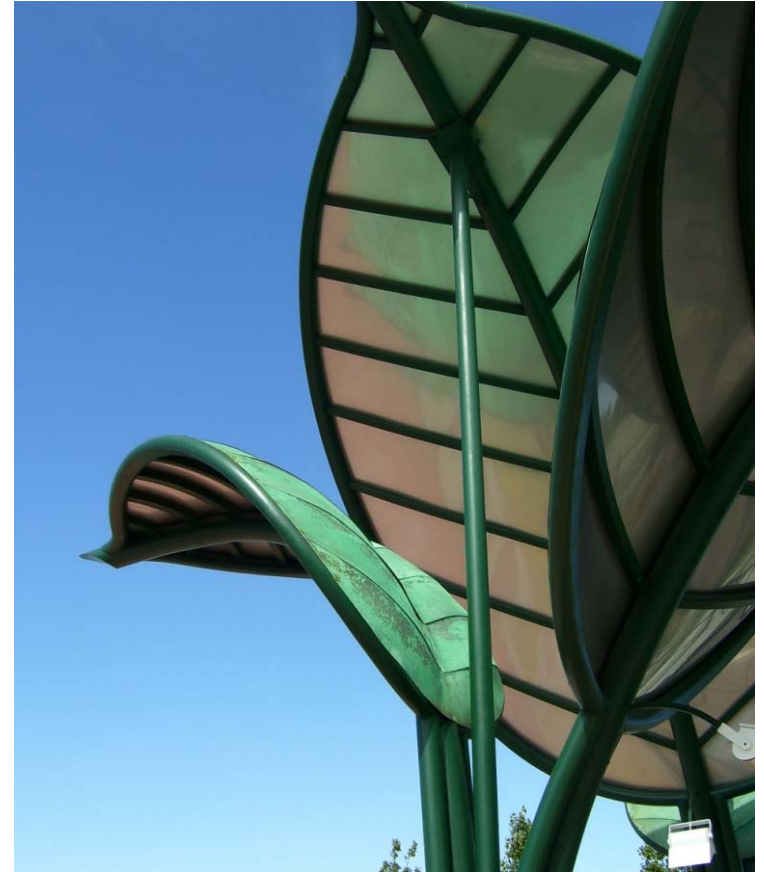


Louisiana-Pearl Station Area Plan



Prepared by the City and County of Denver
Community Planning & Development Department

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Mayor John Hickenlooper

Denver City Council

Michael B. Hancock, Council President, District 11
Rick Garcia, District 1
Jeanne Faatz, District 2
Paul Lopez, District 3
Peggy Lehmann, District 4
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Charlie Brown, District 6
Chris Nevitt, District 7
Carla Madison, District 8
Judy Montero, District 9
Jeanne Robb, District 10
Carol Boigon, At-Large
Doug Linkhart, At-Large

Denver Planning Board

Laura Aldrete
Brad Buchanan
Fred Corn
Richard Delanoy
William Hornby
Barbara Kelley, Chair
Judith Martinez
Bruce O'Donnell
Karen Perez
Thomas Potter
Jeffrey Walker

Denver Community Planning and Development

Peter J. Park, AICP, Manager
Catherine Cox-Blair, AICP Principal City Planner, TOD Program Manager
Caryn M. Wenzara, AICP Senior City Planner, Project Manager
Chris Gleissner
Eric McClelland

Denver Public Works

Brian Mitchell, PE, Director of Traffic Engineering
Amy Schiller, Senior City Planner
Robert Kochevar, Denver FasTracks Liaison

Office of Economic Development

Jacky Morales-Ferrand

Denver Parks and Recreation

Devon Buckels

Louisiana-Pearl Station Working Group

Kathleen MacKenzie (Councilwoman District 7)

Ashley E. Arroyo
Nick Ault
Jimmy Balafas
Jim Carlson
Julie Conner
Michael Craig
John Dee
Roxanne Esquibel
Mathew Evans
Kathryn Fontaine
David Foster
Janis Frame

Fred Hammer
Joe Kanata
Donna Krentz
Lisa Lapp
Jan Lapetino
Erin Manning
Edythe Mullins
David P. Reusch
Bill Ryan
Jim Schneck
Sherri Way
Shelly Watters

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INTRODUCTION

STUDY AREA



The planning area boundary is the 0.25 mile radius from the Louisiana-Pearl light rail station, located at the intersection of Louisiana Avenue and Buchtel Boulevard South. This radius is a five-minute walking distance from the station and represents the area of immediate influence. The northern boundary is Mississippi Avenue and the southern boundary is Florida Avenue. The eastern boundary is South Logan Street and western boundary is South Corona Street.

While typical planning for a transit station area is a 0.5 mile radius, the Louisiana-Pearl station is strictly a walk-up station that does not offer a park-n-ride. Therefore, ridership generated by the station will be riders from the neighborhood walking, biking, busing, or drop off. As such, the area of influence is smaller and aligned with the 0.25 mile (5-minute walk) radius.

The planning area resides in the charming neighborhoods of Platt Park and West Washington Park. Platt Park is south of I-25 and West Washington Park is north of I-25. These stable neighborhoods offer a variety of traditional housing stock, neighborhood parks and schools. Reinvestment and changes in existing business types are likely in response to the success of the transit station and the desirability of the neighborhoods.

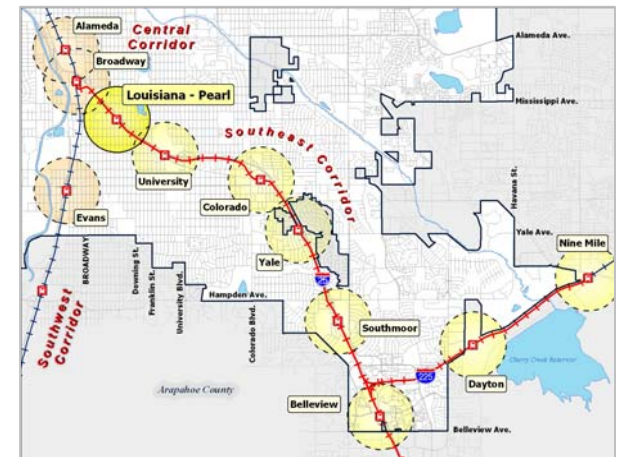
SOUTHEAST LIGHT RAIL CORRIDOR

The Louisiana-Pearl light rail station is on the Southeast Light Rail Corridor, which opened November 2006. The transit extension was part of the Transportation Expansion Project (T-REX). T-REX was a \$1.67 billion venture that will transform circulation patterns of Denver Metro commuters along Interstates 25 and 225. T-REX added nineteen miles of light rail and improved seventeen miles of highway through southeast Denver, Aurora, Greenwood Village, Centennial and Lone Tree. The project is the result of a unique transit and highway collaboration between the Colorado Department of Transportation (CDOT), the Regional Transportation District (RTD) and participating communities.

FASTRACKS

Also underway is FasTracks, RTD's comprehensive plan to build-out and operate a regional rapid transit system by 2017. This system consists of commuter rail, light rail, bus rapid transit, circulator bus service and park-n-ride facilities. FasTracks cost is projected at \$4.7 billion to be constructed over twelve years. A combination of region-wide sales tax, federal funds, and local contributions will fund the expansion. Once complete, the investment of FasTracks will augment RTD's ability to provide enhanced public transit access to major destinations in the region. FasTracks includes:

- o 119 miles of new light rail and commuter rail
- o 18 miles of bus rapid transit service
- o 21,000 new parking spaces at rail and bus stations
- o Expanded bus service



Louisiana-Pearl is the northernmost station of the Southeast Light Rail Corridor. The transit corridors extend north and south beyond the boundary of this graphic.

PROJECT PARTNERS AND PLAN PROCESS

The planning, design, construction and opening of the Southeast Light Rail Corridor are a source of pride and excitement for neighborhoods and businesses in Denver. Some elements are already in place, such as the station location and the new plaza. Opportunities for changes to land use, design and mobility exist at the Louisiana-Pearl light rail station. Over a course of approximately eighteen months, volunteers from the community worked together to articulate these opportunities, develop a vision and craft strategies to achieve the vision.

These volunteers formed a Working Group comprised of representatives from businesses, developers and residents in the area. The planning area (within Council District 7) included the Platt Park, West Washington Park and University neighborhoods. 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 Working Group meetings and public meetings shaped plan contents. Briefings and public hearings with City Council, Denver Planning Board and interagency city staff were also crucial to the process. The working group engaged in this process:

Project Partners:

- Business Owners
- Property Owners
- Residents
- Platt Park People Association
- Platt Park Residents Coalition
- West University Community Association
- West Washington Park Neighborhood Association
- South Washington Park Neighborhood Association
- Regional Transportation District

- Task One: Identify and map existing conditions, current and future market trends, key destinations, and activity nodes
- Task Two: Determine strengths, weaknesses, opportunities and threats, and develop a vision statement
- Task Three: Conduct a parking study to evaluate parking for the station area
- Task Four: Develop circulation improvement and parking management strategies
- Task Five: Develop land use and design recommendations
- Task Six: Prepare implementation strategies for plan recommendations
- Task Seven: Finalize draft plan
- Task Eight: Adoption process

PURPOSE OF THE PLAN

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

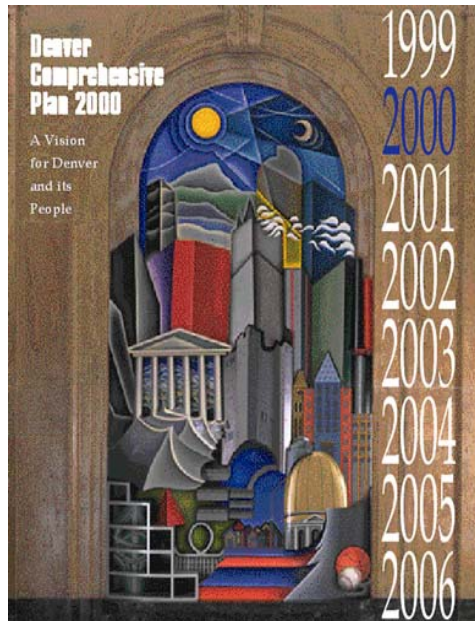
- **Data Resource:** The plan offers a collection of existing conditions data about the planning area in an easy-to-reference document.
- **Reinvestment Guidance:** Market conditions cannot be guaranteed and changes in demographics cannot be accurately predicted. However, it is clear that the addition of the light rail station generates reinvestment interest. The plan established a vision that guides public and private decision-making and investment over the coming years. It covers only the topics of land use, urban design, parking and mobility. The plan offers guidance on reinvestment for the near-term but adapts to changing markets and demographics.
- **Zoning Amendments:** The plan does not convey or deny any zoning entitlement but is an essential evaluation tool used in proposed zoning changes. Furthermore, the plan does not change zoning code language, but establishes goals and parameters for future zoning changes.
- **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.
- **Funding and Partnership Opportunities:** Implementation of plans requires a collaborative effort between neighborhoods, businesses, elected officials and city departments. Plans typically require funding beyond the city's budget. This plan identifies and supports these partnerships and resource leveraging efforts.

RELATIONSHIP TO OTHER PLANS AND STUDIES

The *Louisiana-Pearl 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 *Louisiana-Pearl 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. The key subjects of *Plan 2000* are land use, mobility, legacies and housing.



Plan 2000 guides and shapes future policies and planning efforts.

- **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:** Ensuring that new buildings, infrastructure and open spaces create attractive, beautiful places is the foundation of the legacies chapter. Historic building preservation and respect for traditional patterns of development are also key tenets of *Plan 2000*. To this end, *Plan 2000* places a high value on streets, trails, and parkways that link destinations within the community.
- **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*.

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

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

- **Areas of Change and Stability:** *Blueprint Denver* divides the city into Areas of Change and Areas of Stability. Over time, all areas of the city will fluctuate somewhat between change and stability. The goal for Areas of Stability is to identify and maintain the character of an area while accommodating some 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.
- **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*.

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



The Bicycle Master Plan provides a framework for an interconnected bicycle system.

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. The Louisiana-Pearl Station is an Urban Neighborhood Station. This implies a predominant neighborhood character with supportive services.

- **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 objective of the *Bicycle Master Plan* is develop new neighborhood routes that create connections between the existing bicycle route system and nearby facilities not currently on a bicycle route. The plan also recommends improving access and signage around light rail stations to make bicycling and transit work in a seamless manner. Finally, the plan promotes education, enforcement and policy for the bicycle system.

