

A D A M S C O U N T Y

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# Clear Creek Valley TOD Plan



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## Executive Summary

Adams County initiated this study to plan for potential new development that may evolve around the two transit stations planned for Southwest Adams County – the Clear Creek at Federal station on the Gold Line and the Pecos Junction station that potentially will serve as a transfer station between the Gold and the Northwest commuter rail lines.

The planning process began with an in-depth study of current physical and social conditions within the study area. This provided a framework for further analysis of opportunities and constraints that have the potential to influence development opportunities in the future. A market study was also completed to analyze current conditions and future opportunities that will evolve as the Gold and Northwest commuter rail lines come on line.

The following station area goals became the focal point for the study -

- Maintain and enhance existing commercial corridors
- Create new connections with surrounding residential and commercial areas
- Revitalize older commercial and industrial areas
- Encourage mixed use development
- Promote sustainable development
- Enhance the area's role as a gateway to Southwest Adams County
- Maintain and enhance existing residential neighborhoods
- Improve open space and recreational opportunities
- Revitalize vacant and underutilized land

Two options resulted from the work of this study pertaining to the transit stations at Federal and Pecos –

### **Option 1 – Clear Creek Parkway**

This option focuses on the creation of two new east-west roads that connect the two station areas from Federal to Pecos. These roads enhance the development potential for the area by providing a much needed east-west connection between the stations.

## Executive Summary

### **Option 2 – Clear Creek Open Space**

The Clear Creek Open Space option includes a collector road from Federal and Pecos to maintain the east-west connection between the stations. This option, however, releases additional acres from development potential and instead contributes the land to potential recreational uses around Clear Creek. This opens up the potential for programmed uses that could include soccer fields, playgrounds, an amphitheater, community gardens, a conference center and outdoor education programs that engage the biodiversity of Clear Creek.

The goals for each station remain the same within the two options –

### **Goal – Clear Creek at Federal Station**

The vision for the Clear Creek at Federal Station is to create a new, vibrant, transit-oriented community amenity within walking distance of the transit station. New retail, employment, entertainment and living opportunities within the new Village Center will serve the needs of the existing community, and maintain the area as an employment center for Adams County.

### **Goal – Pecos Junction Station**

The vision for the Pecos Junction Station is to maintain the area as an employment center for Adams County and serve as a regional access point to the FasTracks rail system.

The goal for Option 2 intends to enhance both stations by providing a community amenity that will benefit both the existing community and encourage new development in the area –

### **Goal – Option 2, Clear Creek Open Space**

The vision for Option 2 is to maximize the recreational opportunities of the Clear Creek amenity for the benefit of the community and by doing so to enhance development potential for the area.

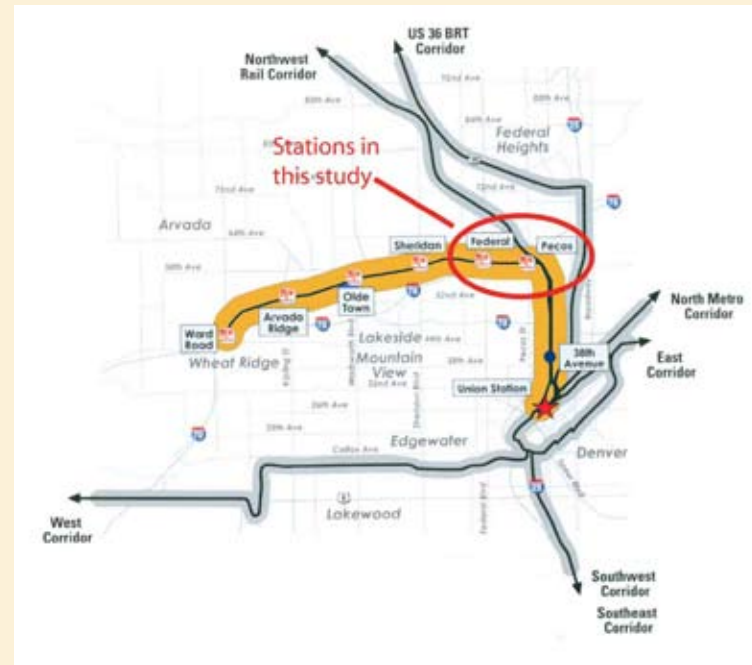
This planning study provides a thoughtful examination of the potential for this area to discover its highest and best use as new transit opportunities influence our idea of value and potential use within our real estate markets.

