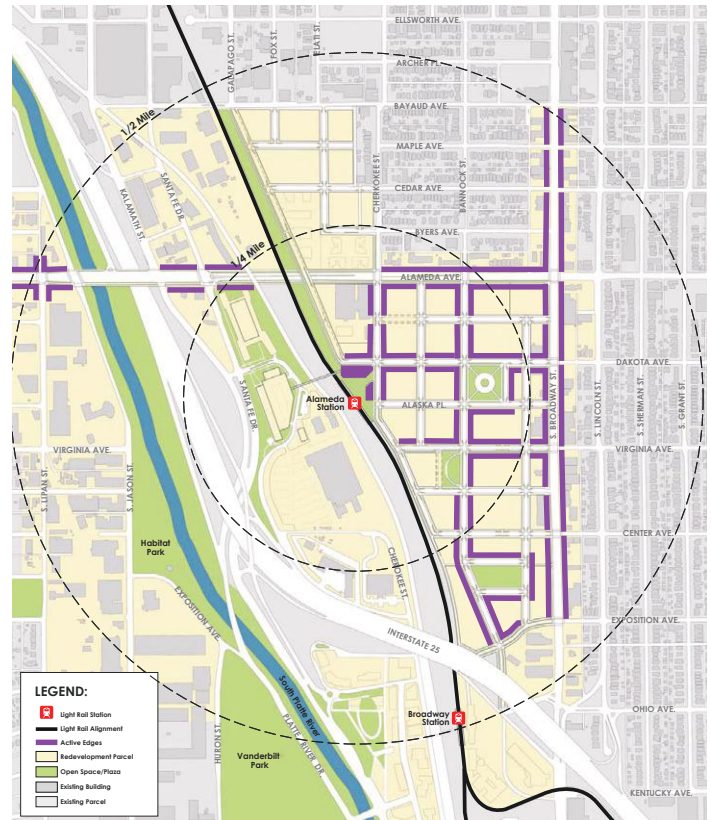
Active edge locations should be along important streets within the station area and surrounding open spaces:

- Alameda
- Cherokee
- Bannock
- Dakota
- Virginia
- S. Broadway

Land Use and Urban Design Recommendation 12 Design of Active Edges

Ground-Floor Retail and Commercial actives edges must possess certain qualities to ensure interaction and a safe environment. All active edges should have a minimum of 70 percent transparent glass or screens along ground-floor facades. This will ensure that activities inside and outside of a business are visible. Active edges should not have frosted, tinted, reflective glass or other types of glass that diminish transparency. Primary entrances should be at the street so pedestrians are given

priority access. Buildings placed at the intersection of Alameda and South Broadway are especially important to have active edges because the intersection is an important gateway for the Core Station Area and neighborhoods.

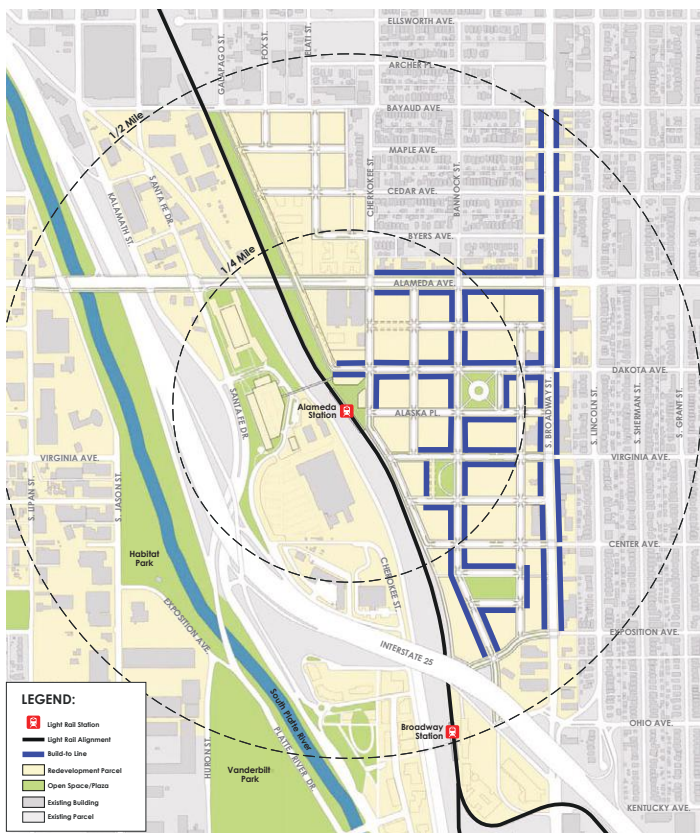


Picture 3.3 Active Edges Concept

For all other uses located along active edges, orient primary entrances toward the street. “Quasi-public” terraces, stoops or porches are appropriate, but not essential. In these cases, a lower transparency percentage may be acceptable. Place art walls, news stands or other activating uses throughout.

Land Use and Urban Design Recommendation 13 Build-To Lines Concept

The build-to lines concept identifies locations where ground-floor building facades must be built 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. Build-to lines establish a continuous “street wall” that defines the edge of the sidewalk and frames streets and open spaces. They can have a similar effect as Active Edges in that they “bring” land use activity up to the sidewalk and define the public realm.



Picture 3.4 Build-to Lines Concept

The concept recommends building frontages for build-to line treatments. Other building frontages may include these treatments; but, it is not crucial. Locate build-to line locations along important streets within the station area and surrounding proposed open spaces. Determine exact locations as part of a detailed site analysis but recommended locations include:

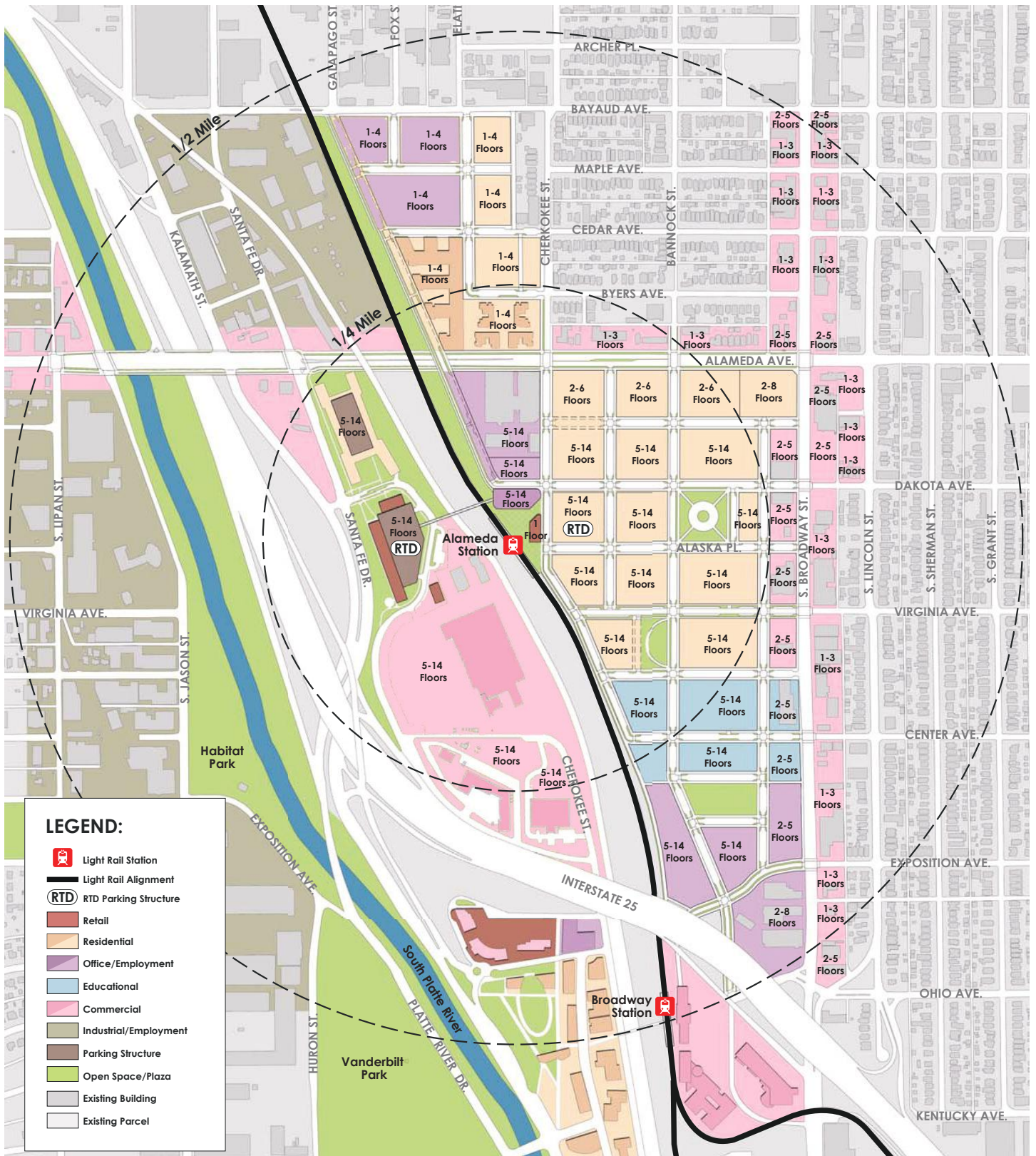
- Alameda
- S. Broadway
- Dakota Avenue
- Bannock Street
- Street surrounding key open space locations such as the Station Open Space, Central Plaza, Neighborhood Park and the Campus Quad

**Land Use and Urban Design Recommendation 14
Design of Build-to Lines**

Build-to Lines must possess certain qualities to ensure they define the public realm and creates the consistent street wall. There should be a maximum setback for the building (such as 5-10 feet) that allows for some flexibility but does not create too much variation. This setback should also accommodate recessed ground-floor entrances, windows and architectural elements that engage the build-to line. Build-to lines should extend along the entire block length and interrupted only for access points to courtyards or other private spaces.

**Land Use and Urban Design Recommendation 15
Building Height Concept**

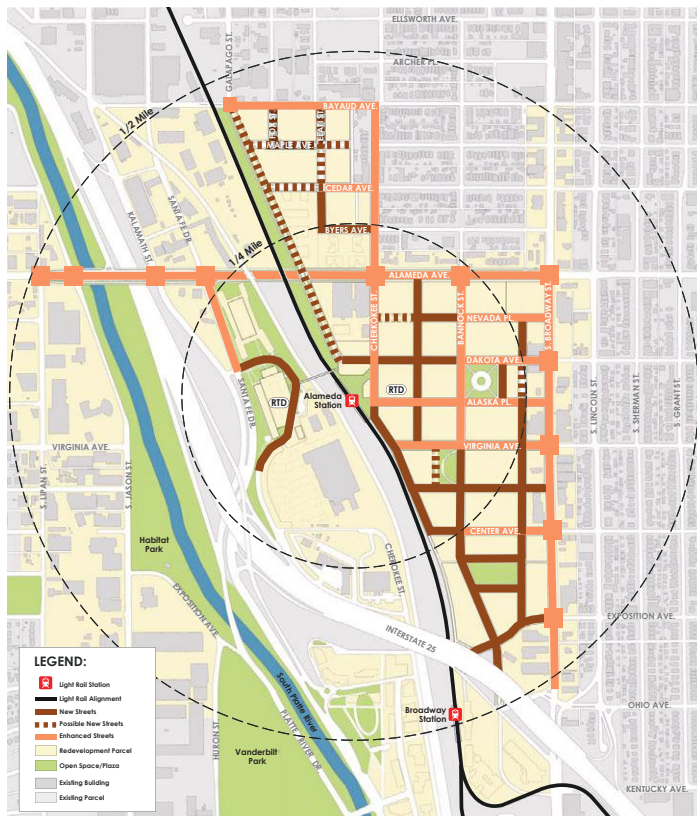
The building heights concept indicates a range of minimum to maximum building height recommendations. The building height concept orients the greatest density at the Alameda and Broadway Stations. The height transitions to a lower scale and blends with surrounding neighborhoods. The concept also identifies key intersections where taller structures can effectively enclose wider streets and create more dramatic entries into the station area. When heights exceed five stories, there should be consideration of a building step back to minimize the building scale at the street level. Overall, the Building Height Concept creates variability within the Core Station Area, adding architectural interest and a compatible transition. These building heights must comply with the Washington Park Viewplane Ordinance.