Pedestrian Master Plan, 2004

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

Parks and Recreation Game Plan, 2002

The *Game Plan* is a master plan for the city's park, open space and recreation system. A primary principle is to create greener neighborhoods. Game Plan establishes a tree canopy goal of 15-18% for the entire city. The plan also establishes a parkland acreage target of 8-10 acres per 1,000 residents. Tools to

accomplish these goals include promoting green streets and parkways, which indicate routes that require greater emphasis and additions to the landscape.

Strategic Transportation Plan, 2006

Denver Public Works drafted the Strategic Transportation Plan (STP). The STP is an important implementation tool for *Blueprint Denver* and *Plan 2000*. The objective of the STP is to determine transportation investments. The STP accomplishes: (1) education concerning options for transportation alternatives; (2) consensus on transportation strategies along transportation corridors through a collaborative process; and (3) stakeholder support. The STP represents a new approach to transportation planning in Denver. It forecasts person-trips to evaluate the magnitude of transportation impacts caused by all travel types. This person-trip data provides the ability to plan improvements for bikes, pedestrians, transit and streets.

Storm Drainage Plan 2005 and Sanitary Sewer 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 forecasted development.

Greenprint Denver

Greenprint Denver is the cities environmental action plan to ensure a positive legacy for sustainability. The plan covers action items such as reducing greenhouse emissions, increase city forest coverage, reduce waste, utilize renewable energies, increase green built affordable housing, promote and leverage mass transit, improve, protect and conserve water and promote green industry economic development.

Zoning Code Update

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* provided the vision and initial strategy to begin this effort. The Zoning Code Update process is making steady progress in the effort to bring Denver's current regulations into closer alignment with desired development patterns. Key issues identified include recognition that in some instances current regulations do not advance the proactive implementation of Blueprint Denver and other adopted plans; current procedures are numerous, complicated and often inconsistent; and the size and complexity of the current regulations make them difficult to use, comply with, understand, and enforce. The results of this effort will include better tools than currently available for implementation.

Platt Park Neighborhood Assessment 2003

The Platt Park Assessment documents conditions as of 2003 of the Platt Park statistical neighborhood. Demographic findings indicate the neighborhood continues to stabilize and improve in desirability and quality. The assessment supports a focus on reinvestment areas such as the station area, Antique Row, South Broadway and Old South Pearl Street. The assessment supports preserving existing residential structures in stable areas and improving access to the transit station, parks, business districts and other destinations. Economic analysis shows strong economics health for the neighborhood.

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.

EXISTING CONDITIONS

STATION AREA HISTORY

Settlement of the Platt Park and West Washington Park neighborhoods in the late 1800s has an interesting history. This history plays a strong role in its current characteristics. This area incorporated in 1886 as the Town of South Denver. The City of Denver annexed the area in 1894.

In 1893, Denver Tramway Company installed the first cable car service along Broadway. The company later extended its service to Alameda Avenue and South Pearl Street. During the 1950s, rubber wheeled trolley coaches replaced electric trolley cars. The transit and pedestrian linkages created by these streetcar systems shaped land use patterns still evident today.

One of the greatest influences in the area was the Gates Rubber Company located at South Broadway and Mississippi Avenue. In 1911, Charles Gates, Sr. purchased the Colorado Tire and Leather Company. Over time, the Gates Rubber Company became a successful regional and international company. Many employees lived in the nearby Platt Park and West Washington Park neighborhoods. After almost a century of operation, Gates ceased activity and sold the site.

One final influencing factor in the transportation history of the Louisiana-Pearl Station area was the construction and completion of the Valley Highway, now known as Interstate 25. Construction of the Valley Highway started in 1948 and completed in 1958. The Valley Highway became a physical barrier between the Platt Park and Washington Park neighborhoods.

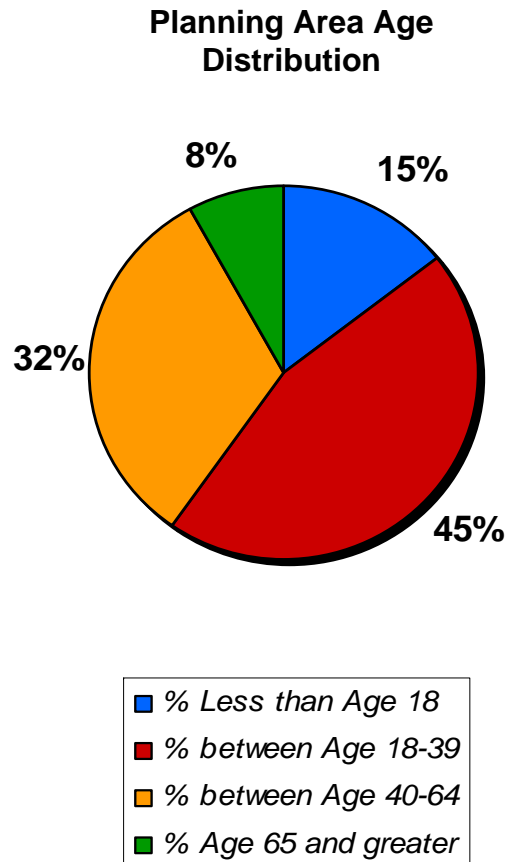


Trolley car on South Pearl Street circa 1910.
(Denver Public Library, Western History Collection)

The original street car and cable car lines play a role in the development pattern of the Platt Park and West Washington Park neighborhood.

DEMOGRAPHIC CHARACTERISTICS

The table below provides a summary of the demographics of the Louisiana-Pearl Station planning area in comparison to the demographics of the city. This data is derived from the 2000 U.S. Census counts and includes the census block groups mostly contained within a 0.25 mile radius of the station. The employment data is from the Denver Regional Council of Government's 2000 traffic analysis zone (TAZ) data.



2000 Demographic Data

Category	Planning Area	City of Denver
Population	4,477 people	554,636 people
Housing	2,423 units	251,435 units
Persons per Household	1.95 people	2.3 people
% of Housing Ownership	59.2%	49.9%
Median Income	\$70,158	\$39,500
Average Age	36.2 years	33.1 years
Employment	2,592 workers	301,434 workers

Sources: 2000 U.S. Census Tract 002902 Block Groups 2 and 3 and Census Tract 003001 Block Groups 1 and 2; employment data provided by DRCOG

The high median income and housing ownership in comparison to the city as a whole reflect the planning area's stable neighborhood character. They also are indicators that residents in the planning area have less diverse characteristics than the city as a whole. The slightly higher median age and smaller household size reveal a variety of household types in the planning area, including small families, singles, couples without children, empty nesters and retired residents. Like many Denver neighborhoods, the areas' household composition may evolve over time.

EXISTING LAND USE

In the Fall of 2006, the city conducted an inventory of existing land uses for the planning area. The Existing Land Use Map is on page 15. There are six land use categories, described below. The predominant land use for the entire planning area is single family residential. Generally, West Washington Park has more single-family residential dwellings and less commercial and office uses in comparison to Platt Park. Platt Park contains greater diversity of housing types and non-residential uses. Since the initiation of the planning process, the neighborhoods (Platt Park in particular) have seen reinvestment activity for businesses and housing. There is a new mixed use project across from the station with 29 condominium units and ground floor retail.

Single Family: Single family residential areas contain neighborhood design qualities typical of Denver neighborhoods such as detached sidewalks, street trees, uniform setbacks, front porches/entries, and detached garages accessed by an alley. Single family residential is the predominant land use in both Platt Park and West Washington Park. In recent years, many homeowners have reinvested in their homes through renovations, additions, or tearing down the existing structure and building a new home (e.g. “scrape-offs”). This reinvestment is an indicator that both neighborhoods are becoming increasingly desirable.

Two Family: The Existing Land Use Map identifies the location of all two family, or attached duplex structures. Two family structures exist in scattered locations throughout the planning area and the two neighborhoods. As indicated on the map, the majority of the two-family units are in Platt Park. Areas zoned R-2 have seen an increase in new construction of duplexes, again due to the desirability of the neighborhoods.

Multiple Family: This category includes residential structures with three or more units in a building. These uses are very limited and only found in Platt Park within the planning area. Most are located near commercial areas and on major



Single family homes are the predominant land use in West Washington Park and Platt Park.



This commercial building is a good local example of a mixed-use building right near the station. It has ground floor commercial and upper level residential.



There are numerous businesses serving the station area located along South Pearl Street and Louisiana Avenue.



This new multiple family project at Louisiana Avenue and Buchtel Boulevard South has ground floor retail.

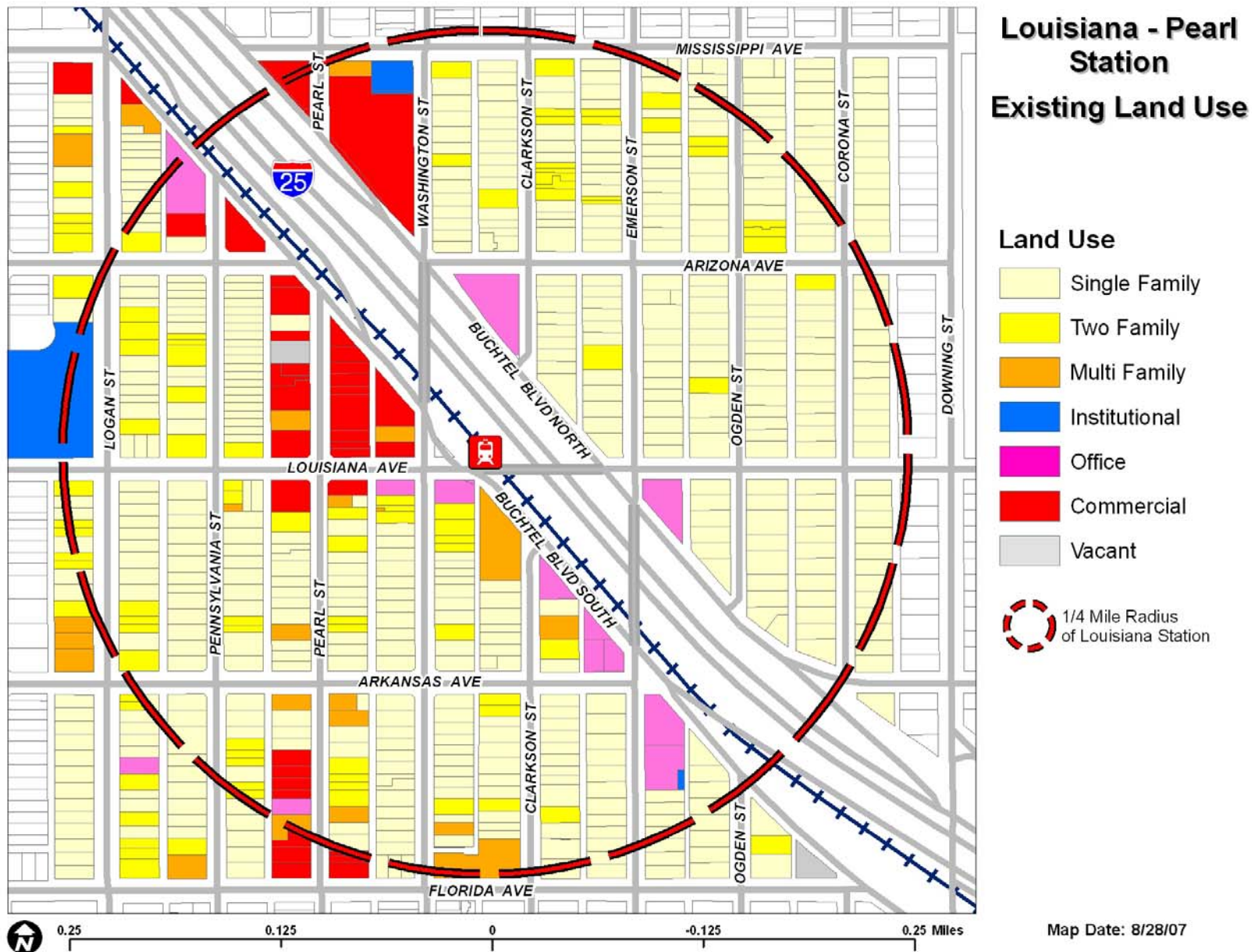
streets. Due to minimum lot area requirements and limited land assembly opportunities, multiple family use is not common. A new multiple family project is located at the corner of Louisiana Avenue and Buchtel Boulevard South. While it is primarily multiple family, there is small scale ground floor retail.