INTRODUCTION

RTD Metro Denver System



Gold Line



## RTD FasTracks

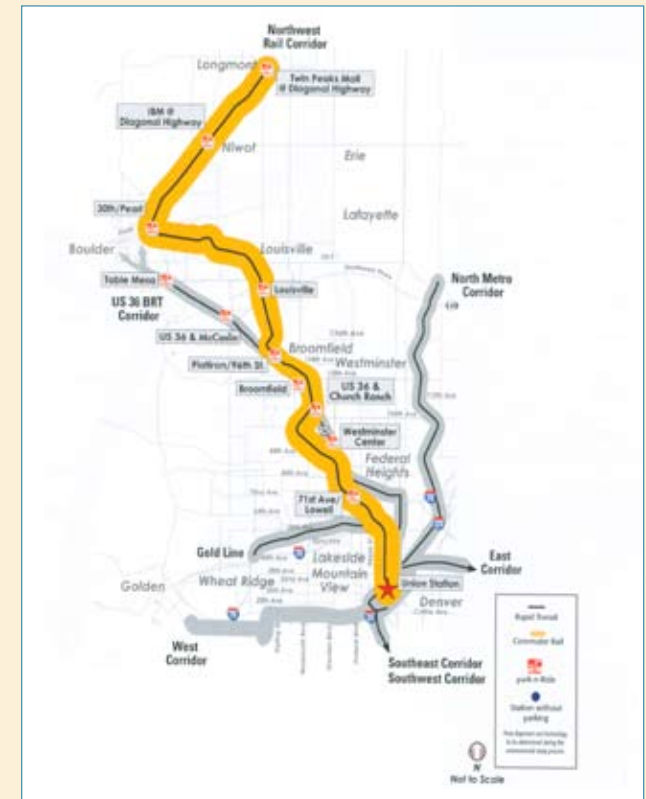
RTD FasTracks is a \$6.1 billion, 12 year program to build 122 miles of new commuter and light rail lines, 18 miles of bus rapid transit, and 21,000 new parking spaces at rail and bus stations throughout metropolitan Denver. The FasTracks mission is to provide a reliable and safe transit system that enhances mobility, responds to growing transportation needs and creates a legacy for current and future generations.

Adams County has been anticipating the arrival of improved transit through the RTD FasTracks program for over a decade. In January of 2007 the Board of County Commissioners adopted an amendment to the Adams County Comprehensive Plan - *Transit Oriented Development and Rail Station Area Planning Guidelines*. The purpose of the guidelines is to outline a strategy for the development of Transit Oriented Development (TOD) projects near rail stations that will be built in unincorporated Adams County as part of the RTD FasTracks program. This planning effort is based on the guidelines provided in that document and responds to the County's need to thoughtfully plan for the potential benefits and impacts that FasTracks will bring to its community.

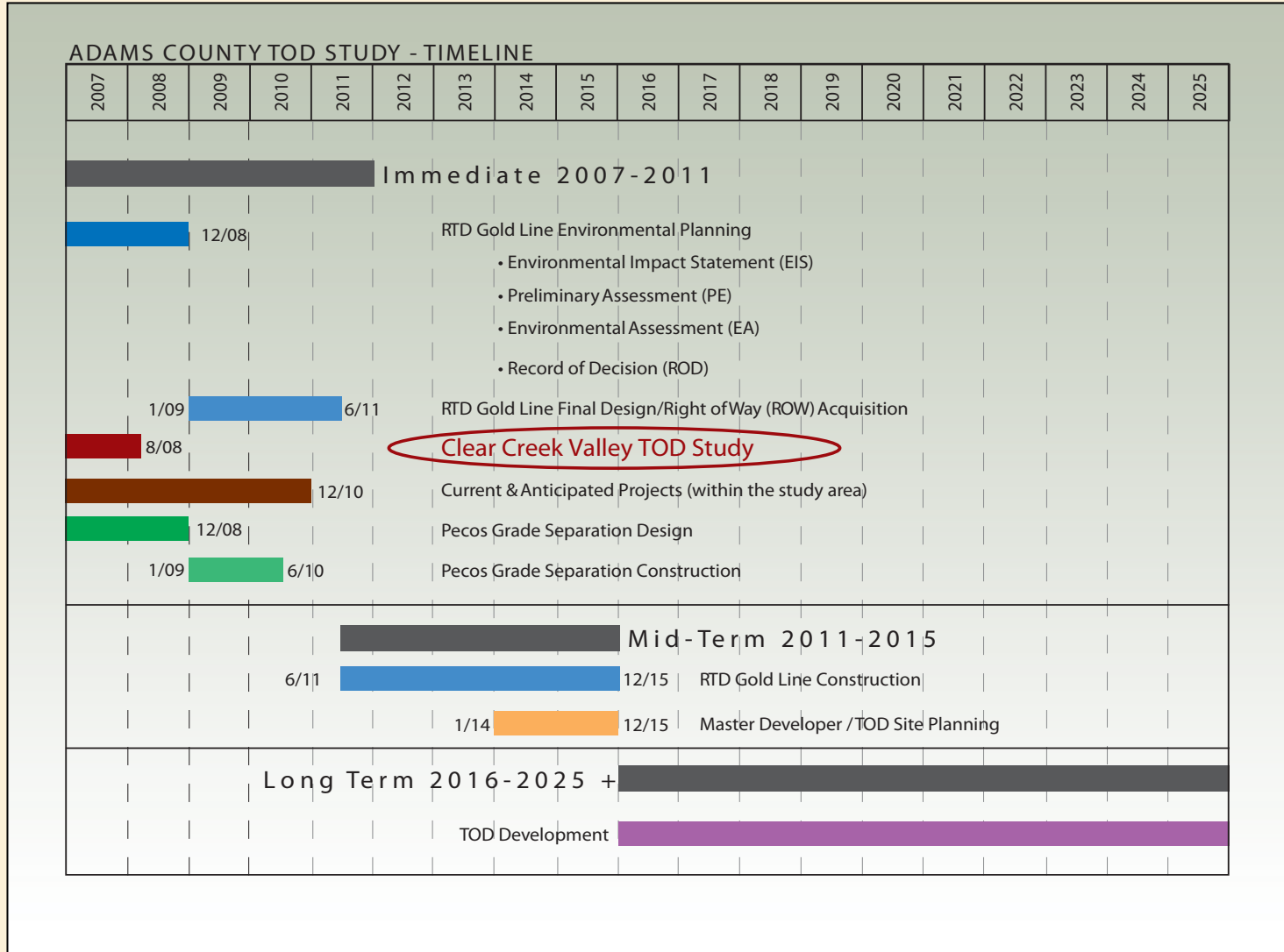
## The Gold Line and Northwest Rail Corridor