Picture 3.5 Building Heights Concept - In no case shall buildings exceed the Washington Park View Plane Ordinance

Mobility





Picture 4.1 New and Enhanced Streets Concept

Mobility

Mobility choices are a key ingredient 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. Mobility recommendations improve circulation between the station, surrounding proposed residential, office/employment and educational uses and existing nearby residential neighborhoods. Choices minimize the impact of new development on major regional mobility corridors such as Alameda, Santa Fe/Kalamath and Broadway/Lincoln. Enhanced pedestrian and bicycle routes are an important component that provide safe, direct, convenient and attractive connections.

Street Circulation Recommendations

Much of the Core Station Area is deficient in offering a public street grid. To the extent possible, the New and Enhanced Streets Concept extends the existing street grid and ensures improved mobility for all modes of travel. The grid is the foundation for the mobility recommendations. In addition, this grid creates development blocks and street hierarchy that define the scale, massing and character of new buildings and open spaces. These recommendations are conceptual

in nature and require detailed analysis and design by traffic engineers. For example, all intersections must be 90 degrees, there must be proper offset spacing and dead-end street must be avoided as the grid is phased in.

Mobility Recommendation 1 New Streets

The New Street Concept extends existing public streets west of South Broadway and south of Alameda Avenue. The Concept also provides for additional street connections that create smaller blocks. This network creates multiple access points to the station area and offers urban design benefits. This concept will improve east-west and north-south connectivity within the station area. Realistically, east-west street connectivity is severely limited due to the presence of the South Platte River, I-25 and the rail lines. There will still be heavy reliance on major arterials such as Alameda Avenue to travel east-west.

Access to the station will allow existing and future residents, visitors and workers enjoyment of this important neighborhood amenity and improve access to the region for jobs, shopping and other purposes. Finally, extending the street grid will decrease pressure on existing streets because there are more choices for circulation. Potential New Streets are not as crucial to the street grid but may be built during a later phase in the planning process and may occur as part of a longer-range plan.

Mobility Recommendation 2 Enhanced Streets

Enhanced Streets are a combination of existing and new streets that warrant a higher level of design due to their visibility and higher level of use by people. Providing a framework for Enhanced Streets establishes a street hierarchy and is indicated on the diagram in orange. Enhanced streets require additional enhancements that provide a desirable pedestrian environment that will enhance walking along the street and crossing intersections. Creating this environment for pedestrians increases the likelihood of walking instead of driving and also extends visits to shopping areas and other destinations. Specific details may include the following:

- Sidewalk curb extensions or “bulb-outs” where possible to minimize pedestrian street-crossing distances
- Wider sidewalks

- Special paving or painting patterns at cross walks of major intersections to alert drivers and pedestrians the crosswalk presence
- Pedestrian crossing signals (these improvements are recommended at signalized intersections, not mid-block or un-signalized intersections)
- On-street parking
- Pedestrian-scaled lighting
- Benches
- Bus stop shelters
- All public sidewalk enhancements must be ADA compliant

Pedestrian and Bicycle Recommendations

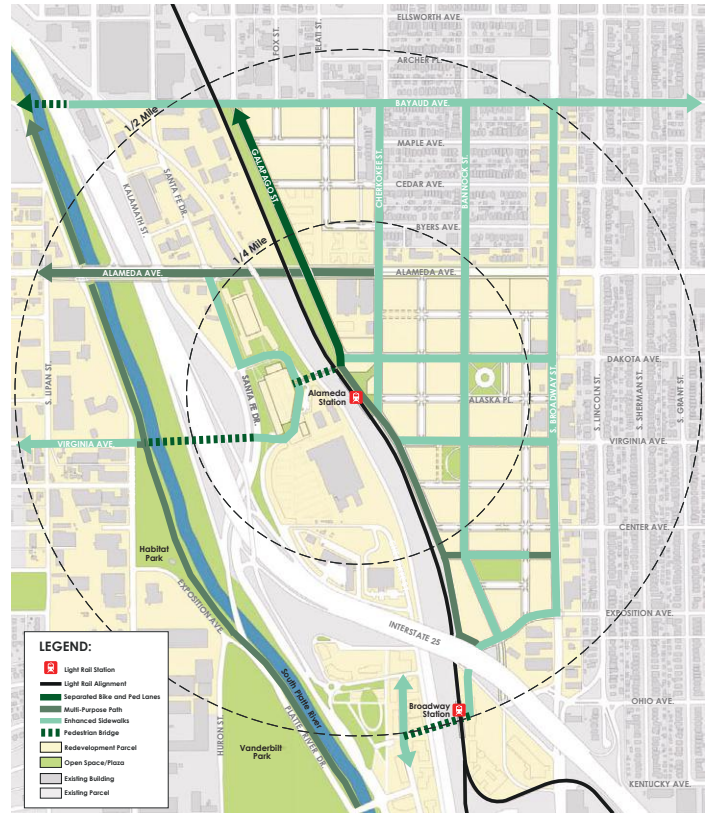
All streets must accommodate pedestrians and bicycles to facilitate multiple transportation choices within the station area. Offering transportation choices and connectivity will increase accessibility to jobs, housing, recreation, shopping and other important destinations. Successful pedestrian and bicycle routes provide a choice that is cost effective, better for the environment than cars and alleviates congestion. This section highlights primary pedestrian and bicycle routes. Recommended enhancements improve the enjoyment and experience and increase the likelihood of walking and biking within the station area.

Mobility Recommendation 3 Enhanced Sidewalk Routes

Enhanced sidewalk routes offer safe, convenient and pleasant routes between the outlying neighborhoods and destinations such as the station, open spaces, employment and shopping. The primary pedestrian routes run north-south and east-west to ensure balanced connectivity within the station area. These routes are:

South Broadway: This maintains the historic main street character of the corridor and signifies that South Broadway continues as a “front door” for the neighborhoods. As a primary route, signalized and enhanced intersection crossings are essential.

Bannock Street: This north-south route links the Baker neighborhood to the Alameda Station area and the Broadway Station area further south. Along the route the plan recommends active retail and commercial uses and open space areas.



Picture 4.2 Primary Pedestrian Circulation Concept

Cherokee Street: Cherokee Street is also a north-south connection for Baker but is a more direct route to the light rail station platform and also connects with shared bicycle and pedestrian facilities that offer regional connections.

Bayaud Avenue: Bayaud Avenue is an east-west route that links Baker, Speer and Washington Park West neighborhoods to routes running south into the station area and to a proposed bridge crossing over the railroad lines, the Platte River and I-25. This bridge crossing links users to recreation such as parks and the South Platte River Greenway.

Dakota Avenue: Dakota Avenue is an important, active retail street that should serve as a gateway into the station area from the east. It provides a direct link to the station platform and north-south routes. Once at the station a bike/ped bridge can offer a link to the west side of the railroad line.

Virginia Avenue: Virginia Avenue provides an alternative east-west connection that is more oriented to station access, the employment uses planned in the southern area and connections to north-south routes. Once constructed, the bike/ped bridges over the railroad, I-25 and the River will offer access between Athmar Park and the station area.

Exposition Avenue: Exposition Avenue offers an east-west connection for the southern area of the Washington Park West neighborhood. Use of this route provides enhanced access to Bannock and S. Broadway along with a convenient connection to the Broadway Station.

Santa Fe Drive/Virginia: Once redevelopment on the west side of the platform occurs, there will be a stronger demand for an improved pedestrian connection to Alameda Avenue. This route can create that connection and limit the pedestrian travel time along the busy corridor. Additionally, overtime a bike/bridge to Virginia west of the river is desired to create another connection with Athmar Park.

**Mobility Recommendation 4
Enhanced Sidewalk Route Improvements**

Ensure these designated routes are pleasant and functional through enhancements such as:

- Pedestrian-scaled lighting
- Wider sidewalks than standard requirements
- Street trees
- Contrasting paving or striping at crosswalks
- Sidewalks with curb extensions, where possible
- ADA ramps

**Mobility Recommendation 5
On-Street Bicycle Lanes**

Streets with “on-street bicycle lanes” provide cyclists with a bicycle travel lane separated from the auto travel lanes. The separation is typically provided through striping and signage. On -street bicycle lanes are designated along busier streets where bike traffic is particularly popular. On-street bicycle lanes should be at least five feet wide for one-directional travel



Sharrows remind drivers to share the road

and clearly identified with roadway striping. These should not be offered at the expense of on-street parking. On-street bicycle lanes are recommended on the following streets:

- Cherokee Street(west of rail line)
- Bannock
- Exposition

**Mobility Recommendation 6
Enhanced Bike Routes**

Enhanced bike routes are where cars and bicycles share the roadway. Bicycle treatments calm traffic, encourage bicycling and improve pedestrian safety. These routes are most successful on low-traffic volume streets. Enhanced routes should include signs that clearly indicate shared and equal use of travel lanes for both cyclists and motor vehicles. Surface treatments, such as “sharrows,” that indicate the presence of bicycles in the roadway should be included along the route and at major intersections. Recommended routes include S. Jason Street, Virginia Avenue(west of I-25 and east of South Broadway), Bayaud Avenue, Bannock, Dakota, Exposition and Cherokee (west of rail lines).

**Mobility Recommendation 7
General Bicycle Facilities**

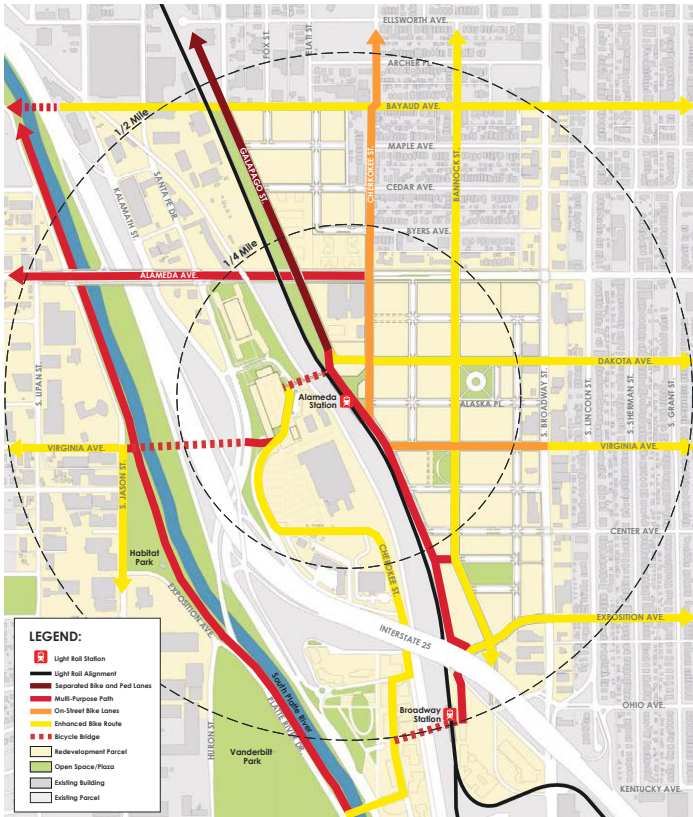
Offering special facilities for bikes will improve ease of use and increase the likelihood people would choose this travel mode. Examples of these special facilities include:

- Install bike racks throughout the station area
- Construct a bicycle facility with storage racks, lockers/showers and possibly rentals/ sales at the station
- Evaluate the feasibility of cycle-activated crossing signals at main intersections

**Mobility Recommendation 8
Separated Pedestrian and Bicycle Routes**

Separated pedestrian and bicycle routes provide paths for pedestrians and bicyclists that run parallel and adjacent to roadways. Bicyclists, pedestrians and autos should be physically separated from each other. These are very important to the mobility system because they offer a better route than following the street. Separated bicycle and pedestrian routes are recommended in the following locations:

- Alameda Avenue, between Cherokee and Lipan streets, connecting the Alameda Station to the bicycle route along the S. Platte River greenway and the Athmar Park neighborhood



Picture 4.3 Primary Bicycle Circulation Concept

- Galapago Street, north of Dakota Avenue, connecting the Alameda Station to the planned bicycle route along Bayaud Avenue and the Baker neighborhood

**Mobility Recommendation 9
Off-Street Pedestrian and Bicycle Routes**

An “off-street pedestrian and bicycle route” provides a parallel path for pedestrians and bicyclists that are not typically adjacent to a roadway. The recommended off street routes includes the existing South Platte River Greenway and the pathway running parallel to the light rail alignment between the Alameda Station and the Broadway Station. More detailed design is necessary to determine the exact alignment and cross-section.