Institutional: Institutional uses include a church and school that are located on the edge of the planning area.

Office: Office uses are along Buchtel Boulevard North and South. While minimal, office uses in these neighborhoods provide opportunities for residents to live near work and to enjoy nearby professional services.

Commercial: Commercial uses include businesses such as retail, services, restaurants and repair. Some buildings containing commercial uses have residential units on upper floors. Most commercial uses are concentrated in Platt Park along Buchtel Boulevard South, South Pearl Street and Louisiana Avenue. The eclectic mix of restaurants and retail shops in Platt Park is an important part of the neighborhood character and attracts customers from all over the metro area. In West Washington Park, commercial uses in the planning area are south of East Mississippi Avenue, west of South Washington Street.

Vacant: There is only one site labeled as vacant because it has no existing use or structure. There is one vacant site in the station area with in-fill development potential. It is on South Pearl Street, north of Louisiana and is approximately 10,000 square feet in area.





In R-2 zoned areas, most homes are single family (above) but there are some duplex units (below). These photographs are of Platt Park.



ZONING

The following is a summary of the existing zoning districts represented in the station area. The Zoning Map, found on page 18, shows the zoning within the study area.

R-1 Single Unit Detached Dwellings. This residential zone district is a low density residential district that accommodates single family homes and certain limited ancillary uses. While many lots do not meet the minimum lot size, the current required minimum lot size is 6,000 square feet, which translates to a gross density of 7.3 dwelling units per acre. As shown on the Zoning Map, the majority of the R-1 zoning is in West Washington Park with a few blocks zoned R-1 within Platt Park.

R-2 Duplex/Multi-Unit Dwellings. This district typically includes a mix of single family, duplexes and multiple family structures. The size of the parcel, parking and other development regulations dictate the number of allowable units. The minimum lot size is 6,000 square feet for each duplex structure with an additional 3,000 square feet required for each additional unit. This yields a maximum density of approximately 14.5 units per acre. The majority of the R-2 zoning is in Platt Park with a few blocks within West Washington Park. Both neighborhoods have R-2 zoning where duplexes and multiple unit dwellings are currently allowable. However, the current land use pattern in R-2 areas is predominantly single family.

B-1 Limited Office. This district allows office uses such as dental clinics, medical care and professional services. There is a low volume of direct daily customer contact with these permitted office uses. This district is characteristically small in area and ideally situated between more intense business areas and residential areas. The district regulations establish standards comparable to those of the low density residential districts. Bulk standards and open space requirements control building height. Building floor area cannot exceed the site area. B-1 zoning is on both sides of I-25 within the planning area.

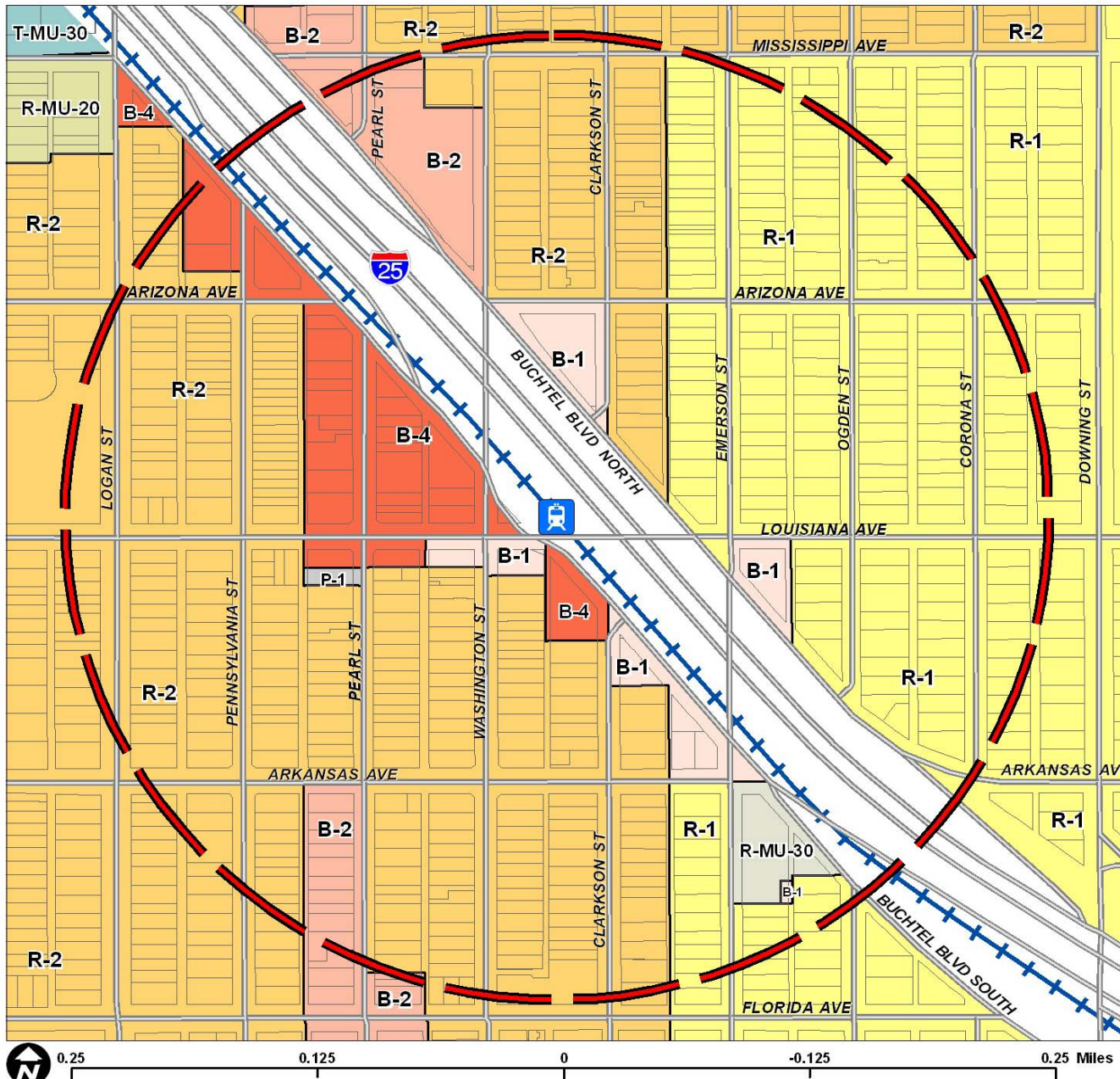
B-2 Neighborhood Business. This district provides for the retailing of commodities classed as "convenience goods" and the furnishing of certain personal services.

The district intends to satisfy the daily and weekly household or personal needs of the residents of surrounding residential neighborhoods. This district is characteristically small in size and located on collector streets. Residential uses typically surround these areas, offering a convenient walking distance. The district regulations establish standards comparable to those of low density residential districts, resulting in similar as-built building heights. Building floor area cannot exceed the site area. B-2 zoning is on both sides of I-25 in the planning area.

B-4 General Business. This district provides for appropriate commercial uses adjacent to arterial streets. Allowed uses include a wide variety of consumer and business services and retail establishments. The regulations generally allow a moderate intensity of use and concentration. The maximum floor area ratio of 2 to 1 controls the size of buildings. Building height limitations apply only when there is an abutment to a protected residential zone district or view plane restrictions exist. B-4 zoning is only in Platt Park.

P-1 Off-Street Parking. The P-1 district allows only parking lots and structures with bulk and setback regulations applying to structures. This zone allows business parking without the expansion of the business zone. There are requirements for visual screening when adjacent to residential uses. P-1 zoning is only in Platt Park.

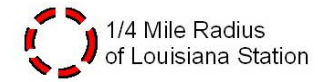
R-MU-30 Residential Mixed-Use. There is one site within the planning area zoned R-MU-30. It is at the intersection of South Emerson and South Buchtel Blvd, in Platt Park. This is a primarily residential district that allows supportive commercial uses such as consumer retail, service uses and small scale office. Maximum heights, setbacks, parking and open space requirements determine building size. This zoning change occurred during the planning process. It is one example of how the transit investment resulted in immediate reinvestment interest in the station area.



Louisiana - Pearl Station Zoning

Zone District

- R-1
- R-2
- B-1
- B-2
- B-4
- R-MU-20
- R-MU-30
- T-MU-30
- P-1



Map Date: 5/3/07

MOBILITY

Within the station area, there are many circulation choices. The following is an overview of these opportunities. Refer to the Existing Mobility Map and Street Classification Map on pages 23 and 24.

Light Rail Transit

The Louisiana-Pearl Station is a neighborhood serving station on the Southeast Light Rail line. The 2006 Southeast Corridor Service Plan, prepared by RTD, projects that by 2010 weekday activity on the Southeast Light Rail Corridor will reach 43,300 riders. Of that total, 1,500 riders (3.4%) are projected to use the Louisiana-Pearl Station.

The station includes a below grade platform that is 370 feet long and 30 feet wide. Elevators and stairs access the platform at the intersection of Buchtel Boulevard South and Louisiana Avenue. The northbound and southbound light rail tracks run between the station platforms. There is a plaza area for public gathering and is an amenity for the neighborhood.

To support the walk-up nature of the station, the Louisiana Avenue/I-25 overpass includes pullouts for bus and passenger use, new pedestrian lighting, sidewalks, bike lockers and bike racks. The streets at the station have new pedestrian crossing striping and intersection signalization. These improvements enhance the station's pedestrian and bike access.

Bus Routes

Three bus routes serve the station area. Bus Route #12 runs along South Downing Street, Louisiana Avenue, and South Pearl Street. Route #12 is a heavily used route for Platt Park and West Washington Park residents because of its direct connection to downtown. Bus Route #11 runs along Louisiana Avenue. Bus Route #79 runs along Buchtel Boulevard North and South Logan Street with a loop by



The station platform is below grade and offers a canopy and seating for transit



Three bus routes serve the Louisiana-Pearl light rail station. Improvements and new facilities at the bridge over I-25 were part of T-REX.

the station. These route changes provide better service to the transit station for the neighborhood.

Pedestrian Access

There are sidewalks along every street within the planning area. Bridge improvements, made as part of T-REX, include wide sidewalks and pedestrian lighting on all the bridges over I-25 along South Logan Street, South Washington Street, Louisiana Avenue, and South Emerson Street. The Louisiana-Pearl Station plaza creates a wonderful place for neighborhood gathering near the station. In addition, there are striped and signalized crosswalks with accessible ramps. The grid street pattern coupled with the complete sidewalk system provides pedestrian access throughout the planning area.

Bike Routes

There are three bike routes within or near the planning area. Bike route D-9 runs along South Logan Street, D-18 runs along Iowa Avenue then links up to Buchtel Boulevard South at South Franklin Street, and D-11 runs along Franklin and feeds into Washington Park. The primary streets in the planning area are wide enough to accommodate on-street bicycles. However, there is no designated on-street bike route running by the transit station.



The new plaza at the station creates a welcoming pedestrian environment.