The two stations considered in this study are part of the Gold Line corridor running from Denver Union Station in downtown Denver to Wheat Ridge. The alignment generally follows the Union Pacific railroad right-of-way north from Denver Union Station to Pecos Street and continues west to the intersection of I-70 and Ward Road. The two stations in unincorporated Adams County are located at Federal Boulevard and Pecos Street near the Clear Creek drainage area and I-76. The Pecos Junction station will allow transfers between the Gold Line and the Northwest Line that runs from Denver Union Station north to Longmont through Broomfield, Louisville and Boulder along the Burlington Northern Santa Fe railroad right-of-way.

## Northwest Rail Corridor



Adams County Subarea Planning Study—Timeline





The Transit Oriented Development market around RTD FasTracks rail stations is emerging as new lines are completed throughout the Denver metropolitan area. Many of these stations represent tremendous opportunities to design and build mixed use projects that create vibrant new sustainable communities.

Adams County has initiated this study to determine the feasibility of development around two challenging stations planned in southwest Adams County - Pecos Junction Station and Clear Creek at Federal on the Gold Line. These stations are impacted by landfill and floodplain issues and acres of underutilized land. The rail yards impede traffic flow on Pecos, and I-76 severs connections from north and south as well as east and west.

However, there are many redeeming factors that contribute to potential opportunities for successful transit oriented development in these station areas. Easy access from I-76 and great visibility suggest possible sites for new office and commercial development. The views of mountain peaks are unparalleled and Clear Creek open space connects the study area to the region's extensive regional park and trail system.