**Mobility Recommendation 10
Pedestrian and Bicycle Bridges**

Improving east-west connectivity is an extremely important objective for the Alameda Station Area Plan. Promoting new development and multi-modal improvements along Alameda Avenue will create activity and interest along the corridor. However, there is the only existing east-west vehicle connection within the planning area. Street extensions and bridges for vehicles are extremely expensive. Therefore, strategic investment in bicycle/pedestrian bridges is a more efficient method to improve connectivity without the high cost and

impacts of new streets. Shared bicycle and pedestrian bridges should be in the following locations:

- Alameda Station over the Consolidated Main Line alignment
- Bayaud Avenue over S. Platte River (recommended as part of the Valley Highway EIS)
- Broadway Station over the LRT alignment (proposed as part of the Gates redevelopment project)
- Santa Fe to Jason Street/Virginia Avenue (considered a long-range improvement)

Public Transportation Recommendations

Public transportation is an essential component to the mobility framework. This includes bus and light rail recommendations to identify essential improvements to protect and enhance regional mobility

**Mobility Recommendation 11
Park-n-Ride and Platform**

Currently there are 287 spaces owned by RTD and 221 leased by RTD at the Alameda Station. At the end of the first quarter in 2008, utilization was 93%. Parking, while conveniently located right at the platform, is a barrier to pedestrians and visual connectivity between development. If opportunities for partnership with RTD arise, decrease emphasis on parking right at the station. Collaborate with RTD to re-locate parking to a place that is still convenient to transit riders but not directly placed at the platform. The platform should offer some plaza space for gathering and information and sufficient lighting for safety.

**Mobility Recommendation 12
Bus Circulation**

Existing bus routes serve as “feeder” routes that provide access to the Alameda Station for those outside of walking or cycling distance. Existing routes are illustrated on the diagram and follow Alameda and Cherokee. The existing bus drop-off area must be re-configured to achieve the plan’s build-out but route changes are not necessary. Re-design and re-location of bus bays from on-site to on-street will be necessary. This should balance the need for an active and inviting platform area with convenient, visible access to bus transfers.

Long term, additional consideration should be given to enhanced transit service along the South Broadway/Lincoln couplet. While there is frequent bus service, future develop-



Picture 4.4 Auto and Bus Circulation Concept

ment could create demand for a higher level of service. The city, RTD, property owners, business owners and residents should consider the feasibility of enhanced transit service such as Bus Rapid Transit, streetcar or some combination to meet demands and reduce auto reliance on the corridor.

Parking Recommendations

The economic success of station areas require sufficient parking since most trips to Denver’s stations will not involve transit. But just as too little parking will create economic problems, so will too many spaces. Denver’s TOD Principles seek to maximize development potential, create placemaking and add value to neighborhoods. Therefore, it is important to ensure parking does not consume too much of the buildable square footage in TOD projects. The following are specific strategies relevant to the Alameda Station Area. When evaluating and implementing these recommendations there are important factors to consider:

- Walkable design and wayfinding of parking areas for pedestrians

- Proper balance of off-street parking regulations and on-street parking management
- Promoting demand reduction techniques for long term success of both on and off street parking systems

Mobility Recommendation 13 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.
- Wrap parking with active uses to optimize personal security and the attractiveness of station areas and so doors and windows face the street, rather than the blank facades of parking structures and garage doors
- 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.
- Encourage alleys and require parking access from the alley.
- Minimize driveway width.
- Discourage or prohibit surface parking lots. However, surface parking can be seen as a land bank for future development and is a necessary temporary use as TODs gain momentum. If necessary, surface parking lots should be provided only at the rear of buildings and protected by strong landscape setback requirements.
- Require that parking be screened from sidewalks with low walls and landscaping. 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.

Mobility Recommendation 14 Parking Requirements

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 over-parking; reduce construction costs and facilitate better design investments. The following are ways to better calibrate parking requirements to strike the correct balance of parking supply:

- Consider reducing minimum parking ratios due to efficiencies of mixed use and multi-modal access
- Increase ways to meet parking requirements such as tandem spaces
- Consider different ratios and requirements for reserved or un-bundled parking, such as no minimums
- Implement on-street parking management programs, as needed, to minimize parking overflow in adjoining neighborhoods

Mobility Recommendation 15

Effective Public Information and Wayfinding Program

To improve parking access and information in station areas, consider electronic wayfinding and guidance systems that uses 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 lots 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 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 but demand reduction incentives and programs are also effective.

Universal Transit Pass: In Metro Denver and nationally, these programs are a highly effective tool for reducing parking demand and increasing transit ridership. The principle

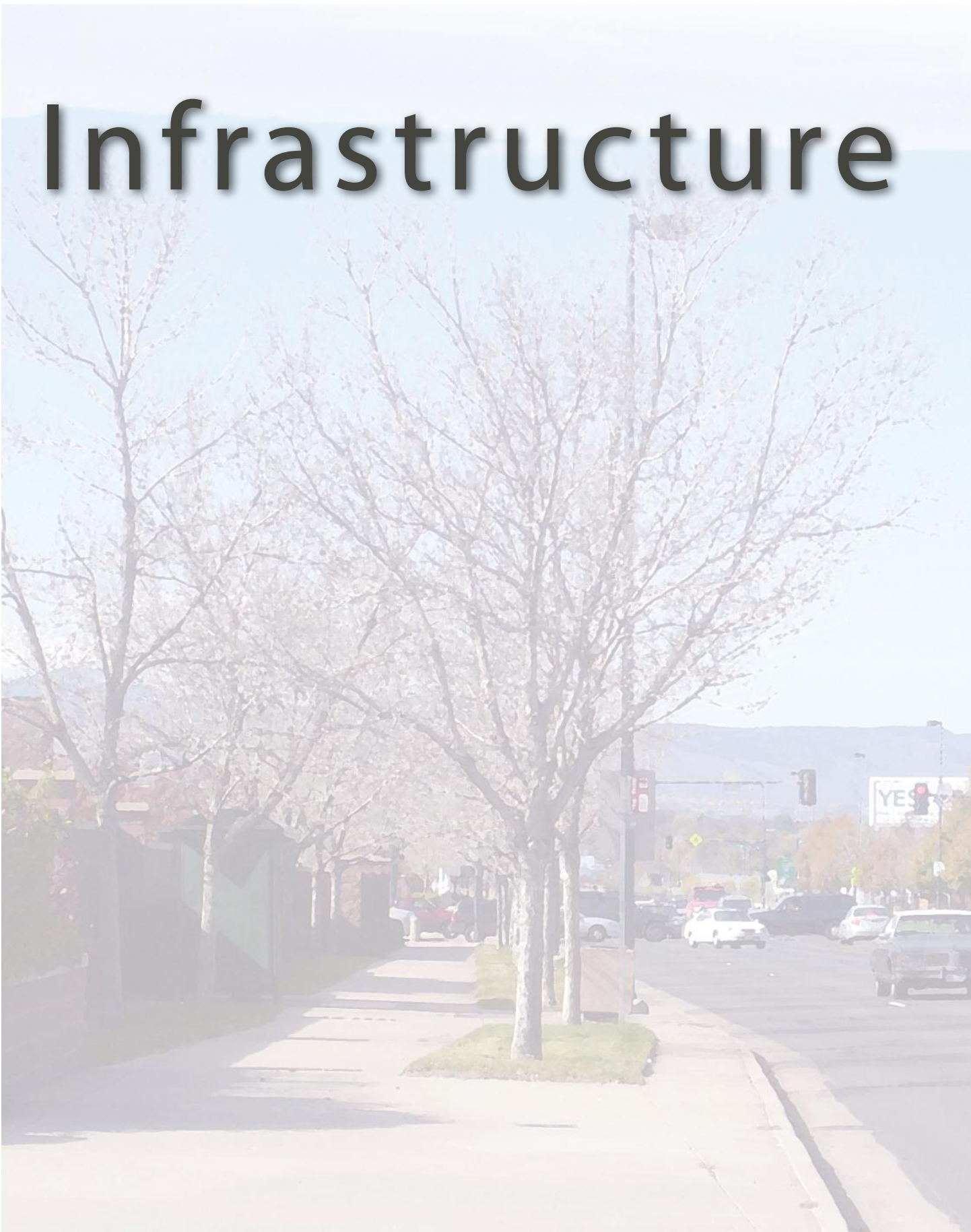
of employee or residential transit passes is similar to that of insurance—transit agencies can offer lower rates on passes on the basis that not all those offered the pass will actually use them regularly. The universal passes are beneficial to everyone involved:

- For transit agencies, universal transit passes provide a stable source of income, while helping them meet their ridership goals
- Employers reduce the demand for parking on-site and are able to provide an additional benefit that helps recruit and retain employees.
- For commuters, the transit pass reduces the cost of getting to work and affords a hassle-free level of transit mobility.

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.