Street Classification and Typologies

Street classifications and typologies identify the function and character of streets. First, the conventional street functional classification encompasses a street's design and travel characteristics. This classification forms a hierarchy of streets ranging from those for travel mobility (arterials) to those for access to property (local streets). Second, *Blueprint Denver* defines streets by relating them to the adjacent land use and their function for pedestrians, bicyclists, and transit. Beyond these main methods, the *Pedestrian Master Plan* and the *Parks and Recreation Game Plan* also assign typologies to streets. The following is a list of the key streets in the planning area and their overlapping classifications:

- **Interstate-25.** I-25 is a federal highway that runs north/south through the state. *Blueprint Denver* designates I-25 as an Arterial. The highway carries local, statewide and regional traffic at high volumes. T-REX included a number of highway improvements between Broadway and south of the city boundary. Improvements assist in lessening congestion on the highway and at interchanges. Convenient access to I-25 is an asset to the neighborhoods, providing a direct link to the region. Within the planning area, access ramps to I-25 are at South Washington Street along Buchtel Boulevard North and South.
- **South Logan Street.** This street classification is Arterial and provides access to destinations outside of the neighborhood. *Blueprint Denver* identifies this street as a Residential Arterial and emphasizes neighborhood character. The *Pedestrian Master Plan* and *Parks and Recreation Game Plan* designate South Logan Street as a Green Street, reinforcing its role in neighborhood character and identifying a need for landscape and pedestrian enhancements.
- **Louisiana Avenue.** Its street classification is Collector and links local traffic to arterials. *Blueprint Denver* identifies this street as a Residential Collector, which indicates it will handle more traffic than a local street, but there is an important emphasis on neighborhood character. The *Pedestrian Master Plan* and *Parks and Recreation Game Plan* designate Louisiana Avenue as a Green Street further reinforcing the street's role in establishing the neighborhood character and its need for landscape and pedestrian enhancements.
- **Buchtel Boulevard South.** Buchtel Boulevard South is a Collector and designated in *Blueprint Denver* as a Mixed-Use Collector, in terms of land use. The Mixed-Use typology emphasizes a variety of travel choices supported by a healthy mix of land uses. Buchtel Boulevard South is a Green Street and is a designated Parkway between South Clarkson Street and South Colorado Boulevard. These designations entail special attention to landscaping, green space and land uses that will activate the street in Platt Park. Additionally, Buchtel Boulevard South connects the Louisiana-Pearl Station area



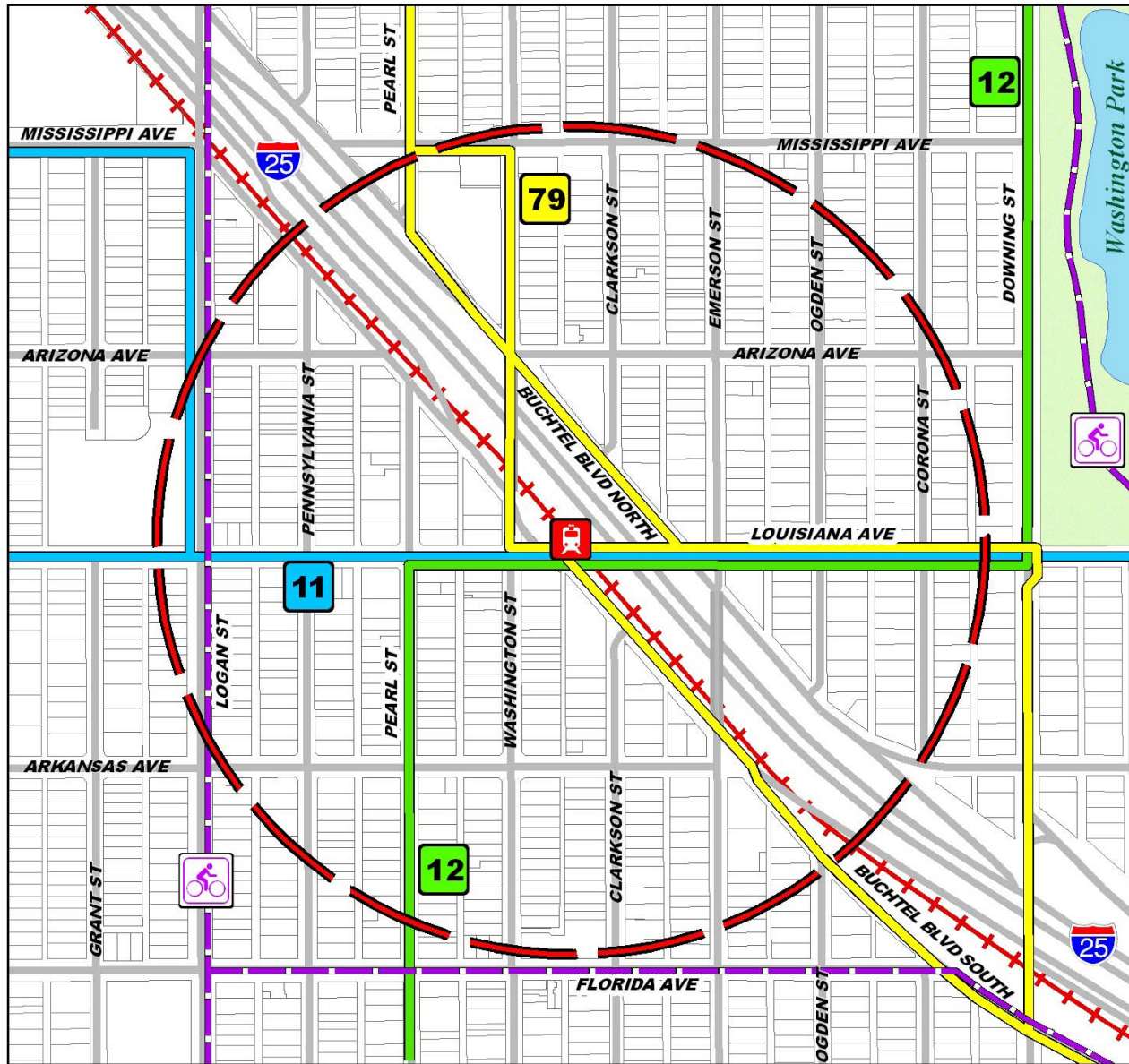
Louisiana Avenue is a Residential Collector and a Green Street and plays an important role in defining the neighborhood character.

neighborhoods, University Station and Colorado Station. Unfortunately, the addition of travel lanes and limited right-of-way diminished much of the established greenspace along the corridor within the planning area. It is not until east of the planning area that Buchtel Boulevard South evolves into a dynamic arrangement of multi-modal circulation and parkway design. This plan explores opportunities for reversing this condition.





- **Buchtel Boulevard North.** Buchtel Boulevard North is a Collector and has no other designation in the *Pedestrian Master Plan* or *Parks and Recreation Game Plan*. The street extends from South Logan to South Downing, thereby collecting traffic only from the West Washington Park neighborhood.

While the street is a Mixed-Use Collector in *Blueprint Denver*, the true characteristics of this street are more consistent with a “Residential Collector.” Buchtel Boulevard North is characterized by primarily single family residential uses with only a few incidences of neighborhood scale retail and office. These land uses generate low volumes of traffic and minimal on-site activity compatible with the neighborhood. One cannot travel the roadway and gain access further east or west of the neighborhood.

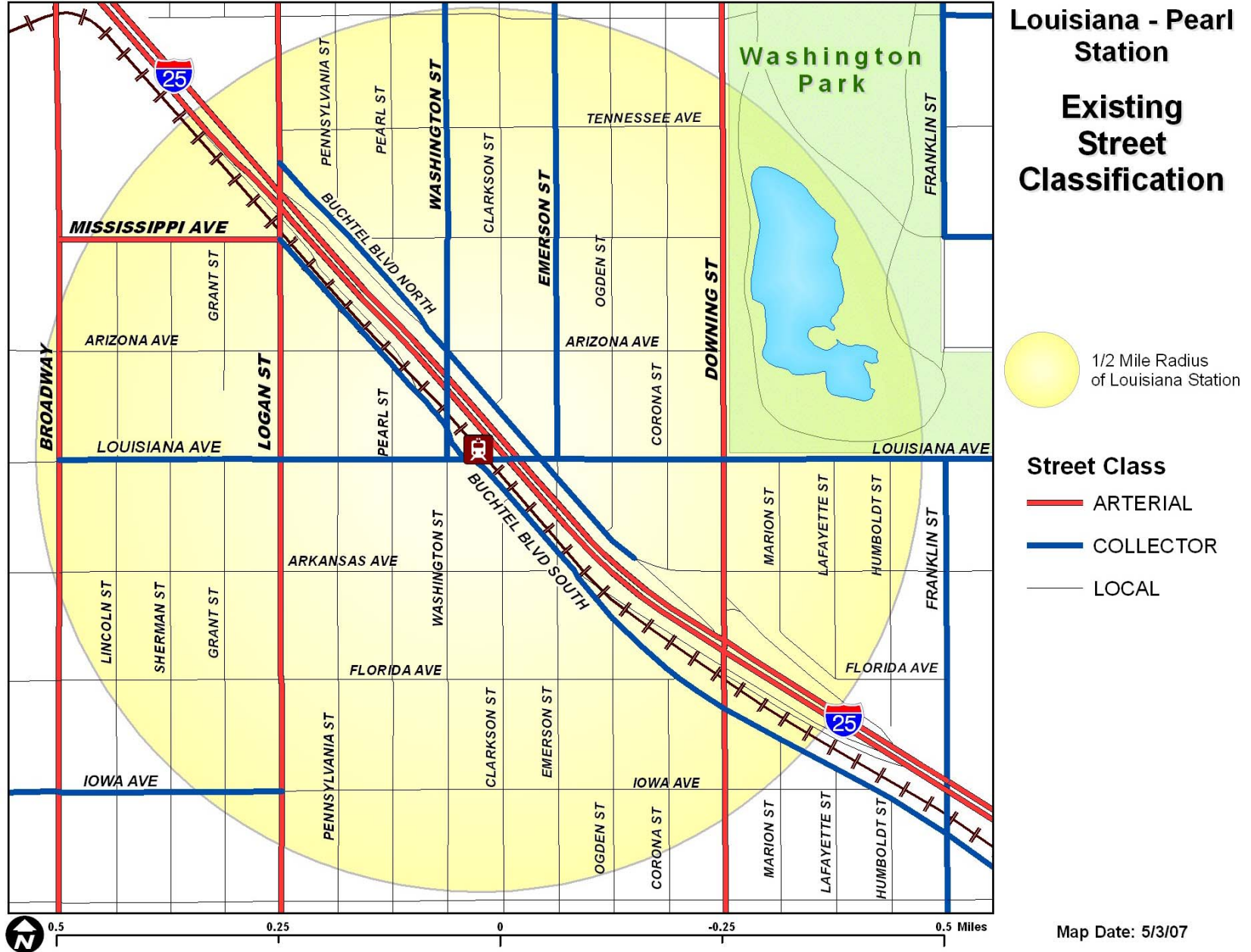
- **South Washington Street and South Emerson Street.** Presently, both streets are Collectors and assigned the Residential Collector typology in *Blueprint Denver* north of I-25. West Washington Park is pursuing the feasibility of converting of these streets from one-way to two-way. South of I-25 they are local streets. The streets do not have a designation from the *Pedestrian Master Plan* or *Parks and Recreation Game Plan*.
- **South Pearl Street and all others.** All other streets function as local streets providing immediate access to private property. They support the street hierarchy by evenly dispersing local traffic within the neighborhood.



Louisiana - Pearl Station Existing Mobility

-  Bus Routes
-  Bike Routes
-  Light Rail
-  1/4 Mile Radius of Louisiana Station

Map Date: 5/3/07



Parking

Access to the Louisiana-Pearl station is by walking, biking, passenger drop-off or bus. As such, there are no, and should be no, dedicated parking facilities for transit users. Some of the businesses in the area provide their own on-site parking. On-street parking accommodates the remainder of the parking demand in the planning area. A capacity assessment of on-street parking supply within a quarter-mile walking distance of the station was completed. The study was on a typical day for a few hours in the morning and a few hours in the evening. The study suggests that in the morning hours, there was a relatively stable supply of available on-street parking spaces. In the evening, there is more competition for parking spaces between residents and businesses.

While this “snap shot” data was informative, there was substantially more interest and discussion about future parking supply impacts upon station opening. In response, the City and County of Denver Public Works Department implemented a Parking Management Plan. The plan addresses potential neighborhood impacts from transit-related parking demand. The full impact of the new restrictions will require evaluation over time. The accompanying image illustrates existing parking restrictions.



Louisiana-Pearl Station Parking Restrictions Legend

- 1 hour parking
- 2 hour parking
- Passenger loading only
- No Parking
- ¼ Mile Planning Area

PLAN VISION

The Louisiana-Pearl Station is a 'walk-up' light rail transit station with easy pedestrian access and designated passenger drop-off and pick-up areas. It is embedded in a stable neighborhood that offers primarily single family housing. Consistent with the principles of the Urban Neighborhood TOD Typology, near the platform there is a vibrant mix of additional housing options, shopping, dining, employment and public gathering areas.