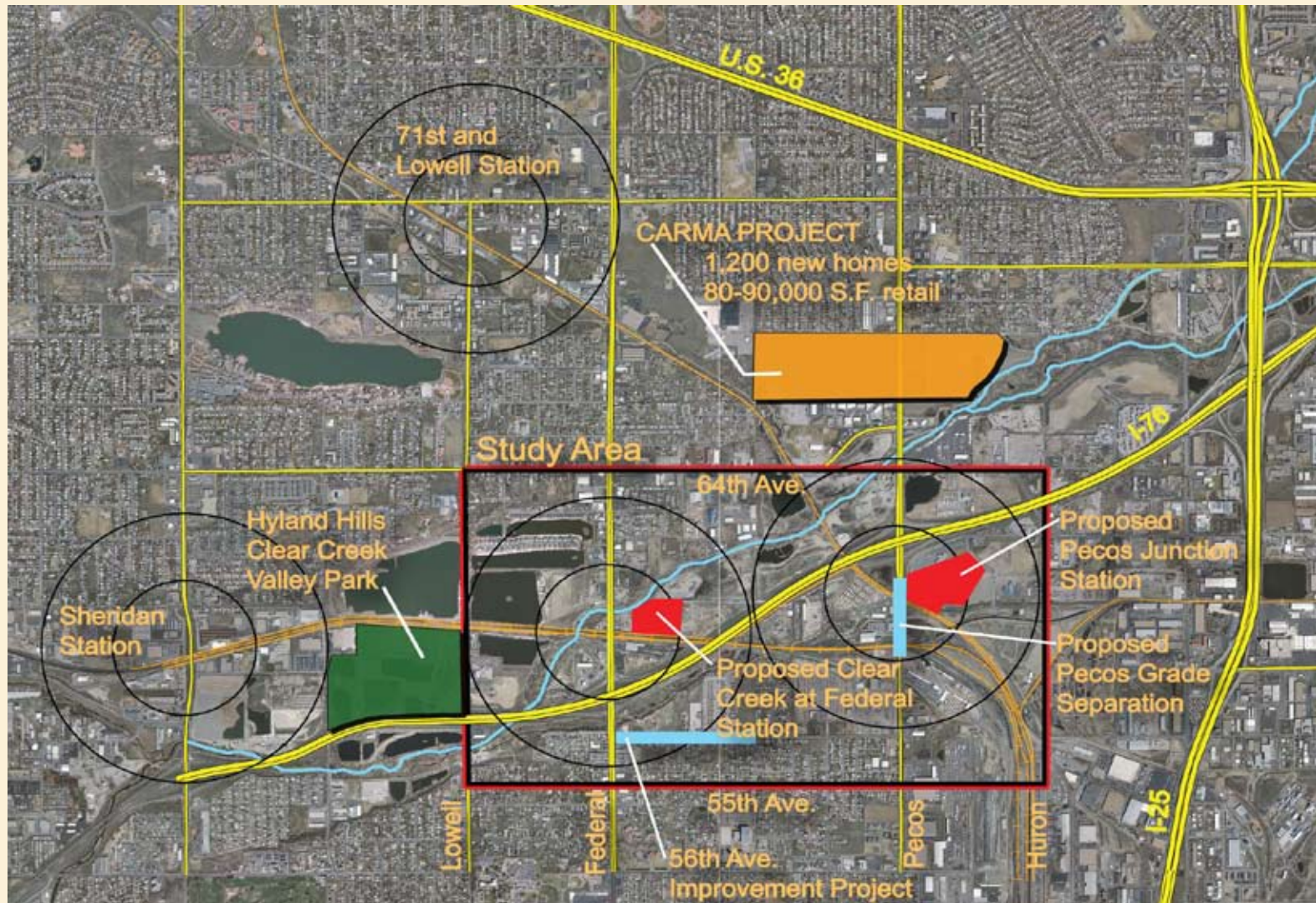
The goal of this study is to take a long view in discovering the highest and best use for these station areas. Adams County has sought insight from creative developers, market analysts and our community to better understand and recognize the opportunities that will evolve as the commuter rail lines in Adams County emerge and become operational in the years ahead.

*Adams County Department of Planning and Development*

### Station Area Goals

- Maintain and enhance existing commercial corridors
- Create new connections with surrounding residential and commercial areas
- Revitalize older commercial and industrial areas
- Encourage mixed use development
- Promote sustainable development
- Enhance area's role as a gateway to Southwest Adams County
- Maintain and enhance existing residential neighborhoods
- Improve open space and recreational opportunities
- Revitalize vacant and underutilized land

Vicinity Map



## Vicinity Map

A number of projects currently planned will enhance potential development opportunities within the study area.

### **Pecos Street Grade Separation Project**

This project will elevate Pecos Street above the Union Pacific and Burlington Northern Santa Fe railroad tracks at Pecos Street. Currently trains block Pecos an average of nine to twelve hours a day. The grade separation project will open up north-south access along Pecos and will also provide the opportunity for a transfer station at Pecos Junction between the Northwest Rail and Gold Line FasTracks corridors.

### **56th Avenue Improvement Project**

The boundaries of this project are from Federal Boulevard to Zuni Street and include improving the existing two-lane street with curb and gutter and sidewalks on both sides. A related project will improve the intersection at 56th Avenue and Federal Boulevard and includes a right turn from 56th Avenue to Federal Boulevard.

### **Midtown at Clear Creek**

Planned by Carma Developers and located just north of the Pecos Junction station, Midtown will be the first urban-style residential community in unincorporated Adams County. Based on a pedestrian friendly design, Midtown includes plans for a 180-acre development of 1,200 residential units at prices that start below those in other downtown communities. A mix of single-family homes, townhomes, condos and apartments will surround a retail center, supplemented by a 43-acre park and system of walking trails. Midtown will be constructed as a “green” community. Builders are required to meet or exceed Built Green standards as specified by the Home Builders Association of Metro Denver.

### **Hyland Hills Clear Creek Valley Park**

A large 89 acre regional park is planned between Lowell Boulevard and Tennyson Street south of 60th Avenue. The project will facilitate a long-needed pedestrian connection along Lowell Boulevard from the Berkley neighborhood to 68th Avenue. The initial proposal for the park is extensive and may include tennis courts, field sports, naturalized wildlife areas, community gardens, picnic areas, a tree farm, greenhouses and a small pond for fishing, canoeing and paddle boats.