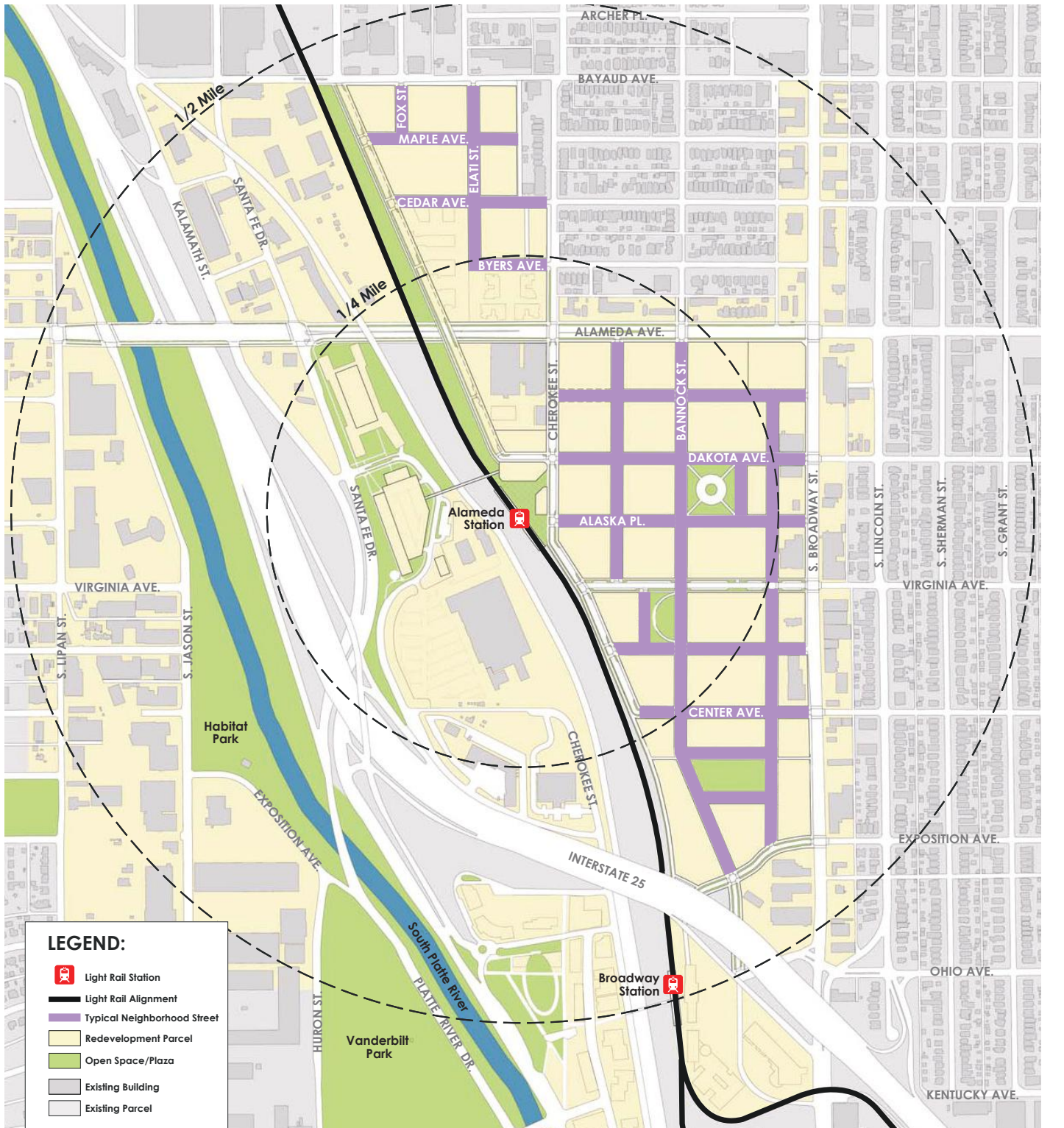
Car-Share Programs: Car-sharing is a service that provides members with access to a fleet of vehicles on an hourly basis. One of the newest additions to the transportation toolbox, car-sharing has the potential to change people's relationship to the car. At the home, car-sharing can substitute for car ownership. 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. Members can use transit, cycling and walking for most of their daily trips, but have access to a car when required. In Denver, members can use car-sharing for a range of needs from trips to the mountains to trips to the grocery store. Given the planned densities and large-scale development of the Alameda and Broadway Station areas, car-sharing could be very successful.

Infrastructure



Infrastructure

This chapter identifies essential infrastructure investments 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 that connectivity is a primary challenge for the Alameda Station Area, street construction and pedestrian and bicycle improvements are the focus of these infrastructure recommendations.



Picture 5.1 Neighborhood Street Concept

Neighborhood Street Design

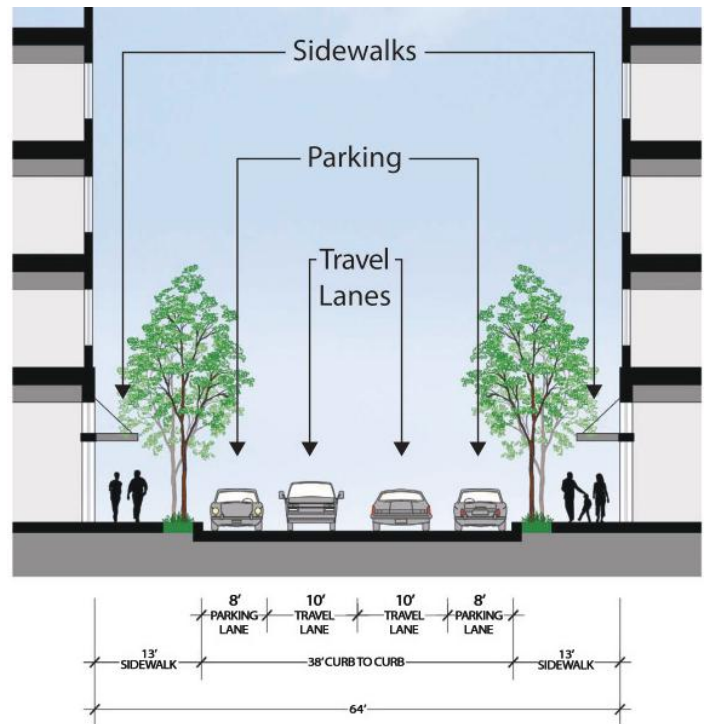
Recommendations

Extension of the established street grid is a key recommendation of the mobility chapter. This is a significant infrastructure investment and is necessary to improve connectivity within the station area. The majority of these streets are classified as neighborhood streets. Neighborhood streets accommodate lower vehicular traffic volumes than arterial or collector streets and provide opportunities for public interaction. These streets should complement adjacent land uses and accommodate pedestrians, bicycles and motorized vehicles without compromising safety or function. The following are recommendations on the basic cross section and design elements of neighborhood streets. They are generally consistent with national and local street standards.

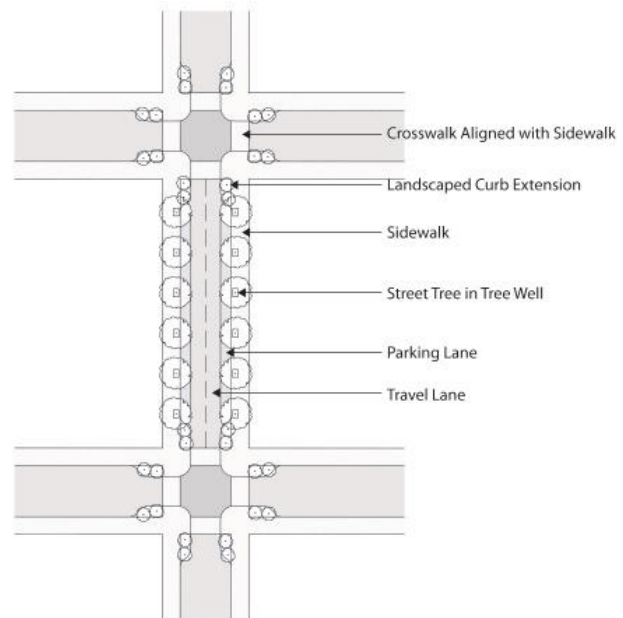
Infrastructure Recommendation 1 Typical Neighborhood Streets

Typical Neighborhood Streets should include the following minimum elements. These elements accommodate multiple travel modes in an enhanced environment.

- 13.5-foot sidewalks or a combination of 8-foot sidewalks, 1-foot curbs and a 5-foot landscaped areas with street trees, turf and ground cover between the sidewalks and the curbs on each side of the street. Wider sidewalks would be necessary if the street is an Enhanced Pedestrian Route
- Two 10-foot two-directional travel lanes and two 8-foot parallel parking lanes
- Landscaped curb extensions at each street corner and crosswalks aligned with the sidewalk
- Additional special emphasis such as a bicycle boulevard or other enhancements



Picture 5.2 Typical Neighborhood Street - Cross Section



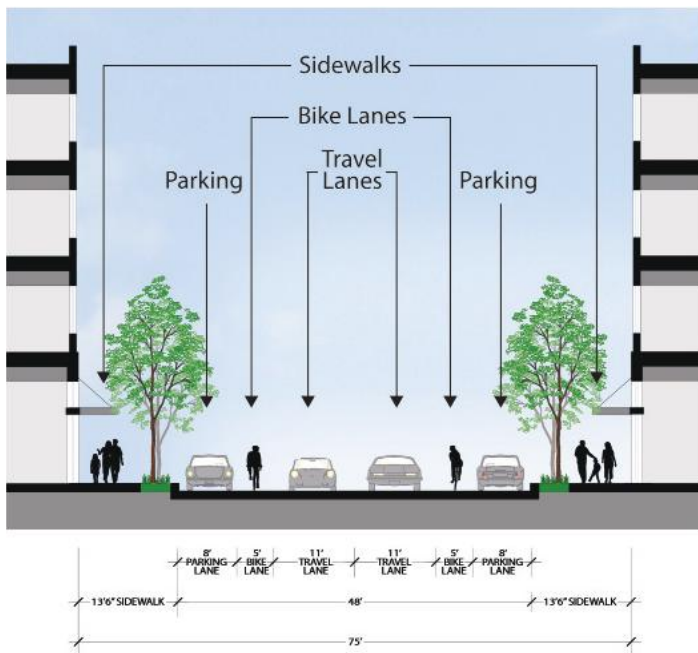
Picture 5.3 Typical Neighborhood Street - Plan View

Infrastructure Recommendation 2 Sustainable Street Design

Strive to achieve sustainable streets in the station area. Sustainable streets (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 livable communities.

Key Street Design Recommendations

The South Platte River, I-25, Santa Fe/ Kalamath, heavy rail line and light rail line are significant barriers within the Alameda Station area that impede connectivity. The Mobility chapter identifies enhanced sidewalk and bicycle routes for moving higher volumes of people to and through the station area. Consistent with Plan Objectives, these routes efficiently accommodate multiple travel choices. In order to create these routes, these Key Streets require significant investment and improvement. Beyond the Typical Street design, the following is a description of the Key Street Design Recommendations for each of these streets.



Picture 5.4 Virginia Avenue Cross Section

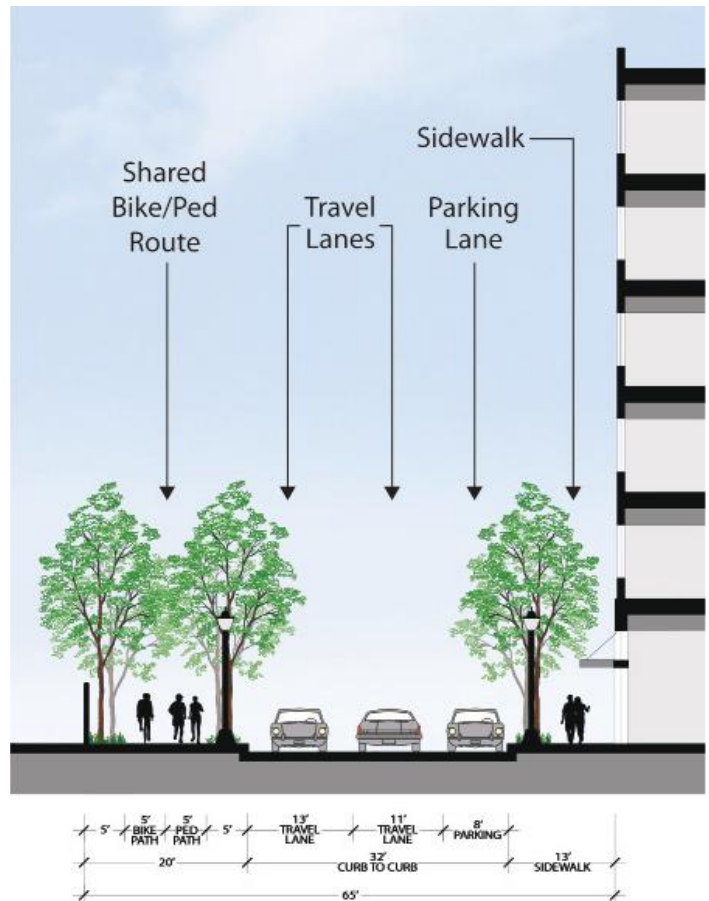
Infrastructure Recommendation 3

Virginia Avenue

Virginia Avenue enhancements will improve local auto and pedestrian access and serve as a primary east-west bicycle connection to and from the Alameda Station. Virginia Avenue should accommodate the following minimum elements within a 75-foot right-of-way between Broadway and Cherokee Streets. Cherokee Street between Alameda and Alaska Place should have a similar cross section.