- **Station Platform Area:** The immediate station platform area is inviting and comfortable. The transit plaza draws riders to the station while providing a neighborhood gathering space made attractive with landscaping, art and appropriate lighting.
- **Access:** Multiple transportation choices will continue, providing access and opportunities for travel by foot, bicycle, light rail, bus or car. There is special emphasis and enhancement to pedestrian-friendly and convenient access to the light rail station. Parking supplies balance business and resident needs.
- **Mobility:** Sidewalks provide easy access to and from the station by foot. Bike routes offer safe routes to the station and bicycle facilities provide convenient storage. Streetscape improvements create a pleasant environment.
- **Reinvestment:** Mixed uses and buildings respect the scale and character of the neighborhood with the greatest concentration of reinvestment occurring at Louisiana Avenue and Buchtel Boulevard South. Development provides pedestrian friendly, ground-floor uses offering goods and services to residents, workers, transit riders and visitors. There are new and diverse housing opportunities and employment for residents to live close to work, services and transit.



The vision for the station area includes an active business district that serves the neighborhood.

- **Design:** Building design is contextual and respects the character of the surrounding older, established neighborhoods in building orientation, massing, scale and quality of materials. Dominant front entries promote pedestrian access and connections at the street. There is an increase in sustainable design practices in accordance with Greenprint Denver.
- **Housing:** The stable, neighborhoods of Platt Park and West Washington Park will maintain their predominantly single family housing, tree-lined streets, sidewalks, and front yards and engaged entries. Housing reinvestment will maintain the unique neighborhood character, the long-standing tradition of high quality construction and materials and support goals of environmentally responsible design.



Continued reinvestment in the existing housing stock is necessary to maintain the neighborhood character illustrated in this picture of West Washington Park..

FRAMEWORK PLAN

INTRODUCTION

The Framework Plan seeks to carry forward the vision for the station area. It accomplishes this by articulating detailed goals and recommendations. There are four main subject areas for these ideas. The Land Use Concept guides land use and development intensity. Urban Design directs the main elements of building form, orientation, and character. Mobility addresses further improvements to multi-modal access within the station area. Finally, Parking provides techniques for handling parking demands in the neighborhoods.

LAND USE CONCEPT

The land use concept articulates the geographic land use pattern envisioned for the planning area. Different land use categories distinguish land within the planning area that requires different recommendations and strategies. Also included is a discussion of the primary issues and opportunities for the land use concept. Finally, there are goals and recommendations that guide decision-making as it relates to land use in the station area.

Committed and Reinvestment Areas of Stability

The entire planning area is an Area of Stability, per *Blueprint Denver*. The goal for Areas of Stability is to identify and maintain character of an area while accommodating some change. *Blueprint Denver* further explains that Areas of Stability belong predominantly to one of the following two categories: "Committed Areas" and "Reinvestment Areas." This station area plan delineates committed areas and reinvestment areas (see accompanying graphic). While both areas have specific entitlements based on zoning, the plan establishes these

two different areas in order to direct the most significant change, if it occurs, to the established development pattern to reinvestment areas.


Committed Areas. Committed areas are stable and benefit from reinvestment in the housing stock and some new housing development. Committed areas coincide with residential zone districts (R-1 and R-2). The established land use and building pattern of this area is important to maintain. As indicated on the existing land use map, homes are predominantly single family in Platt Park and West Washington Park.

Homes have prominent front porches, entries and high quality construction. The public realm is comfortable and walkable with narrow streets, on-street parking, alleys, rear access detached garages, sidewalks, tree lawns and street trees. The neighborhoods also include wonderful amenities including parks, churches, schools, bus routes and now light rail access. Collectively, these details create two desirable neighborhoods and an important component in Denver's success.


Like many Denver neighborhoods, current regulations for these areas need improved alignment with the existing and desired development pattern. The R-1 areas found in Platt Park and West Washington Park are compatible and protect single family use. However, bulk and massing requirements for R-1 and R-2 do not foster predictable development with simple, easy-to-understand regulations. In addition, the development capacity of the R-2 (two-family versus multiple family) may be too intense in some areas of the planning area in comparison to the existing and desired development pattern. For example, West Washington Park seeks to preserve the predominant single family housing stock in R-1 areas and continue the pattern of predominantly single family homes with some duplexes in R-2 areas of their neighborhood.

Better tools that speak to these elements will maintain this character and improvements to the existing housing stock can continue in a manner that protects the investment of homeowners and the neighborhood character.



 Reinvestment Area

 Committed Area

 1/4 Mile Radius of Louisiana Station

Reinvestment Areas. Reinvestment areas have a character that is desirable to maintain but may benefit from a greater level of reinvestment than committed areas. Reinvestment areas were determined based on the existing business zoning and the additional capacity for development in those areas. In addition, these sites have good access to collector and arterial routes and the station area. In the coming years, these areas should support limited and targeted investment. The new mixed-use building at the corner of Louisiana Avenue and Buchtel Boulevard South is an example of how reinvestment areas have begun to experience redevelopment. Challenges to reinvestment include the transition between committed areas, adequate neighborhood services and redevelopment of underutilized sites.

The successful Old South Pearl Business District along S. Pearl Street (in the southwest edge of the planning area) is a reinvestment area because it will continue to evolve and improve. Since the majority of this business district is located outside of the station area, this plan does not address specific strategies for this area. This business association should continue to work with the neighborhood to balance opportunities for reinvestments and compatibility with adjoining residential uses.



New housing such as these townhouses found in Central Park is an ideal transition between the Urban Neighborhood Station area and the neighborhoods.

The Reinvestment Areas Land Use Concept creates two sub-areas for business properties closest to the station. These sub-areas provide specific direction on the land use and character for the reinvestment areas.

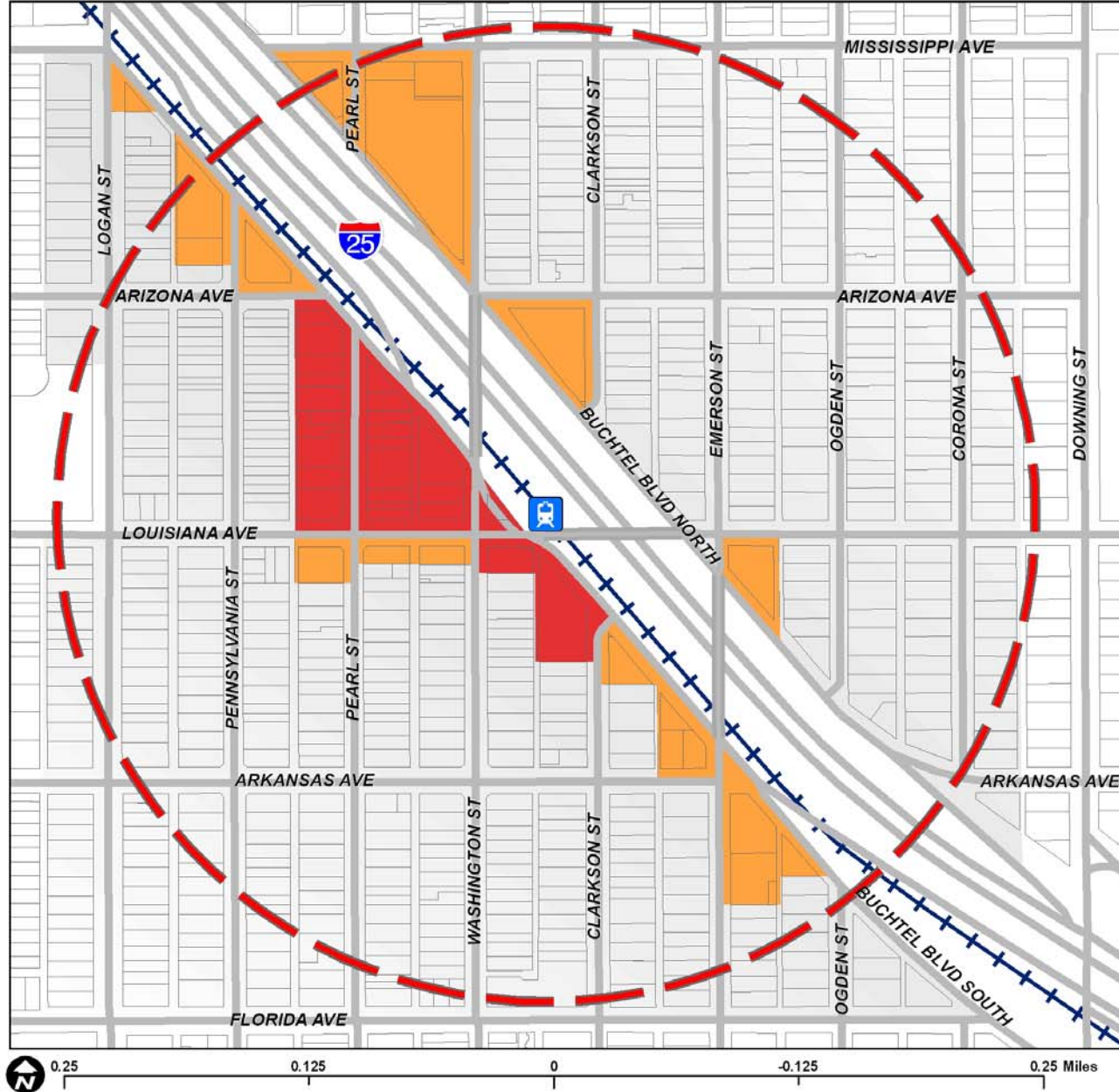
- Urban Neighborhood Station. The Urban Neighborhood Station area includes the business district immediately adjacent to the station. The main frontage streets include South Pearl Street, Louisiana Avenue, South Washington Street, and Buchtel Boulevard South. The Urban Neighborhood Station is currently zoned B-4 and offers a mix of commercial businesses. A new mixed-use development has ground floor retail and upper story residential units. Over the long term, redevelopment can occur that will add housing and businesses in close proximity to the station. This is where a greater level of intensity should occur compared to the Transition area.

Development must promote active ground floor uses and a pedestrian-friendly environment. It must also respect the scale, context and unique character of the area through techniques such as lower building heights adjoining residential districts.

- Urban Neighborhood Station Transition. The Urban Neighborhood Station Transition area, the majority of which is in Platt Park, is along Buchtel Boulevard North and South. These boundaries generally coincide with existing business zoning. This area is within a few blocks of the station and includes established businesses. The street grid and residential parcels separate most sites from each other. There is a more consistent business corridor along Buchtel Boulevard South compared to along Buchtel Boulevard North. Over the long term, reinvestment may occur adding additional housing and neighborhood serving retail, service and office uses. Nevertheless, it must be at a scale that is compatible with the adjoining committed areas. Development must respect the boundaries of this area. Treatment of the edges must be sensitive to adjoining residential areas, particularly when adjoining properties are single family homes.



The Urban Neighborhood Station area has the greatest potential for redevelopment. This is a photograph of an example of the type of building appropriate in this area.



Louisiana - Pearl Station Reinvestment Area Land Use Concept

Land Use

-  Urban Neighborhood Station Transition
-  Urban Neighborhood Station
-  1/4 Mile Radius of Louisiana Station

Map Date: 8/3/07

Land Use Primary Issues and Opportunities

This plan addresses goals, recommendations and implementation strategies for the reinvestment areas. In order to develop these, it is important to understand the primary issues and opportunities of this area. A summary is below:

Established Businesses. The reinvestment area offers a number of extremely successful businesses that include a mix of office, art/design studios, charming shops, popular restaurants and a grocery store. Most are owned/operated by local merchants. These established businesses and their local roots are paramount to the continued success and quality of the neighborhood.

Many of the merchants belong to the Old South Pearl Street Association (OSPSA). OSPSA is a merchants' association that is involved in business revitalization and marketing efforts such as special events, lighting and landscaping. The organization is an excellent model and resource.

Value-Added Development and Reinvestment Potential. Opportunities to increase the activity and add value to the transit system investment are important. Reinvestment can provide additional services conveniently located for the neighborhood. Reinvestment can also provide an opportunity for residents to live near the station and reduce household transportation expenditures. In addition, increased convenience allows more time devoted to family and friends rather than commuting. For example, riders can stop for coffee, pick up dry-cleaning or meet for dinner near the station. Finally, employers and retail benefit from enhanced foot traffic, exposure and access.

Louisiana-Pearl Station Typology. In accordance with the *Transit Oriented Development Strategic Plan*, the Louisiana-Pearl Station typology is Urban Neighborhood. As an Urban Neighborhood station, access is primarily by pedestrians living and working in the adjoining neighborhoods, or by passenger



Sites closest to the station, like these on S. Pearl Street, present the greatest opportunities for value-added reinvestment.

drop-off from the bus or autos. A mix of housing and neighborhood serving retail and offices characterize development in Urban Neighborhood station area.