*Old Town Wichita before TOD planning*



*Old Town Wichita after TOD planning*

### TOD must be based on sound real estate principles

- Transit does not create demand
- The real estate market must be there
- Costs must be in line with the market

### TODs need patient money

- TODs cost more, are more complex
- Greater equity needed
- Value created over time
- Front end costs can be high
- Payback is longer

### Retail is not a TOD driver

- Transit may generate little retail demand
- The market must be there in the bigger area
- Retail is driven by residential rooftops
- Must identify each station's niche, its role in the region

### Stations are planned for transit first, not TOD

- Most systems have stations designed for ridership
- Parking for transit is a big issue
- Land assembly needs assistance
- Funding gaps need to be subsidized

### Financing is key

- Incentives need to encourage private sector participation
- Public/Private partnerships
- Prioritized capital improvements
- Partnership Incentive Agreements for transit service and joint development
- Benefit Assessment Districts
- Equity participation

## Transit Oriented Development

Transit Oriented Development (TOD) has become a critical component of a comprehensive transportation strategy to reduce urban sprawl and provide alternatives to the automobile. TOD projects improve transit ridership and bring considerable benefits to the communities where they are located. Considered part of a “smart growth” policy, TODs are sustainable projects that improve the efficiency of both land use and infrastructure. TOD projects are designed based on the idea of walkable environments that encourage living, working and shopping in the same area helping communities meet sustainable development goals. A TOD area is generally focused on a one-half mile radius of the transit station with the highest intensity of uses usually located within one-quarter mile of the station.

Within the easily recognized advantages of TOD development are hidden challenges. TOD planning can be intensified by tension between a station’s role as a public entry point to a regional transit network and its role as a safe, pleasant and private place to live and work. Successful TODs are those that are handcrafted—when development teams seek citizen input and respect the intersection of the edges of their projects with the existing urban fabric.

TOD planning must be built around fundamental real estate principles. If the market is not there, the TOD cannot be forced. There also must be a willingness of the property owners and developers to bring together their collective assets if a significant TOD project is to happen.

TOD projects can also be more difficult to finance. They are by their very nature mixed use which requires creative financing that often pushes the envelope of conventional financing formulas. TOD projects require a critical mass of activity to be built and a cooperative development partner willing to take on added risks of building before the market is in place.

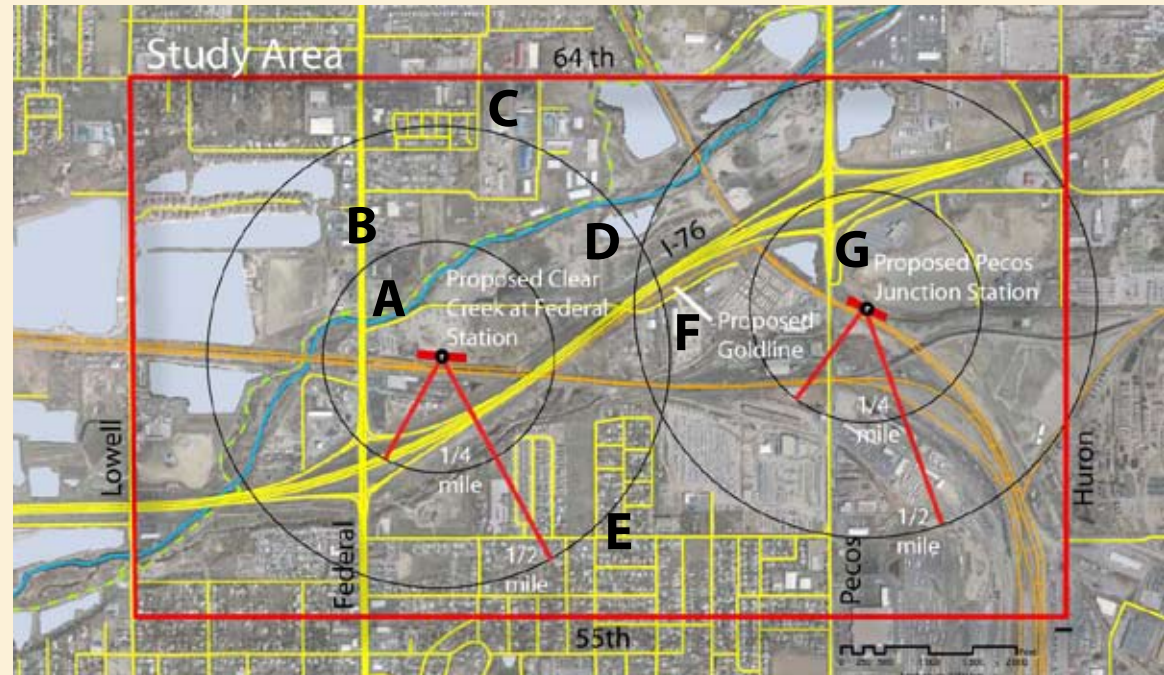
Finally, design in a TOD project is critical to its success. A misplaced parking structure that isolates the TOD from the station can defeat the TOD objectives of increased pedestrian activity. Parking required for the transit station can take up valuable land that could be used for housing and greater intensity of mixed use development. TOD design requires a real understanding of urban development, streetscape design, and the creation of vital and active people spaces that invigorate and activate the station and its surroundings. It’s critical to understand all elements of TOD design, including transit, retail, residential, office uses, parking and traffic management, and most of all, the creation of exciting and fun places to be.