- Two 11-foot, two-directional travel lanes
- Two 5-foot on-street bike lanes
- Two 8-foot curbside parking lanes

- Two 13.5-foot sidewalks including an 8.5-foot pedestrian zone, 4-foot planters for street trees and a 1-foot curb
- Consider wider sidewalk widths (2 feet) either through wider right-of-way or through a private amenity zone easement



Picture 5.5 Cherokee Street Cross Section between Alaska Place and I-25

Infrastructure Recommendation 4

Cherokee Street

Cherokee Street serves as a primary north-south station access street from the neighborhoods north of Alameda Avenue. Enhancements to Cherokee Street will maintain service for autos and buses and improve access for pedestrians and bicycles.

Cherokee Street should accommodate the following minimum elements within a 75-foot right-of-way between Alameda Avenue and Alaska Place. These are the same improvements recommended for Virginia Avenue:

- Two 11-foot, two-directional travel lanes

- Two 5-foot on-street bike lanes
- Two 8-foot curbside parking lanes
- Two 13.5-foot sidewalks including an 8.5-foot pedestrian zone, 4-foot planters for street trees and a 1-foot curb
- Consider wider sidewalks widths (2 feet) either through wider right-of-way or through private easements

Cherokee Street should accommodate the following minimum elements within a 65.5-foot right-of-way from Alaska Place to the south:

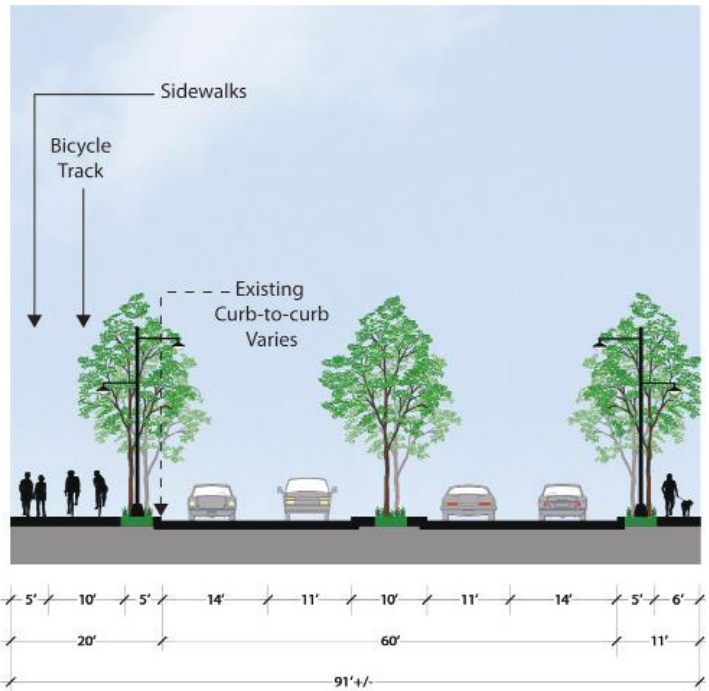
- A 20-foot shared bicycle/pedestrian route, including two 5-foot planters with street trees and one 10-foot bicycle/pedestrian path
- Extend the bicycle/pedestrian path from the Alameda Station platform to the new Exposition alignment as part of the Broadway NEPA improvements
- A 32-foot roadway, including one 13-foot southbound travel lane, one 11-foot northbound travel lane and one 8-foot curbside parking lane
- A 13.5-foot sidewalk including an 8.5-foot pedestrian zone, 4-foot planters with street trees and a 1 foot curb

**Infrastructure Recommendation 5
Galapago Bicycle/Pedestrian Path and Elati Bridge Reclamation**

The intersection of Cherokee Street and Alameda Avenue is a prime gateway into the station area and the Baker Neighborhood. Every attempt should be made to maintain pedestrian comfort and access at this intersection. North of the station is the Atlantis Community Center which provides valuable services and activities for people with disabilities. This generates a greater need for sensitivity to barrier-free access across Alameda Avenue and leading to the station. There is an opportunity for an alternative route that creates access but also can function as part of a regional recreation route that links the Baker neighborhood, Alameda Station Area, Broadway Station Area, the South Platte Greenway and other destinations along the route. The following improvements capitalize on this opportunity:

- Construct a multi-use bicycle/pedestrian path along the west edge of Galapago Street between Bayaud Avenue and the Alameda Station platform
- Reconstruct the Elati bridge to accommodate the bicycle/pedestrian path

- Link this route to Cherokee Street north of Alameda for neighborhood access
- Link this route to the bicycle/pedestrian path recommended along Cherokee Street



Picture 5.6 Alameda Avenue Cross Section

**Infrastructure Recommendation 6
Alameda Avenue**

Alameda Avenue serves as a key east-west connection to and from the Alameda Station to the neighborhoods west of the alignment. Enhancements to Alameda Avenue will maintain auto access while improving pedestrian and bicycle access. Alameda Avenue should accommodate the following minimum elements within its varying right-of-way:

- Existing curb-to-curb dimensions and travel lanes (existing curb-to-curb dimensions and number of lanes vary)
- Two 5-foot landscape zones to separate pedestrians and bikes from travel lanes; includes a 4-foot planter with street trees and a 1-foot curb
- One 10-foot, two-directional bicycle track
- One 4-foot planter with street trees to separate pedestrians from the bicycle track
- One 8-foot pedestrian path

This cross section will have to vary at the railroad underpass. However, improvements are needed to accommodate

travel lanes and a wider sidewalk for bikes and pedestrians. Specifically:

- Remove/repair concrete from the underpass wall and cover the entire exposed surface with architectural “shot crete” or other durable and aesthetic material
- Raise the sidewalk section of the north side of the underpass to improve the accessibility of the grade and improve the comfort and separation from traffic

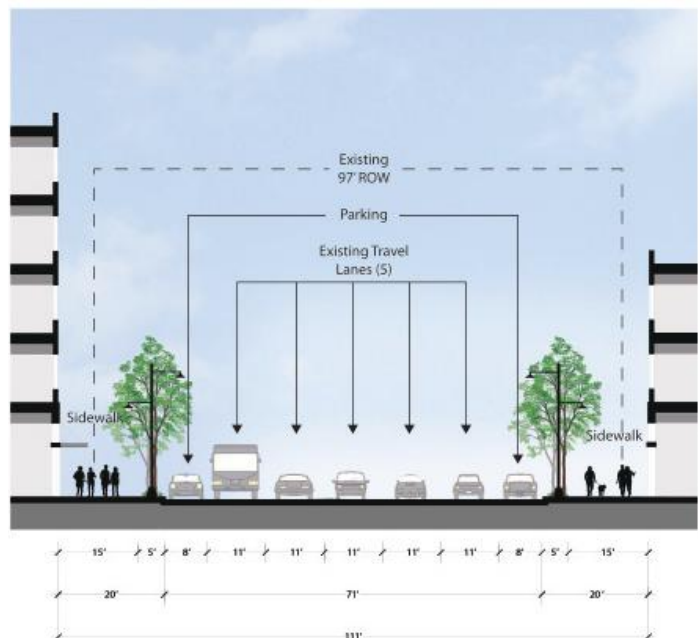
**Infrastructure Recommendation 7
South Broadway**

South Broadway serves as a key north-south connection to and from the Alameda Station study area. Enhancements to South Broadway are intended to maintain existing traffic flow while improving the pedestrian environment. South Broadway should accommodate the following minimum elements within its proposed right-of-way:

- Two 20-foot sidewalks, including 15-foot pedestrian zones, 4-foot planters for street trees and 1-foot curbs
- Two 8-foot parallel parking lanes
- Five 11-foot southbound travel lanes

**Infrastructure Recommendation 8
Storm Water**

To the greatest extent possible use best management practices for on-site stormwater detention and water quality.



Picture 5.7 South Broadway Cross Section

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 under utilized 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 under utilized land
- Fewer landowners such that land is concentrated in fewer hands
- Under utilized land consolidated into fewer parcels, therefore requiring less land assembly to facilitate redevelopment

Residential, Office and Retail Market

Alameda Station contains 138 acres of under utilized land. This is the highest amount of land capacity when compared to other Denver stations. It also has one of the lowest amounts of parcels which means there are fewer landowners and greater potential for larger scale development. This statistical finding is supported by the recent development plans for the Broadway Marketplace and Denver Design Center in the form of the Denver Design District General Development Plan.

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 138 under utilized acres. The following is a breakdown of the three development scenarios for Alameda:

Market	Modest	Moderate	Large Scale Capacity
Residential	1,040 units	1,390 units	6,110 units
Office	240,000 sq ft	430,000 sq ft	1,530,000 sq ft
Retail	229,000 sq ft	342,242 sq ft	1,020,000 square feet

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.

An ongoing regional dialogue is critical to address challenges faced by multiple jurisdictions and the challenges inherent in implementation where station areas straddle jurisdictional boundaries. The City should continue its communication with regional entities (e.g. Denver Regional Council of Governments, Urban Land Institute, RTD) and surrounding jurisdictions to investigate regional approaches to shared obstacles.

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 include transit agencies, local jurisdictions, and developers.

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 Alameda Station area.

- **Regulations, guidelines and development Memorandums of Understanding:** 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).
- **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 purpose 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:** In station areas where joint development is an option, the landowner (often the transit authority) can enter into revenue or cost sharing arrangements with the private sector 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.

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 Alameda 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. Several models for land banking and assembly were presented above, including: transit authority/local government acquisition, the equity investment approach (a public-private partnership model), and special legislation.
- **Zoning:** 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. Consider incentives and eliminate barriers to the recommendations of this plan such as affordable housing.



South Broadway's commercial corridor

Implementation



Implementation

The Implementation Chapter identifies the essential action items necessary to accomplish Alameda Station Plan Objectives and Recommendations. The chapter is divided into two sections. The first is a discussion of the Denver Design District project. This is a significant redevelopment of the existing auto-oriented shopping center and professional office complex located on the east side of the station area. The second is a list of action items for city staff and community organizations to consider in the next 10-20 years.

Denver Design District Implementation

The Denver Design District is a private redevelopment project for the area south of Alameda Avenue, west of S. Broadway and east of the Consolidated Mainline. The Alameda Station Plan provides the foundation and vision for redeveloping this area. Due to the scale of this project, further study and analysis is necessary before zoning changes, development plan approvals or infrastructure improvements.

Phase 1 - General Development Plan

The city and the majority landowner are in the process of preparing a General Development Plan (GDP). A GDP is a planning document that offers a higher level of analysis than a small area plan. This analysis will offer a better understanding of the opportunities, constraints and improvements of redeveloping this larger area. Specifically, the applicant prepares a development concept in conjunction with studies of traffic impacts, storm water management, sanitary sewer capacity, water capacity and market conditions. The results of this detailed analysis will yield a development concept that is more realistic and tailored to the results of the numerous studies. This will result in a better understanding of the improvements necessary in order to mitigate impacts. Ultimately there is a greater level of confidence in the development concept and allows the city and community organizations to move forward to the second phase of implementation such as zoning.

GDP Components: The components of the Denver Design District GDP are listed below. The details of these components will be more refined than the Alameda Station Plan because it will have the benefit of the additional analysis. While the details may not be exact, the GDP must meet the spirit and intent of the Station Plan Objectives and Recommendations.

- Development Concept (land use types, land use arrangement and building height)

- Urban Design Standards and Guidelines
- Open Space Concept
- Circulation Concept (car, bus, pedestrian and bicycle)
- Utility Plans (storm water, sanitary and water)

GDP “Must-Haves”: The GDP must respect all of the objectives and recommendations of this plan. More specifically, there are key elements that are important to the success of this new neighborhood.