Market Trends. As part of the citywide transit planning efforts, there exists a Transit Oriented Development Economic Analysis and Market Study. This analysis covers national, regional and transit station market trends. While the study did not specifically analyze the Louisiana-Pearl Station, many of the national and regional trends are helpful indicators that reinforce assumptions about reinvestment potential in the Urban Neighborhood Station area. These are relevant findings:

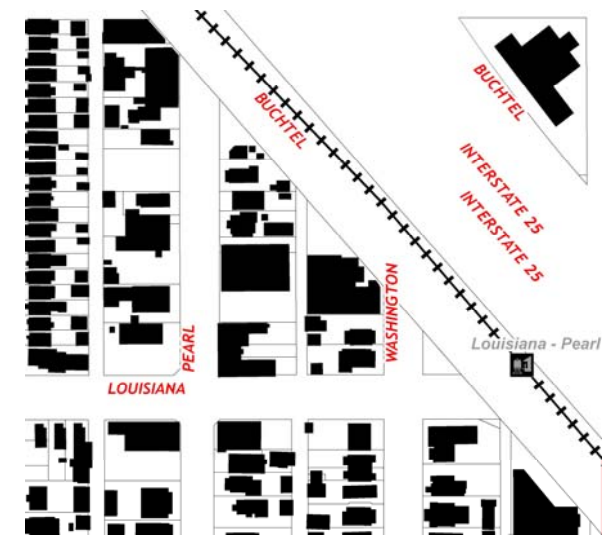
- There is particular interest in office along the Southeast light rail corridor as indicated by positive absorption trends, declining vacancy rates, increasing rental rates and employer interest in locating near transit.
- Demographic and economic forces in the Denver region are fueling interest in living near transit as evidenced by growth of households more likely to live near transit (e.g. empty-nesters, young professionals and working families) and rising energy costs.
- Household growth subsequently fuels retail growth as demonstrated by positive absorption rates and increased rents.
- There is an increased market interest in sites with smaller markets, access and visibility, connectivity to residential areas, access to regional attractions and existing retail clusters.

Housing supply at station. The reinvestment area currently provides a limited supply of residential units. Housing is an integral part of the mix of uses in a station area and more residences are important in strategic locations that respect the neighborhood character and quality of life. Residents and the activity that results from healthy neighborhoods provide “eyes on the street” that increase natural surveillance and the sense of safety. Therefore, additional opportunities for housing in the reinvestment area (the Urban Neighborhood Station area in particular) are important.

Station Area Zoning and Development Predictability. As depicted on the zoning map on page 20, most Urban Neighborhood Station properties are zoned B-4. The B-4 zoning possesses many well-documented shortcomings. These problems do not support the vision of *Blueprint Denver* (and this Plan) to create pedestrian-friendly uses and site design that is compatible with transit-oriented development. Some of the shortcomings of B-4 zoning include:

- Many non-residential land uses (commercial and industrial) are allowable without prevention or minimization of external effects to adjoining residential properties.
- B-4 does not allow residential uses appropriate near a transit station such as live/work units and artist studios.
- There is no incentive to mix land uses.
- Development standards in the B-4 zone fall short of furthering pedestrian-friendly uses and site design. Specifically, there is no “build-to” line, which means that buildings may be set back from the street and not oriented to pedestrians.
- Parking is permitted between structures and the sidewalk.
- B-4 permits private parking lots, contrary to the goals of the walk-up station.
- There are no open space requirements for residential land uses.
- There is no maximum height for the district. However, in this location the Washington Park view plane and the bulk plane along R-1 and R-2 zoned sites create height limitations. All of these factors vary based on size, location and proposed land use, thereby creating a very unpredictable situation and in many cases underutilized sites.
- This lack of predictability increases risk for developers and uncertainty for nearby residents.

Zoning Mixture of Urban Neighborhood Station Transition. The Urban Neighborhood Station Transition area includes a zoning mix of B-1, B-2, B-4, P-1 and R-MU-30 (with waivers). The B-1 and B-2 districts are valuable to the neighborhoods and the B-4 zoning district is far more problematic. However,



The current urban form with many open spaces along the street front is a result of the inconsistency of B-4 zoning.



Land use goals promote neighborhood scale, pedestrian-oriented uses near the station such as this neighborhood business district in Uptown Denver

collectively this mixture does not support a land use and development pattern that coincides with the vision of the Urban Neighborhood Station Transition area. Examples of impacts from the current zoning mixture include:

- Varying or lacking building height requirements.
- Inconsistent setbacks resulting in inconsistent building and parking placement.
- Varying floor-area-ratio requirements.
- Some allowable uses are not appropriate adjoining residential.
- With the exception of B-1, it lacks predictability and creates uncertainty for the neighborhoods and diminishes its role as a transition area.
- With the exception of B-1, a lack of appropriate tools to transition between these districts and adjoining residential districts.

Gates Redevelopment. Redevelopment of the Gates factory is a significant opportunity for the Broadway Station area. This development can serve as a receiving area for more intense development and will assist in alleviating development pressure at the Louisiana-Pearl Station. This will help ensure that reinvestment at Louisiana-Pearl will continue to respect the committed areas of Platt Park and West Washington Park.

Land Use Goals

- **Goal 1: Focus Reinvestment at the Transit Station**

Encourage pedestrian-oriented, mixed-use development closest to the station area to create a defined neighborhood center and opportunities to live, work, and play near the station.

- **Goal 2: Station Area Transition**

Maintain a buffer of smaller scale, neighborhood serving land uses between the station and stable neighborhoods.

- **Goal 3: Neighborhood Character Stability**

Respect the stable single family neighborhood fabric and pattern of development in terms of density, quality, scale, landscape, open space and safety for residents.

Land Use Recommendations

- **Recommendation 1: Urban Neighborhood Station.** Provide active, pedestrian-oriented uses on the ground floor of buildings in the Urban Neighborhood Station area that compliment existing neighborhood businesses. These uses could include small grocers, pharmacies, dry cleaners, florists, bookstores, gift shops, professional studios, service and repair, restaurants, banks, and childcare facilities. Vertical mixed use is encouraged that includes office and residential uses. Private surface parking is not a land use that supports the vision for the Urban Neighborhood Station area.
- **Recommendation 2: Urban Neighborhood Station Transition.** Improve the predictability of the land use mixture and scale in the Urban Neighborhood Station Transition area. Appropriate vertical and horizontal land use mixtures include residential, office, medical uses, and neighborhood serving retail and services. Desired intensities, but not necessarily land uses, are most compatible with the existing B-1 and B-2 zoning categories to create a necessary land use transition to single family and other residential uses in Platt Park and West Washington Park. Private surface parking is not a land use that supports the vision for the Urban Neighborhood Station Transition area.



Land Use Recommendations:

- Active, pedestrian uses near the station
- Transition area between the station and residential areas
- Neighborhood serving employment and services
- Diverse housing options near the station

Special consideration should be given to sites that abut single family residential uses in terms of appropriate use, intensity and design. For example, this is particularly important along Buchtel Boulevard North where Transition sites adjoin residential zoning on multiple sides. Another example is in Platt Park at Arizona Avenue and S. Clarkson Street. It is ideal to create one zoning district



Committed areas require better tools to protect the predominant single family housing stock in Platt Park and West Washington Park

for the Urban Neighborhood Station Transition. However, special circumstances (such as variations between areas north and south of I-25) will likely warrant multiple techniques.

- **Recommendation 3: Committed Areas.** Create predictable, easy-to-understand regulations aligned with the current neighborhood development pattern. Areas zoned R-1 offer a solid foundation to protect the single family housing pattern and needs to remain. However, both residential districts need improvement to align with the desired density, building types, proportion, coverage, form and size of the neighborhoods.
- **Recommendation 4: Employment and Services.** Provide employment and service opportunities within the Urban Neighborhood Station and Urban Neighborhood Station Transition areas with convenient access for residents and transit riders.
- **Recommendation 5: Compact, Diverse Housing Opportunities.** Provide some new housing opportunities (e.g. townhouses, lofts live/work units) at an appropriate intensity. Locate in suitable areas of the Urban Neighborhood Station and Urban Neighborhood Station Transition.

URBAN DESIGN

Urban Design Primary Issues and Opportunities

Placemaking. While land use mixture is an important foundation to any neighborhood and station area, the experience is what truly defines its success and quality. Placemaking is what compels people to drive less often, walk more, and interact with their neighborhood. In order to succeed, a neighborhood and station area needs to be safe, stimulating and attractive. Additionally, it must offer opportunities for gathering and be easily accessible.

Currently, some sites in the station area have varying locations of buildings, landscaping and parking. This condition creates an inconsistent street presence and dominance of off-street parking. The eclectic mix of design styles and heights contributes to the area's charm. In some instances, it does not support the placemaking of the station area.

Design & Development Standards. Existing zoning for reinvestment areas do not provide sufficient design and development standards. Additionally, it does not encourage mixed-use development or enhancements to the pedestrian experience. Parking is often between buildings and streets, and excessive curb cuts interrupt the pedestrian realm.

Streetscape. Streets provide the best opportunity for the neighborhood to create significant places for people to move and interact. It is even more important in this small neighborhood station setting. T-REX included excellent improvements immediately near the station with a new plaza area, pedestrian crossings, wider sidewalks and decorative street lighting. Unfortunately, the adjacent business areas lack streetscape improvements to carry this new aesthetic into the neighborhood.



Placemaking is important at the station to create an experience such as this plaza in Portland, Oregon



The current streetscape along S. Pearl Street lacks character and appeal.

A complete streetscape environment consisting of curb lawns, street trees, wide sidewalks, pedestrian lighting, and other amenities have a number of benefits.

- Creates a desirable experience that entices pedestrians to stroll along the street, walk further distances without driving and interact with their neighborhood
- Increases business revenue through longer customer visits
- Promotes a feeling of safety and comfort for residents and visitors.
- Reduces traffic speeds because it alerts the driver of an active pedestrian area and triggers the need to drive cautiously.

Building Mass and Scale. As change occurs to the physical environment of the station area, it will take adjustment because it will look and feel different from the current mass and scale. In addition, many developers will want to maximize density and mass at the station area. Many techniques break-up or minimize the mass and scale of larger structures so they blend into the neighborhood and add value to the neighborhood and station area. These techniques not only benefit the neighborhood but also provide long-term benefits to the developer because these details become key selling points for a project.

Urban Design Goals

- **Goal 1: Pedestrian Scale**

Establish distinct design areas that create timeless and beautiful places for the neighborhood at a human scale that encourages comfort, pedestrian activity and a sense of place.

- **Goal 2: Design Quality**

Ensure that building and site design reflect the scale, active environment and construction quality of the established neighborhood.

Urban Design Recommendations

- Recommendation 1: Specific Design Recommendations for Urban Neighborhood Station and Urban Neighborhood Station Transition Areas.**
 Support different urban design characteristics for the two reinvestment sub-areas of Urban Neighborhood Station and Urban Neighborhood Station Transition as it relates to development pattern, building height, building scale, street character and off-street parking.

	Urban Neighborhood Station	Urban Neighborhood Station Transition
Development Pattern	Variable, compact, dense – highest intensity focused around the station platform	Variable, less compact than the Urban Neighborhood Station
Building Height	Buildings 1-5 stories; use setbacks to properly transition building heights adjoining residential districts. Bulk plane and Washington Park Viewplane requirements apply.	Buildings 1-3 stories; compatible with B-1/B-2 zoning, respectively. Bulk plane and Washington Park Viewplane requirements apply.
Building Scale	70-100% lot coverage	30-80% lot coverage, compatible with B-1/B-2 zoning, respectively
Features	Functional courtyards, porches, stoops, balconies, sidewalk cafes	Functional front yards, courtyards, porches, stoops, balconies
Street Character	Wide (16 feet) attached sidewalks with street trees in grates and pedestrian amenities such as lighting, benches, outdoor eating places and seating, trash cans, and bike racks. Existing constraints, such as existing buildings or lack of ROW, may warrant a narrower 13 ft width.	Street trees, curb lawns (8 feet), detached sidewalks (5 feet) In cases where businesses face the neighborhood, some building setback from the sidewalk is appropriate to create greater separation.
Off-Street Parking	In garages, below grade, or parking spaces accessed from alleys	In garages, below grade or parking spaces accessed from alleys. Above ground parking for the buildings north of I-25 should be sited along Buchtel Boulevard North.