### Ten Principles for Successful Development Around Transit

- 1 Make it better with a vision
- 2 Apply the power of partnerships
- 3 Think development when thinking about transit
- 4 Get the parking right
- 5 Build a place, not a project
- 6 Make retail market driven, not transit driven
- 7 Mix uses, but not necessarily in the same place
- 8 Make buses a great idea
- 9 Encourage every price point to live around transit
- 10 Engage corporate attention

*Urban Land Institute*

Study Area



**A** Clear Creek bike path



**B** Federal Boulevard looking north from Clear Creek



**C** Light industrial on north side of study area



## Study Area

The study area is defined on the north by 64th Avenue and on the south by 55th Avenue. Huron Street marks the eastern border with Lowell Boulevard as the western boundary. The study area includes approximately 1,400 acres with current land uses ranging from single family residential on the southern edge, to light industrial dominating the center of the study area and most of the land around the Pecos Junction Station. Clear Creek runs through the site from the southwest to the northeast creating a potentially attractive and dominant amenity as well as a development constraint because of its floodplain. Limited retail fronts on the Federal Boulevard arterial. 60th Avenue could potentially connect the two station areas under I-76 from Federal Boulevard but it deadends before reaching Pecos Street. Small industrial businesses and gravel operations currently dominate the area between the two stations.



**D** Area north of I-76 west toward Clear Creek at Federal Station



**E** Neighborhood on south side of study area

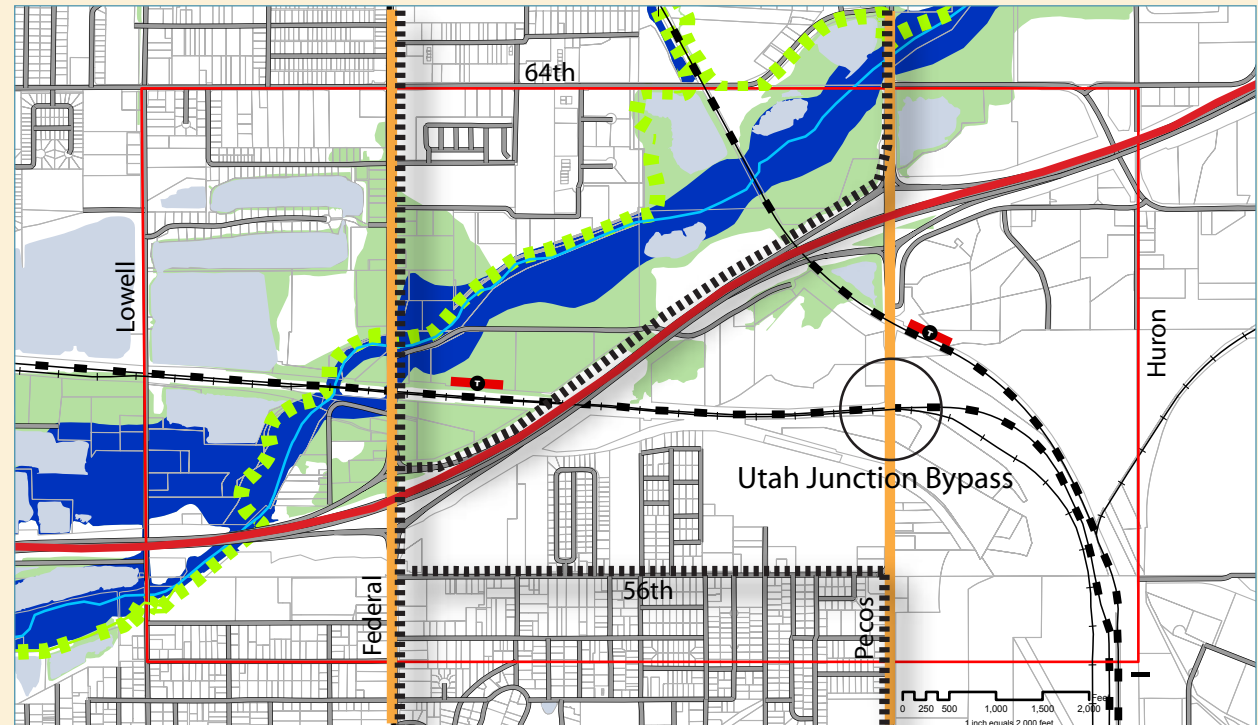


**F** Area south of I-76 east toward Pecos Junction Station



**G** Pecos Junction Station area

**Transportation Networks**



- ||||||| Bus Routes
- ||||| Clear Creek Bike Trail
- Floodway
- Floodplain
- I-76
- Arterials
- Local Streets
- Ⓣ Transit Stations



## Transportation Networks

Numerous constraints such as the floodplain, railroads, large industrial tracts of land and I-76 limit multi-modal circulation throughout the study area. There are no walkable streets in the core of the study area and bus transportation is limited to the major arterials.