- Partnership with city, neighborhood organizations and business organizations
- Transit supportive land uses
- Predictable form and scale
- Main Streets: Dakota, Bannock and S. Broadway
- Open space system that is publicly usable and offer multiple benefits including recreation and urban design
- Multi-modal circulation and accessibility improvements (e.g. public street grid, traffic mitigation, bike lanes and sidewalks)
- Consideration of mixed income housing strategy as a part of GDP or separate effort

Phase 2 - Zoning

Based on the results of the GDP process, the applicant will pursue zoning changes that will implement the development concept. The GDP area is currently zoned B-4 and I-1. These districts will not easily allow the desired land use mix and arrangement of the GDP. In addition, it will not create a predictable form and scale consistent with plan recommendations. Consider zoning changes to one district or a few districts that effectively implement the GDP.

Phase 3 - Infrastructure and Development

Development of the Denver Design District will occur in multiple phases over a long time frame. Ideally, development will begin closest to the station to allow for much needed improvements to the platform and the surrounding environment. However, market factors and the reality of existing businesses and long-term leases may not accommodate this recommendation. Consistent collaboration and communication between the developers, the city and community organizations will be essential as this project evolves over the years.

Station Area Implementation

The following are Implementation Strategies for the Station Area outside of the Denver Design District GDP boundary. 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 time frame 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 time frames by short-term (1-5 years) or long-term (5-10 years). This table does not require these time frames if opportunities arise sooner than predicted.

A team approach is crucial to implementation. There are many parties involved including city departments, elected and appointed officials, neighborhood organizations and business organizations. The table identifies Key Responsibility so it is clear who will take the lead on the effort.

Regulatory Tools			
<i>Recommendations</i>	<i>Implementation Strategy</i>	<i>Time-frame</i>	<i>Key Responsibility</i>
Land Use Mixture and Affordable Housing LU-1 thru 10	Current zoning is primarily B-4 and Industrial. Evaluate alternative zoning districts that allow the recommended mix of land uses. Coordinate with the New Zoning Code to ensure there is a menu of zoning districts that promote this mixture. Eliminate barriers to affordable housing such as an improved review process, parking reductions, form-based regulations rather than use-based.	Short	Community Planning & Development (CPD)
Ground Floor Uses LU-9 thru 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 New Zoning Code to create incentives.	Short	CPD
Parking Ratios LU-8 MO-13 thru 16	Coordinate with the New Zoning Code to incorporate different techniques for regulating and designing parking facilities.	Short	CPD
Active Edges, Build-To Lines and Building Heights LU-11 thru 15	Coordinate with the New Zoning Code 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 1-3 stories on edges and the greatest height of 14 stories closest to the Alameda and Broadway Stations.	Short	CPD
Sustainability LU-16	Eliminate regulatory barriers in the New Code to sustainable practices.	Short	CPD
Complete Streets MO-1 thru 6 IN 1-8	Work with PW on new Right-of-way cross sections that are specific to station areas in accordance with adopted plans and accommodate vehicle, bike, pedestrian and bus mobility.	Long	Public Works (PW)

<h1>Investment Tools</h1>			
<i>Recommendations</i>	<i>Implementation Strategy</i>	<i>Time-frame</i>	<i>Key Responsibility</i>
Galapago Bicycle/ Pedestrian Path and Elati Bridge MO-8; IN-5	Public Works and Community Planning and Development should collaborate to obtain funding for this bicycle/pedestrian improvement. It is a short term priority because it is essential to station connectivity and accomplished relatively independently of future development projects.	Short	PW/CPD
Cherokee Street Off-Street Bike/ Pedestrian Path MO-9 and 10; IN-4	PW and CPD should collaborate with property owners to obtain funding for this off-street bicycle/pedestrian improvement. It is a short term priority because it is essential to station connectivity and accomplished independently of future development projects.	Short	PW/CPD
Enhanced Bicycle Routes MO-6	On-street bicycle route recommendations are consistent with the Bicycle Master Plan. Therefore, there is additional reinforcement and support for these improvements. Pursue funding opportunities to provide enhanced bicycle routes on designated streets.	Long	PW
General Bicycle Facilities MO-7	As the station area redevelops there will be a need for bicycle facilities. As funding becomes available, 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.	Long	PW
Alameda Avenue MO-8 IN-6	Alameda has a varied cross section and implementation of the desired section will occur in phases. The priority recommendation is the separated bike/ped route as Alameda Avenue is improved.	Long	PW
South Broadway IN-7	The recommended cross-section for S. Broadway is not a dramatic change from the current section. As new development is proposed or if there are street improvements, there should be gradual implementation.	Long	PW/ Private
Bayaud Bridge MO-10	The bicycle/pedestrian bridge is a recommendation of the Valley Highway Environmental Impact Statement (VHEIS). Therefore, there is additional reinforcement and support for this improvement. Pursue funding in conjunction with VHEIS improvements.	Long	PW
Santa Fe to Jason Bridge MO-10	Consider long-term opportunities and funding	Long	PW

Partnership Tools

<i>Recommendations</i>	<i>Implementation Strategy</i>	<i>Time-frame</i>	<i>Key Responsibility</i>
Business Recruitment, Retention & Relocation LU-1 thru 10	As the station area redevelops there are existing industrial uses that are not consistent with the plan's land use recommendations. 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. Additionally, OED should play an active role in recruiting and retaining businesses consistent with this plan.	Short	OED/CPD
Affordable Housing LU-1	Partner with OED to seek funding opportunities for affordable housing.	Short	OED/CPD
Alameda Station Bridge MO-10	This bike/ped bridge will be installed and funded by the developer of the "Bus Barn Site." CPD needs to collaborate with the developer to ensure that placement of the bridge optimizes access to the station and future development near the platform.	Short	CPD/ Private
Parks Department LU-5 MO-8 thru 10	Many of the mobility recommendations and recreation/open space recommendations offer park and recreation benefits. For example, the off-street pathway along Cherokee will enable access to the South Platte River Greenway and the park system along the greenway. As these recommendations move forward, the Parks Department must be involved in the early stages to maximize benefits. It is also important to collaborate with Parks on ways to ensure existing parks can meet demands.	Short	CPD/ Parks/ PW
Parking MO-13 thru 16	Inform the Strategic Parking Plan with the parking strategies identified in this plan.	Short	CPD/ PW
Sustainability LU-16	Collaborate with Greenprint Denver office on opportunities for sustainable practices at the station	Long	CPD/Greenprint Denver
RTD MO-11&12	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 the park-N-ride, platform open space, and bus circulation changes at the time of redevelopment.	Long	CPD/ PW/ RTD
Business Associations	Historically, along S. Broadway, business marketing, recruitment and streetcape improvements have been primarily implemented by business organizations. These groups will continue to play an active role and should continue to collaborate as new development occurs.	Long	CPD/ PW/ Private
Fire Department IN-1 thru 7	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 Alameda Station area.	Long	CPD/ PW/ Fire
Stormwater IN-8	Collaborate with developers, PW & Greenprint Denver	Short	CPD/PW Greenprint Denver



The Community

The Community

Study Area Location and Overview

The Alameda Station is one of 57 new and existing transit stations creating the Denver Metro area fixed rail system. Alameda is part of the Central Corridor beginning at I-25 and Broadway continues into the heart of downtown and then continues to Welton Street. The half mile station area extends from Bayaud Avenue to the north, Grant Street to the east, the Broadway station/Ohio Avenue to the south and

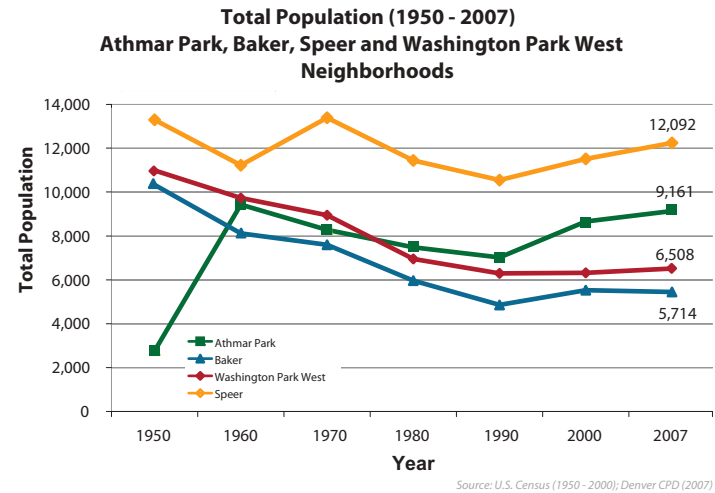
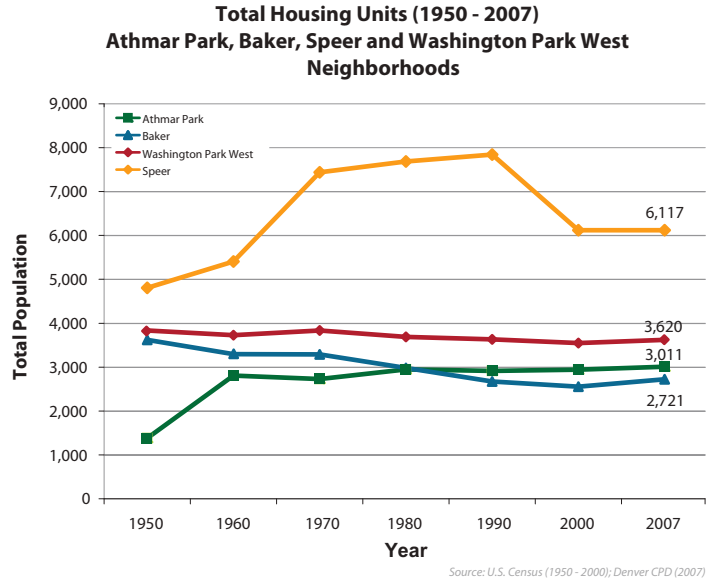
Lipan Street to the west. The Alameda Station is an Urban Center station type by the Denver Transit-Oriented Development Strategic Plan, which accommodate the greatest concentrations of employment and housing opportunities throughout the system. Due to the employment and housing densities existing and planned the Alameda Station also offers an important transportation enter of light rail and bus routes. The rail line runs along the Consolidate Main Line to the west of the platform. RTD parking for the station is on the east side of the platform.



The Alameda Station Area

Population and Housing Characteristics

The total estimated population of the station area is 2,410 people with 1,158 housing units. This yields an average of 2.24 people per household. The station area includes portions of four Denver statistical neighborhoods: Washington Park West, Speer, Baker and Athmar Park. While Athmar Park experiences significant growth in the 1960's, all neighborhoods declined in the 1980s and early 1990s. All three are seeing health growth between 2000 and 2007. The housing stock has remained relatively stable through the past 40 years. Continued growth and reinvestment in these neighborhoods are expected given the public investment in transit.



Alameda Station Land Use and Zoning

Land Use: The majority land use is the Alameda Station Area is surface parking, right-of-way and vacant land. Active land uses include retail, industrial and some residential. While there is a presence of active uses and established residential areas, approximately 50% of the land area within the station area has redevelopment potential. There is a foundation of community assets such as 3.48% public-quasi public uses, 7.87% parks and 12% housing.