This view exemplifies many of the Urban Design Goals by creating a vibrant and appropriately-scaled environment for the station area.



Create human-scale buildings and avoid monolithic lines through:

- Massing
- Scale
- Spacing
- Variation in materials and details
- Upper story step backs
- Active ground floor uses
- Prominent front entries

- **Recommendation 2: General Design Recommendations for Urban Neighborhood Station and Urban Neighborhood Station Transition Areas.**
Create a built environment that offers a consistent design theme relating to massing and form, pedestrian scale, landscape and open space, parking, signs, lighting and sustainability.
 - a. Massing and Form:
 - (1) Arrange residential, employment, retail, service and open space uses to be convenient to and compatible with each other and to minimize impact on surrounding residential areas.
 - (2) Provide architecturally finished and detailed elevations to create interesting traditionally-informed buildings, visually minimize the mass of a building and avoid monolithic lines.
 - (3) Provide a primary building entrance facing or clearly visible from the public sidewalk. Secondary entrances are possible from parking areas or side streets. The main focal streets in the Urban Neighborhood Station areas are Louisiana Avenue and South Pearl Street with Buchtel Boulevard South and South Washington Street as secondary streets.
 - (4) Relate the perceived form, quantity or aggregate volumes of new construction to the form of traditional development patterns.
 - b. Pedestrian Scale: Promote pedestrian activity and a neighborhood of inviting experiences that is respectful of the surrounding residential areas:
 - (1) Orient buildings to form a consistent street wall; orient structures on corner lots to “hold the corner.”
 - (2) Establish appropriate standards for the street edge created by residential structures.
 - (3) Relate the intervals, rhythm and order of new construction to traditional development patterns.
 - (4) Step-back upper stories of taller buildings to preserve pedestrian scale. The step-back will also create a transition into the neighborhood.

- (5) Provide pedestrian active uses on the first floor, directly accessible from public space.
 - (6) Use higher proportions of first floor fenestration (transparency) permit views of interior activities.
 - (7) Promote use of design features such as functional stoops, patios, porches and balconies on the street facing facades of residential buildings to promote informal opportunities for community interaction.
- c. Landscape and Open Space: Incorporate landscaping and small open spaces to add depth and soften the hard edges of a building. Shared outdoor spaces may include active sidewalk cafes or passive seating areas. Link these spaces directly to the streets and the streetscape. These improvements will contribute to increasing tree canopy and open space goals of the *Game Plan and Greenprint Denver*.
- d. Parking:
- (1) Provide screening when abutting the street or residential zone district through landscaping and/or a decorative wall or fence.
 - (2) Provide parking that is designed to minimize the impact on the pedestrian realm and residential areas.
 - (3) Locate parking at the rear of the site, or below grade, away from the street and residential areas, and utilizing the alley for access and circulation.
 - (4) Promote opportunities to increase on-street parking supply to alleviate impacts on the neighborhood. Techniques to consider include driveway closures and angled parking.
- e. Signs: Ensure that signs enhance the character of the neighborhood through:
- (1) Appropriate scale, color, material and lighting levels.
 - (2) Creativity such as two and three dimension forms and iconographic representation.



Orient entrances at the street, use durable materials and incorporate landscaping to soften hard edges. This is an example of great neighborhood streetscape in Platt Park.



The leaves and pedestrian plaza at the station are an excellent foundation for open space at the Louisiana-Pearl station

- (3) Use of high quality, durable materials.
 - (4) Limiting off-premise, outdoor advertising to the below-grade platform area.
 - (5) Kiosks and other signage (other than wayfinding) should be limited to the Urban Neighborhood Station area and should not be near residentially zoned properties.
- f. Lighting: Use lighting that is compatible with adjoining residential and fully shielded. Limit building lighting to only decorative styles and strictly limit sign illumination when facing residential districts.
- g. Sustainability: In accordance with Greenprint Denver, encourage use of green building practices and LEED certification.

MOBILITY

Mobility Primary Issues and Opportunities

Complete Streets. T-REX improvements within the station area included installation of the Southeast Light Rail Corridor and improvements to I-25 and the overpasses. Station specific improvements included construction of vehicle and bus pullouts, bike racks and lockers, wider sidewalks on the bridges and new crosswalk striping. These projects contribute to a multi-modal, or “complete” street network for the neighborhood in accordance with *Plan 2000, Blueprint Denver and Greenprint Denver*. The Mobility section of the plan seeks to address challenges, opportunities and improvements to mobility choice.

Pedestrian Environment. Existing conditions listed below do not create a desirable pedestrian experience. As a result, people might be more inclined to drive to destinations within the station area instead of walking.

- Underutilized properties create gaps and inconsistencies along the street front.
- Limited pedestrian amenities degrade the feeling of comfort.
- Limited active businesses inhibit opportunities for outdoor gathering, seating, window shopping, etc.
- Multiple curb cuts and lack of access control increase points of contact between vehicles and pedestrians and increase potential for conflicts.
- Some intersection corners do not accommodate ADA accessibility or strollers.

Bike Facilities. The streets within the station area provide adequate width for mixed vehicle and bike traffic. The *Bicycle Master Plan* specifically calls for direct bike route connections to all transit stations. However, there is currently no route planned along Louisiana Avenue to connect bicyclists between the existing system and the station.



Complete streets allow bikes, people and cars to co-exist, like this example in Washington Park

There is bike storage immediately near the station platform to serve transit riders. However, there is a future demand for additional bicycle facilities within the Urban Neighborhood Station to serve employees and visitors. Without these bike facilities bicyclists will be less inclined to choose this mode of transportation.

Buchtel Boulevard North. As noted in the Existing Conditions section of this report, the residential character of Buchtel Boulevard North is not consistent with the *Blueprint Denver* designation of Mixed-Use Collector. This designation implies greater development potential than is possible or consistent with the land use recommendations of this plan.

Louisiana Avenue Intersection at South Pearl Street: The Reinvestment Area Land Use Concept contemplates the four corners of Louisiana Avenue and South Pearl Street to become a pedestrian-oriented, mixed-use area for the neighborhood. To accomplish this, pedestrians must be able to access buildings and uses on either side of the street easily and safely. The intersection is stop sign controlled for South Pearl Street so traffic does not stop on Louisiana Ave at this intersection. Louisiana Avenue is a busy street, which often results in long waits before traffic clears for pedestrian crossing. Since there is no stop sign or traffic signal for Louisiana Avenue, there is no painted crosswalk for pedestrians. If a marked crosswalk were in place, it could enhance awareness of pedestrians crossing in this area. In addition, the curb-to-curb crossing distance on Louisiana Avenue is wider than desirable and does not contribute to slower traffic speeds. These existing conditions combine to create a non-friendly pedestrian environment for the Urban Neighborhood Station area.



The current Louisiana Avenue and South Pearl Street intersection is not pedestrian-friendly.

Louisiana Avenue Intersection at Buchtel Boulevard South. This is a signalized intersection re-aligned as part of T-REX. The angle of Buchtel Boulevard South creates a non-typical intersection alignment and merging of multiple lanes including a highway exit ramp. Drivers and pedestrians have to be very alert in order to avoid conflicts. Public Works recently completed additional corrective action to provide a painted crosswalk and curb ramp for pedestrian crossing on the west leg of the intersection. This provides an additional pedestrian crossing

opportunity. Because of the angle, vehicles turning left onto Louisiana Avenue from Buchtel Boulevard South do not have ideal sight distance for pedestrians and it is difficult for pedestrians to recognize if vehicles are turning left (onto Louisiana Avenue) or continuing straight (on Buchtel Boulevard South). This condition increases potential for pedestrian/vehicle conflicts and impedes the pedestrian friendliness of this crucial intersection at the station.

Buchtel Boulevard South. Within the planning area, the current character of Buchtel Boulevard South is not compatible with its Parkway and Green Street designations. It lacks consistent landscaping and green space. In addition, a few of the blocks have attached five-foot wide sidewalks. Its location along a busy three-lane road, which induces higher traffic speeds, is not a pleasant experience for pedestrians.

Mobility Goals

- **Goal 1: Transportation Choice**

Expand transportation choices and routes in the planning area.

- **Goal 2: Bike and Pedestrian Friendly Station Area**

Create a bike and pedestrian friendly station area that supports the walk-up typology and provides a focal point for the neighborhood.

- **Goal 3: Safety and Convenience**

Improve the safety and convenience of facilities for non-motorized travel and wayfinding throughout the station area

Mobility Recommendations

The following recommendations are important in realizing the Mobility Goals. Recommendations can be more specific than the land use and urban design because market and demographics conditions do not influence the details. In

Key Mobility Recommendations:

- Make Louisiana Avenue and Buchtel Boulevard South complete streets
- Improve vehicle operations and pedestrian-friendliness at Louisiana Avenue and Buchtel Boulevard
- Provide enhanced pedestrian crossings at Louisiana Avenue and South Pearl Street
- Install wide sidewalks in the Urban Neighborhood Station area to support the higher volumes of pedestrian traffic
- Install pedestrian amenities along the streetscape such as benches and wayfinding signs
- Incorporate additional bike storage facilities

addition, as City and County of Denver right-of-way, the land is publicly controlled and there is little reliance on private entities.

- **Recommendation 1: Louisiana Avenue Pedestrian Improvements.** Consistent with the “Green Street” designation, explore opportunities and resources to provide enhanced pedestrian crossings on Louisiana Avenue. Public Works recently added a striped crosswalk for pedestrians on the west leg of the intersection with Buchtel Boulevard South. This increases opportunities for pedestrians to cross Louisiana Avenue safely.

As a focal point for the Urban Neighborhood Station area, the intersection of Louisiana Avenue and South Pearl Street needs additional attention to improve pedestrian comfort, slow traffic speeds and contribute to placemaking. Public Works has agreed to evaluate whether volumes and operations warrant a traffic signal at this intersection. Suggested crosswalk improvements include colored concrete or striping and bump-outs at the curb ramps to decrease crossing distance. Other “Green Street” enhancements for Louisiana Avenue include street trees and a modest landscape median.

- **Recommendation 2: Louisiana Avenue and Buchtel Boulevard South.** As described in Issues and Opportunities, Buchtel Boulevard South intersects with Louisiana Avenue at an unusual angle and there are converging lanes and exit ramps. Vehicles on Buchtel Boulevard South turning east onto Louisiana Avenue travel at higher speeds and have limited visibility for pedestrians. Public Works has agreed to conduct further analysis of signal operations and other elements at this intersection in an attempt to improve pedestrian safety on this east leg of the intersection.

- **Recommendation 3: The Greening of Buchtel Boulevard South.** As noted in Issues and Opportunities, T-REX degraded the greenspace along Buchtel Boulevard South in Platt Park. As a “Green Street,” we must seek opportunities to replace that character and replicate, to the extent possible, the beauty found east of South Downing Street. This will take collaboration from different



Within the planning area, replicate the beauty and greenspace of Buchtel Boulevard South east of South Downing Street.

entities. In the end, we can create a truly picturesque boulevard that links the Louisiana –Pearl, University and Colorado stations and offers an invaluable amenity for the adjoining neighborhoods.

- a. As new development occurs on the south side of the street, replace existing attached sidewalks with a curb lawn, street trees and five-foot wide sidewalk. Planned and almost complete projects will create this condition on the blocks between Louisiana Avenue and South Clarkson Street and between South Emerson Street and South Ogden Street. The remaining gaps are between South Clarkson Street and South Emerson Street and between South Ogden Street and South Downing Street.
 - b. Evaluate the need for three travel lanes on Buchtel Boulevard South between Louisiana Avenue and South Emerson Street. Reducing the travel lanes could result in lower travel speeds on Buchtel Boulevard South, south of Louisiana. In addition, the shorter crossing distance and slower traffic speeds could enhance pedestrian comfort crossing the street or walking along the street. It may also be possible to use this excess right-of-way for additional greenspace.
- **Recommendation 4: Buchtel Boulevard North Street Typology.** As part of the update to Blueprint Denver, pursue changing the street typology from Mixed-Use Collector to Residential Collector.
 - **Recommendation 5: Bike Improvement.** Providing options for travel is important especially for a neighborhood walk-up transit station. People are more inclined to use other modes, such as bikes, if it is convenient. The following recommendations improve the environment for bicycles and can increase use in the neighborhood and for access to the station.
 - a. Explore the potential to designate a bike route along Louisiana Avenue to create an east-west link to the existing north/south bikes routes D-11(runs

through Washington Park to Franklin) and D-9 (runs along Logan). A neighborhood connector route improves east/west bike route connectivity in the area and offers a direct bike route to the station. Route designation options include a sign, or if there is adequate street width, a striped bike lane on both sides of the street.