### North-South Connectivity

Travel north and south is available via Lowell Boulevard, Federal Boulevard and Pecos Street. Federal Boulevard is a state highway and principal arterial. However, in 2004 the Union Pacific Railroad completed the Utah Junction Bypass which allowed for more efficient movement of freight traffic through the area along Union Pacific's mainline track. Unfortunately, trains on the bypass block Pecos Street an average of nine to twelve hours a day. Traffic counts on Pecos Street have dropped significantly and traffic along 56<sup>th</sup> Avenue to Federal Boulevard has almost doubled. The impacts of this operational conflict between rail and road are significant – increased safety hazards along 56<sup>th</sup> Avenue, delivery and commuting delays, and substantial economic impacts on local businesses.

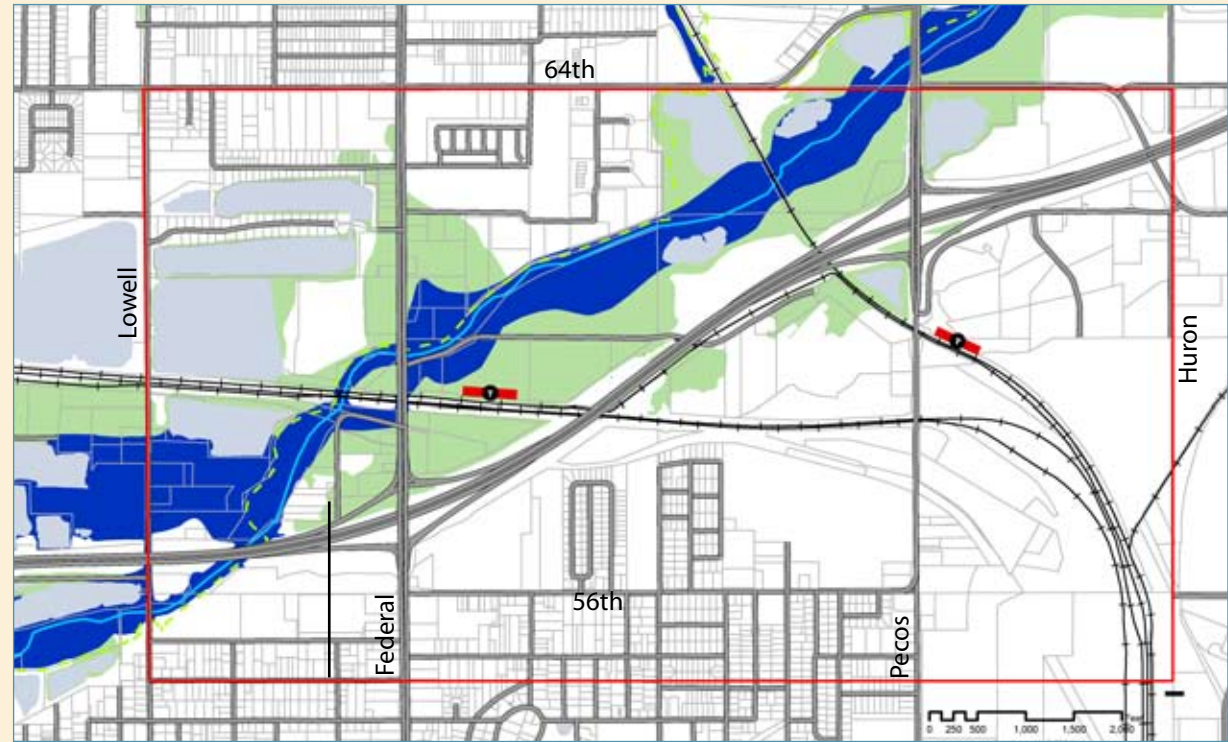
### East-West Connectivity

Travel east and west is constrained within the study area. No road provides a direct connection between Lowell Boulevard and Huron Street, the study area's east and west boundaries. 64<sup>th</sup> Avenue is the only east-west arterial-level street directly connecting Lowell Boulevard and Pecos Street. Fifty-second and 56<sup>th</sup> Avenues provide direct routes between Pecos Street and Federal Boulevard but are classified as local streets.