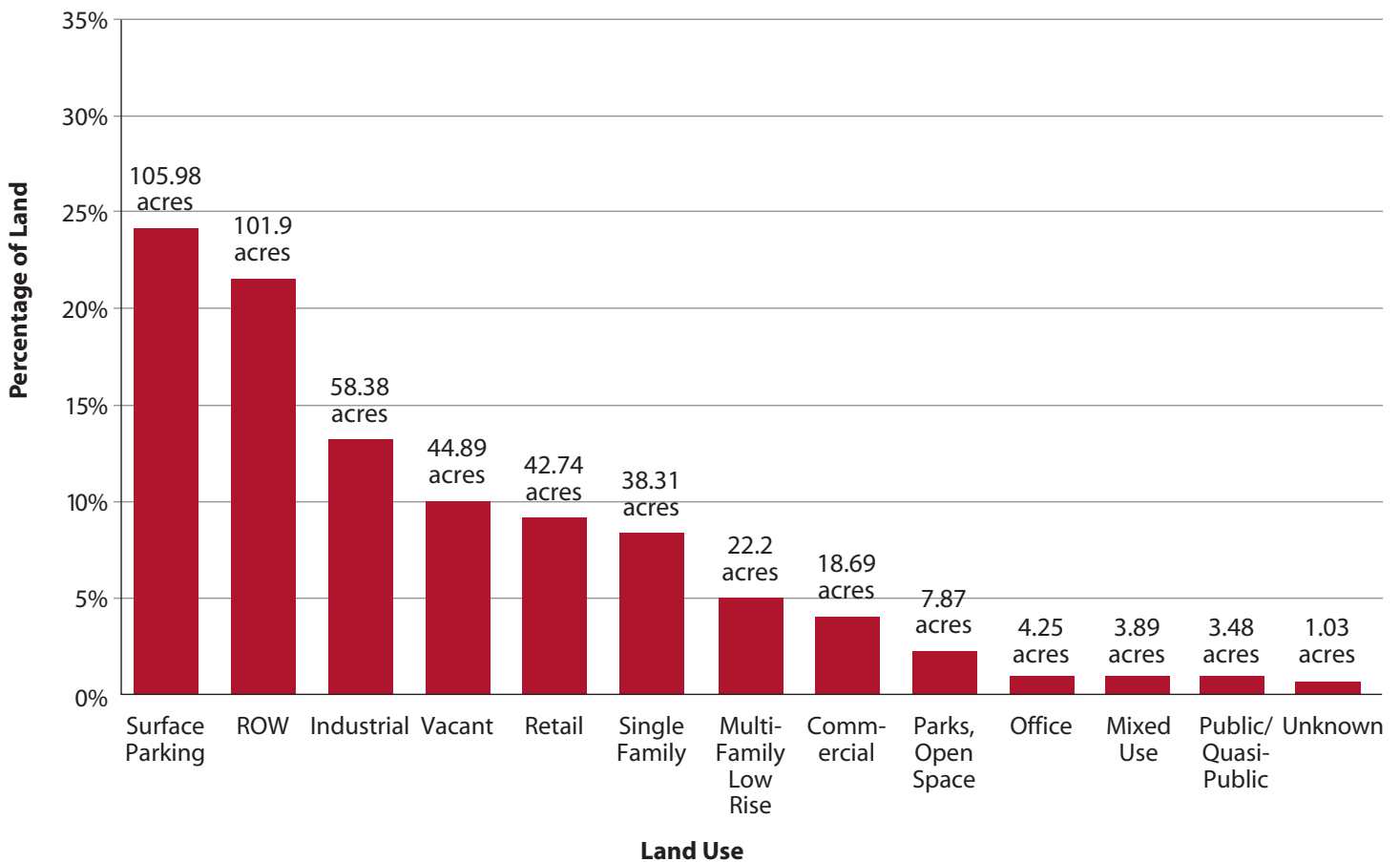
Zoning: There are currently 14 zone districts in the Alameda Station Area. 50.7% of the station area is industrial zoning. Much of this located immediately adjacent to the station plat-

form. Only about 27.2 percent of the 1/2 mile station area is commercial or mixed-use zoning –concentrated closest to the Alameda and Broadway stations and along S. Broadway.

The next predominant zoning category is 19.2% residential districts found within the three adjoining neighborhoods Washington Park West, Speer, Baker and Athmar Park. These zone districts all allow a mixture of single-unit and multi-unit dwellings.

The current residential land use in the Alameda Station Area is a mixture of single-family and low-rise multi-family residential with some higher-density apartment buildings.

**Alameda Station Area
Land Use Distribution (2008)**



**Distribution of Denver Zoning Districts
Alameda Station Area (2008)**

Zoning District	Acres	Percent
B-1	7.30	1.5%
B-2	0.05	0.0%
B-4	99.36	19.8%
I-0	8.02	1.6%
I-1	197.42	39.3%
I-2	49.12	9.8%
O-1	13.97	2.8%
P-1	0.39	0.1%
PUD	0.72	0.1%
R-1	0.28	0.1%
R-2	36.78	7.3%
R-2-A	38.78	7.7%
R-3	20.36	4.1%
T-MU-30	28.77	5.9%
Total acres	502.3	

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 has a low volume of direct daily customer contact. This district is characteristically small in size and is situated near major hospitals or 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.

B-2 Neighborhood Business District: This district provides for the retailing of commodities classified as “convenience goods” and the furnishing of certain personal services to satisfy the daily and weekly household or personal needs of 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.

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 variety 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.

T-MU-30 Transit Mixed-Use District: The T-MU-30 district provides for urban development proximate to a mass transit railway system station to promote a mix, arrangement, and intensity of uses that support transit ridership and use of other transit modes. The district allows the broadest range of uses and most development intensity of the mixed use districts. The district is for use at station areas with adequate land area to create a viable transit oriented development (TOD) and to transition to the surrounding community. Specific additional criteria to the T-MU-30 district are approval of a general development plan and site improvements, which reinforce both the relationship of structures to the transit station and the pedestrian connections and linkages throughout the TOD. Basic maximum gross floor area is equal to five (5) times the area of the zone lot.

P-1 Off-Street Parking District: Allows parking lots and structures. Bulk and setback regulations apply to structures. This zone is intended to provide needed business parking without the expansion of the business zone; e.g. a buffer between business and residential uses. Requires visual barriers adjacent to residential uses.

R-1 Single-Unit Detached Dwellings, Low Density: Same as R-0 except that other additional home occupations and room-renting to one or two persons are allowed upon application and issuance of a permit. Density = 7.3 dwelling units/acre.

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.

R-2-A Multi-Unit Dwellings, Medium Density: 2,000 square feet of land required for each dwelling unit unless site plan is submitted under planned building group (PBG) provisions, in which case 1,500 square feet of land is required for each unit. Home occupations are allowed by permit.

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 three times the site area.

O-1 Open Space District: Allows airports, recreation uses, parks, cemeteries, reservoirs, community correctional facilities, and other public and semi-public uses housed in buildings. Setback requirements apply to the location of structures.

I-0 Light Industrial/Office District: This district is intended to be an employment area containing offices, and light industrial uses which are generally compatible with residential uses. I-0 zoned areas are designed to serve as a buffer between residential areas and more intensive industrial areas. Bulk plane, setback and landscaping standards apply in this district. Building floor area cannot exceed 50% of the site area; however, office floor area may equal site area. Some uses are conditional uses.

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.

PUD Planned Unit Development District: The PUD district is an alternative to conventional land use regulations, combining use, density and site plan considerations into a single process. The PUD district is specifically intended to encourage diversification in the use of land and flexibility in site design with respect to spacing, heights and setbacks of buildings, densities, open space and circulation elements; innovation in residential development that results in the availability of adequate housing opportunities for varying income levels; more efficient use of land and energy through smaller utility and circulation networks; pedestrian considerations; and development patterns in harmony with nearby areas and with the goals and objectives of the comprehensive plan for the city.

Alameda Station Blueprint Denver Land Uses

Blueprint Denver identifies the majority of the station area as Area of Change. The Core Station Area is planned for Transit Oriented Development and Town Center. However, due to close proximity to the station, it should contain many transit-supportive uses and design elements. There is also a mixture of Industrial, Employment and Mixed Use within the station area.

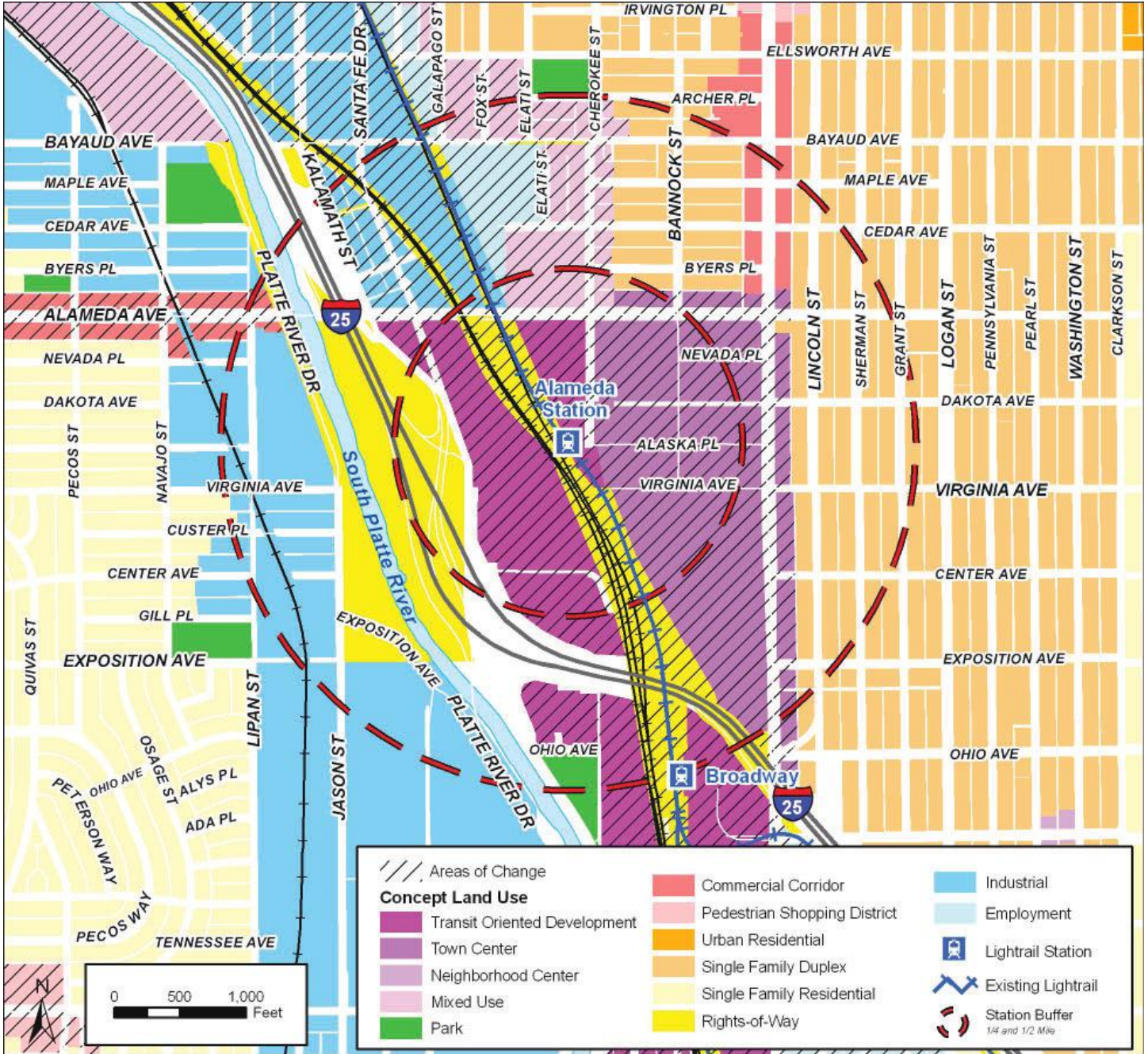
The adjoining residential areas are Areas of Stability recommended for Single Family Residential and Single Family/ Duplex to preserve the predominantly residential character of the neighborhoods. As an Area of Stability, it is important to promote the valued attributes and ensure that adjoining Areas of Change are planned in a manner that offers a respectful and complementary transition.

For Areas of Change, Blueprint Denver identifies several goals for the areas surrounding rail transit stations. These goals include:

- A balanced mix of uses.
- Compact mid- to high-density development.
- Reduced emphasis on auto parking.
- Attractive multi-story buildings.
- A variety of housing types and prices.
- Access to open space and recreation amenities.
- A high degree of connectivity between the station area and surrounding neighborhoods.