- b. Explore opportunities and resources to install additional city standard inverted “U” type bike racks within the Urban Neighborhood Station area.
- **Recommendation 6: Bus Improvements.** Monitor bus route changes to ensure they continue to service the neighborhoods and their regular travel patterns.
 - **Recommendation 7: Pedestrian Improvements.** As part of site redevelopment or other capital investment projects, implement simple improvements that will improve the pedestrian experience:
 - a. Install wider, attached sidewalks (16 feet wide) with street trees in grates in the Urban Neighborhood Station area and other areas of high pedestrian traffic. This may require dedication of additional right-of-way. If there are constraints such as existing buildings, a minimum width of 13 feet may be acceptable.
 - b. Maintain detached 5-foot sidewalks with an 8-foot tree lawn in the Urban Neighborhood Station Transition area. This cross section is also appropriate in other areas with lower levels of pedestrian activity.
 - c. Seek opportunities and resources to install benches, trash receptacles and other pedestrian amenities along sidewalks near the station, bus stops and other public gathering areas. Barrier free improvements (e.g. curb ramps) are also essential.
 - d. Reduce and/or seek to eliminate driveways accessing the street through mandated access from the alleys as redevelopment occurs.

- e. Seek opportunities and resources to install and maintain tasteful, low-impact wayfinding signage that will direct people exiting the station to key destinations. These destinations could include Washington Park, businesses north of the station at South Pearl Street and Mississippi Avenue, businesses immediately west of the station at South Pearl Street and Louisiana Avenue and businesses south of the station at South Pearl Street and Iowa Avenue.

PARKING

Primary Issues and Opportunities

Parking Supply. While the current on-street parking supply and demand is balanced, new development and reinvestment could create spillover into the neighborhoods. While this cannot be completely avoided, opportunities to increase parking supply particularly on-street are important to reduce this impact. However, it is crucial to ensure that new parking supply does not impede the pedestrian-friendly environment.

Parking Demand. The light rail station is conveniently located close to Downtown and the Denver Tech Center (DTC). This creates opportunities for residents in the neighborhood to use vehicles less. This shift in driving behavior reduces parking demand. The close proximity of the light rail station to neighborhood business districts creates opportunities for visitors and employers to travel by light rail as opposed to driving their cars, also reducing parking demand.

Shared Parking. The businesses in the station area are primarily part of the Old South Pearl Merchants Association. This is a great resource to address parking issues collectively and capitalize on the amazing resource of the light rail station.



On-street parking is a valuable resource in the neighborhood but demand should decrease as transportation choices increase.



Shared parking can accommodate parking demand and blend in with the street environment.

Parking Goals

- **Goal 1: Support Short Term Parking Demand**

Ensure that parking demand in the short term does not affect the quality and character of the neighborhoods and business districts.

- **Goal 2: Reduce Long Term Parking Demand**

Strive to change long term parking behaviors and reduce parking demand within the station area and Old South Pearl commercial district through capitalizing on the transit system and other transportation choices such as bike and pedestrian.

- **Goal 3: Parking Design**

Allow strategic additions to the parking supply in a manner that does not disrupt or diminish the placemaking and pedestrian character and respect the walk-up nature of the station.

Parking Recommendations

- **Recommendation 1: Monitor Parking Restrictions.** Monitor parking restrictions and patterns within the station area for an acceptable period. Consider the relationship between existing restricted areas, businesses, transit and neighborhood. This will assist in understanding ridership counts and assess whether additional or less parking restrictions are necessary to implement. Maintain consistent and frequent contact with the business association and registered neighborhood associations on findings and recommendations.
- **Recommendation 2: Parking Supply and Design.** Explore creative ways to offer an appropriate level of parking supply. Examples include shared parking opportunities for businesses and expanding the on-street parking supply through techniques such as elimination of curb cuts. Design new off-street parking in a manner that does not dominate the streetscape.

IMPLEMENTATION STRATEGY

As described in the beginning of this document, the purpose of the plan is to set forth a vision for the planning area. Further, it sets the foundation and support for implementation strategies such as changes to zoning, investment in infrastructure and seeking funding sources. Like any plan, additional work needs to occur in order to realize goals and recommendations. This implementation section outlines the proceeding steps to achieve the recommendations of this plan. Many of the implementation strategies implement more than one recommendation of the plan, so the description lists all the applicable recommendations. The list of strategies provides the top priority action items first, followed by the remaining strategies.

TOP PRIORITY ACTION ITEMS (YEAR 1)

Strategy	Description	Responsibility
Implementation Focus Groups	Convene focus groups of residents, property owners, business owners and other partners to pursue top priority action items.	PW, CPD <u>Potential Partners</u> RNOs, property owners, businesses
Zoning for Urban Neighborhood Station <u>Plan Recommendations:</u> Land Use Recommendations #1, #4 & #5 Urban Design Recommendations #1 & #2 (a-e) Mobility Recommendation #7(a) Parking Recommendation #2	Urban Neighborhood Station needs an active mixture of business and residential uses that creates a pedestrian oriented, vibrant station area. Building heights should range from 1 to 5 stories with a height transition from residential districts to respect neighborhood character. The current B-4 zoning does not guarantee this desired vision. Form-based zoning will support this vision because it will require design elements such as buildings and entrances at the street, minimum transparency and building heights. Explore application of Main Street Zoning or a new form-based district to existing B-4 properties. Pursue this zoning map update in a comprehensive manner that considers potential for property owners, impacts to adjoining properties and plan goals and recommendations.	Community Planning and Development (CPD), Planning Board (PB), City Council (CC) <u>Potential Partners</u> Property owners, registered neighborhood organizations (RNOs)

Strategy	Description	Responsibility
<p>Zoning for Committed Areas</p> <p><u>Plan Recommendations:</u> Land Use Recommendations #3</p>	<p>Areas already zoned R-1 have a strong foundation to protect the single family character of the neighborhoods. The district needs improvement in terms of its bulk and building type requirements to ensure reinvestment in the housing stock respect the current character. Both R-1 and R-2 areas have less predictability in terms of use, density and building type. Establish improved zoning tools as part of the Zoning Code update to support the existing character.</p>	<p>CPD, PB, CC</p> <p><u>Potential Partners</u> Property owners, RNOs</p>
<p>Public Works</p> <p><u>Plan Recommendations:</u> Mobility Recommendations #1, #2, #3(b)</p>	<p>As a walk-up light rail station, this planning process revealed the need for improvements to station accessibility and the pedestrian environment. Public Works has agreed to pursue a number of implementation tasks and seek funding sources in order to create a safer more pedestrian friendly station area.</p> <ul style="list-style-type: none"> ▪ Evaluate whether volumes and operations warrant a traffic signal at the Louisiana Avenue and South Pearl Street this intersection and consider other techniques to improve pedestrian friendliness such as bulb-outs. ▪ Conduct further analysis of signal operations and other components at the Louisiana Avenue and Buchtel Boulevard South intersection in an attempt to improve pedestrian safety at the intersection. ▪ As new development occurs on the south side of the street, require replacement of existing attached sidewalks with a detached 5-foot sidewalk and tree lawn along Buchtel Boulevard South. ▪ Evaluate the need for three travel lanes on Buchtel Boulevard South between Louisiana Avenue and South Emerson Street. This could create additional land area for the green street environment. 	<p>PW, CPD</p> <p><u>Potential Partners</u> RNOs, property owners, business owners</p>
<p>Bike Route on Louisiana Avenue</p> <p><u>Plan Recommendations:</u> Mobility Recommendation #5 (a-b)</p>	<p>Update the Bicycle Master Plan to include a bike route (or neighborhood connector) along Louisiana Avenue. Once the plan is updated, allocate funding for necessary signage, bike racks and possible route striping</p>	<p>PW,CPD</p>
<p>Urban Design</p> <p><u>Plan Recommendations:</u> Urban Design Recommendation #2(f-j)</p>	<p>Many of the Urban Design recommendations may translate to the new zoning districts for the Urban Neighborhood Station and perhaps portions of the Urban Neighborhood Station Transition areas. There are general strategies that apply for all areas such as signs, lighting, open space, parking design and landscaping. Implement these recommendations as part of the zoning code update.</p>	<p>CPD, PB, CC</p> <p><u>Potential Partners</u> RNOs , property owners, businesses</p>

Strategy	Description	Responsibility
<p>Station Development Monitoring</p>	<p>There is baseline development data for the station area. Regular updates and analysis of this data will effectively measure the success of the transit station and implementation strategies. For example, it will be important to track changes in population, density, gross floor area of retail and office uses, parking, transit use, vehicles per household, etc.</p>	<p>CPD</p> <p><u>Potential Partners</u> RNOs , property owners, businesses</p>
<p>Parking Management Implementation and Monitoring</p> <p><u>Plan Recommendation:</u> Parking Recommendation #1</p>	<p>Public Works enacted parking restrictions on most of the blocks within the quarter mile radius of the station. Public Works will monitor the parking restrictions in early 2007 when Southeast Light Rail traffic patterns begin to stabilize. Public Works will make any necessary changes to improve the effectiveness and efficiency of the parking management plan.</p> <p>Maintain frequent and consistent contact with RNO's and businesses.</p>	<p>Public Works (PW)</p> <p><u>Potential Partners</u> RNOs, businesses</p>

ADDITIONAL ACTION ITEMS (2-5 YEARS)

Task	Description	Responsibility
<p>Zoning for Urban Neighborhood Station Transition</p> <p><u>Plan Recommendations:</u> Land Use Recommendations #2, 4 & 5 Urban Design Recommendations #1& 2(a-e) Mobility Recommendations #3(a)& 7(b) Parking Recommendation #2</p>	<p>The Urban Neighborhood Station Transition supports a mixture of uses developed at a neighborhood and pedestrian scale and character. The current mix of zoning categories does not always create a consistent transition. Work with the Zoning Code update to improve the zoning.</p> <p>North of I-25, the current location of B-2 and B-1 districts is appropriate. Generally, streets separate these sites from residential zoning. As part of the code update, the intensities and uses of these districts should remain. Improve these districts to balance opportunities consistent with the plan while respecting the current character and lifestyle of the surrounding neighborhood.</p> <p>South of I-25 there is a greater mixture of zoning categories. In addition, most of these sites directly abut residential districts. The lack of predictability and the zoning’s inability to properly transition to abutting residential is an identified issue. Improve this zoning pattern with special emphasis on creating appropriate edges between reinvestment and committed areas, through techniques such as lower building heights.</p>	<p>CPD, PB, CC</p> <p><u>Potential Partners</u> Property owners, RNOs</p>
<p>Establish Appropriate Funding Mechanisms</p> <p><u>Plan Recommendations:</u> Mobility Recommendations #5(b)& 7(c&e)</p>	<p>Institute a finance mechanism to fund streetscape improvements including bike racks, benches, street trees, medians, wayfinding and other design recommendations. Possible mechanisms include maintenance and improvement districts formed by property owners.</p>	<p>PW, CPD, Office of Economic Development (OED)</p> <p><u>Potential Partners</u> Property owners, businesses</p>
<p>Parking Management District</p> <p><u>Plan Recommendations:</u> Parking Recommendation #2</p>	<p>Explore formation of a parking district or other tool to implement and manage shared parking arrangements within the business districts as well as to provide a financing mechanism. This district could be in conjunction with improvement and maintenance districts.</p>	<p>CPD, PW, CC, OED</p> <p><u>Potential Partners</u> Property owners, businesses</p>
<p>Promoting use of alternative transportation</p>	<p>Consider creative approaches to promote use of all travel modes. These can apply to residents, employees and visitors to neighborhoods and businesses. Programs could include incentives to offer the RTD Eco-Pass, informational flyers on the benefits of alternative transportation.</p>	<p>RTD, PW, CPD, DRCOG</p> <p><u>Potential Partners</u> Property owners, businesses, RNO’s</p>