Transportation

Alameda Avenue and the Broadway/Lincoln Couplet dominate the station area. Signalized intersections along Broadway/Lincoln include Alameda, Virginia and Center. Broadway NEPA anticipate some changes as part of implementing that study. The remaining streets north of Alameda and east of Broadway/Lincoln built on the Denver grid system. However, within the Broadway Marketplace and Denver Design Center, the public grid breaks down. While the grid network is generally intact, none of these drives are public streets and therefore not officially part of the Denver public street grid. Alleys provide vehicle and loading access to most residential and commercial properties. There are three bus routes that serve the station. There is a mixture of comfortable pedestrian and bicycle conditions.



Alameda Station Area **Blueprint Denver** Land Use



Relevant Plans

Relevant Plans

The Alameda 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 Alameda 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.

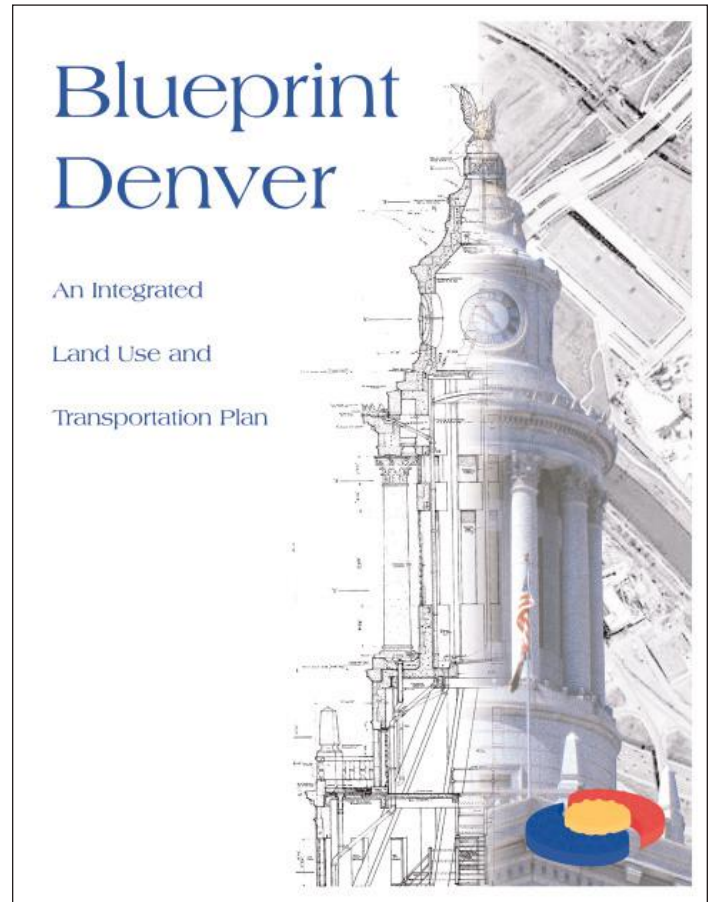
Mobility: Plan 2000 emphasizes planning for multiple modes of transportation – walking, biking, transit and cars. Key concepts include expanding mobility choices for commuters and regional cooperation in transit system planning. **Plan 2000** also promotes compact, mixed-use development in transit rich 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 ensures 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 the 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 inter-modal 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**.

New Zoning Code (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.

Adopted in the 1950's, the current zoning code assumes an automobile oriented land use development pattern. It also implies that what existed at the time needed to be replaced regardless of its value or context. Further, the complexity of the current zoning code is not predictable or clear for property owners. 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 incorporate a context-based and form-based approach. This approach will better reflect the vision of **Blueprint Denver** by promoting proper development in "areas of change" while enhancing neighborhood character in "areas of stability".

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.

Bicycle Master Plan, 2002

In 2002 in response to **Plan 2000**, the **Bicycle Master Plan** (2002) provides a framework for an interconnected bicycle system. The primary objectives of the **Bicycle Master Plan** are:

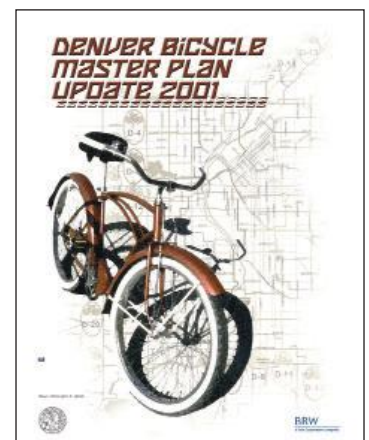
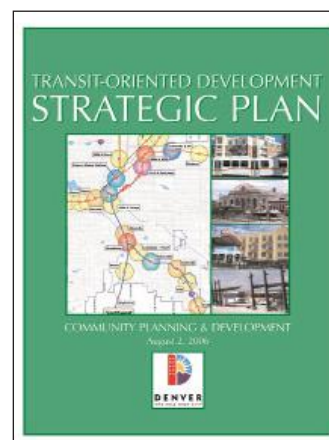
- Develop new neighborhood routes that create connections between the existing bicycle route system and nearby facilities not currently on a bicycle route.
- Close the gaps in the existing bicycle routes to complete the bicycle grid route system.
- Improve access with bike route and trail signage around light rail stations to make bicycling and transit work in a seamless manner.
- Support education, enforcement and public policy for the bicycle system.

Greenprint Denver, 2006

Greenprint Denver is an effort to 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 years. 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.

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 Plan and the Denver Bicycle Master Plan

greener neighborhoods. Game Plan establishes a street tree and tree canopy goal of 15-18 percent 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, 2006

Denver Public Works drafted the **Strategic Transportation Plan (STP)**. The **STP** will be 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** will forecast 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** will create concepts for how to meet transportation needs, including a prioritization of corridor improvements.

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

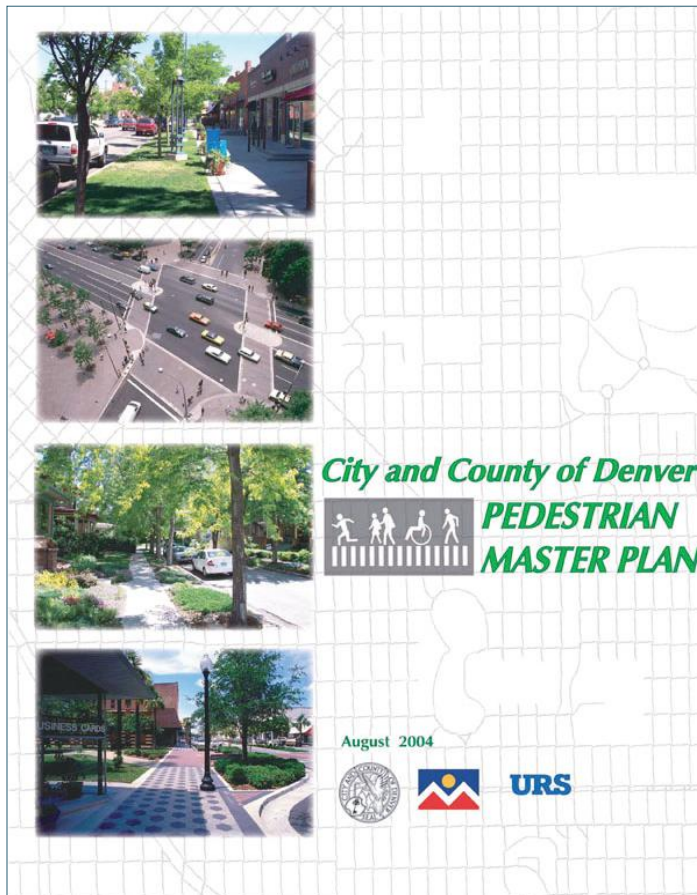
The **Storm Drainage Master Plan** and the **Sanitary Sewer Master Plan** evaluates adequacy of the existing systems assuming the future land uses identified in **Blueprint Denver**. The **Storm Drainage Master Plan** determines the amount of imperviousness resulting from future land development and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

Pedestrian Master Plan, 2004

The **Pedestrian Master Plan** was written to address the mobility goals of the **Comprehensive Plan** and **Blueprint Denver**. Specifically, the plan calls for a pedestrian environment that is: safe from automobiles; encourages barrier free pedestrian mobility; enables pedestrians to move safely and comfortably between places and destinations; attractive, human scale and encourages walking; and promotes the role of walking in maintaining health and preventing disease. To achieve these goals, the plan calls for land use changes to encourage walking through mixed-use development patterns. The plan identifies a minimum 13 foot pedestrian zone on all streets including an 8 foot tree lawn and a 5 foot sidewalk and a minimum 16 foot pedestrian zone on most arterial streets.

West Washington Park Neighborhood Plan 1991

In collaboration with the city, the West Washington Park neighborhood prepared a neighborhood plan. The plan promotes patterns of land use, urban design, circulation and services that contribute to the economic, social, and physical health, safety and welfare of the people living and working in the neighborhood. The vision is to preserve and enhance the positive qualities of the neighborhood. This includes a diversity of people, historic buildings, mature landscape, human-scale land use, urban character, convenient transportation access and the high level of energy and interaction among residents and business people.

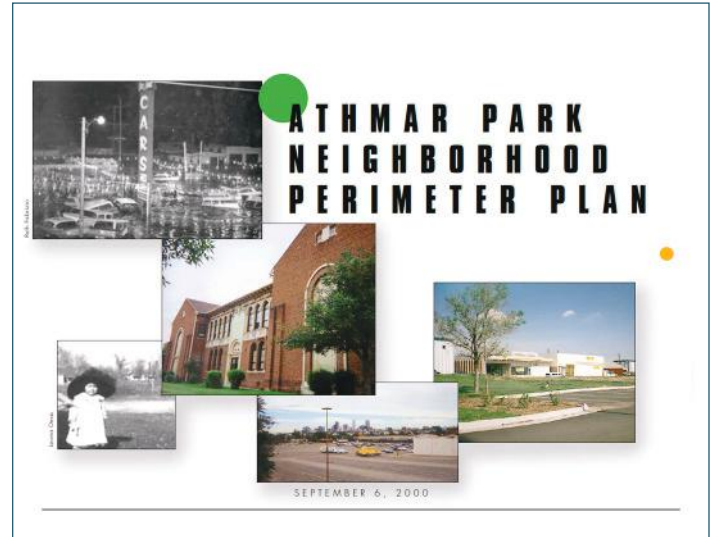




Baker Neighborhood Plan 2003

The **Baker Neighborhood Plan** is a supplement to the **Denver Comprehensive Plan**. It addresses and provides guidance that is more refined and specific than can be done at a citywide level. The Plan focuses on neighborhood issues related to land use, design and transportation for the entire neighborhood. The plan provides a vision and goals for the neighborhood over the next 20 years. Some major elements include:

- Logical approach to land use to protect the integrity of the residential areas
- Reinforce traditional commercial and housing mix on the major corridors
- Supporting increased density and development at the light rail stations
- Prioritize infrastructure investments
- Expand transportation choices
- Create new opportunities for open space and parks



Athmar Park Perimeter Plan 2000

The Athmar Park Perimeter Plan is a supplement to the Denver Comprehensive Plan. It addresses and provides guidance that is more refined and specific to the Athmar Park neighborhood issues and opportunities. The plan provides a vision and goals for the neighborhood over the next 20 years. Some major elements include:

- Promote neighborhood stability
- Encourage business growth and revitalization
- Develop interaction and communication strategies between residents, businesses and the city
- Develop an effective implementation strategy

Table of Contents

Acknowledgements	iv
Introduction	1
Vision	7
Land Use and Urban Design	11
Mobility	19
Infrastructure	27
Economic Opportunity	33
Implementation	37
The Community	43
Relevant Plans	51