### Bike and Pedestrian

The study area includes the Clear Creek Regional Trail that runs along Clear Creek on the north side of I-76 and connects with the Little Dry Creek Trail. The Clear Creek Trail connects the study area with the Denver Regional Trail System. Unfortunately, the existing sidewalk network throughout most of the study area has limited connectivity. Sidewalks are generally limited to the residential areas that currently exist primarily on the edges of the study area. These residential neighborhoods are generally isolated one from the other in terms of road connections and accessibility.

### Floodway and Floodplain

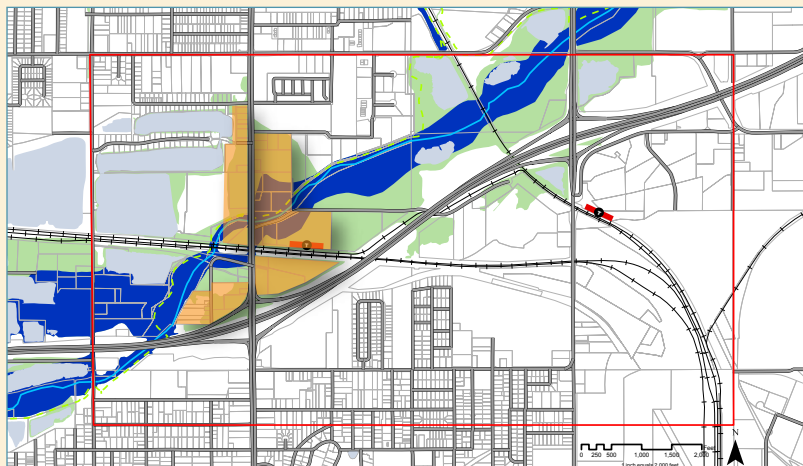


-  Floodway
-  Floodplain
-  Transit Stations

## Floodway and Floodplain

Areas of influence for both stations are located within the floodplain for Clear Creek which flows parallel to I-76. Considered in this study to be a potential amenity for recreation, the floodplain is also a constraint for potential development, particularly around the Federal station. Flood studies to determine the “floodway”- a narrower and fast moving course of water within the floodplain where encroachment cannot occur - have been completed. The floodplain that extends beyond the floodway is also a restrictive area but has the potential for successful mitigation that may allow development.

Adams County’s intent in its Comprehensive Plan is to work cooperatively with municipalities, potential private developers, and the Urban Drainage/Flood Control District to coordinate implementation of regional drainage plans that preserve the current capacities of drainage basins and corridors located in the county. Urban Drainage has proposed a Phase B Drainage Plan that includes bridge and channel improvements that, if constructed, will remove select parcels from the floodplain and open the door for TOD planning around the Federal Station.



**Parcels removed from the floodplain in the proposed  
Clear Creek Major Drainage Plan - Phase B**

### Open Space and Natural Areas



-  Open Space
-  Natural Areas
-  Transit Stations

## Open Space and Natural Areas

Clear Creek and its associated riparian corridor and gravel ponds are significant natural features in the study area. Because of its highly developed setting, Clear Creek and its associated gravel ponds are regionally important for drainage, open space and habitat. The cities of Golden and Wheat Ridge and Adams and Jefferson County have several parks and open space areas along the corridor and within the study area. The Clear Creek bike trail runs through the study area and provides a very attractive amenity for recreational activities.

A variety of wildlife such as waterfowl, songbirds, deer, coyote, and red fox use the area for forage and protection. Aside from birds using the Clear Creek corridor and ponds as stopping points during migration, most of the wildlife species found in the corridor are tolerant of development and the presence of humans. Clear Creek and its associated lakes and ponds support a variety of native and non-native fish species, including rainbow trout, carp, largemouth bass, bluegill, and minnows.

Vegetation in the study area has been greatly modified by past development. Because of the modifications and the overall reduction in the extent of plant communities, the remaining vegetation becomes especially important. The remnant riparian community along Clear Creek is the primary reason the corridor is so heavily used by wildlife and recreation users.

Riparian vegetation in the corridor is dominated by mature stands of plains cottonwood, with Siberian elm and Russian olive (non-native species) also present in great numbers. Sandbar willow, a fast-growing shrub, is a major understory component of the riparian community in many places. Because of past development and stream channelization, in most reaches the riparian community along Clear Creek is limited to narrow bands of trees along the banks. Although riparian vegetation is not protected by local, state, or federal regulations, government entities typically discourage removal of riparian vegetation and often require replacing removed trees at some replacement ratio.

Wetlands along Clear Creek are often limited to narrow strips along the stream banks. Wetlands are also present around the margins of many of the ponds and lakes in the study area. These areas present an opportunity to take advantage of wetland banking programs to mitigate development that may occur in wetland areas.



*Bike and pedestrian path along Clear Creek*



*Wetlands on Clear Creek west of Federal*



Landfills



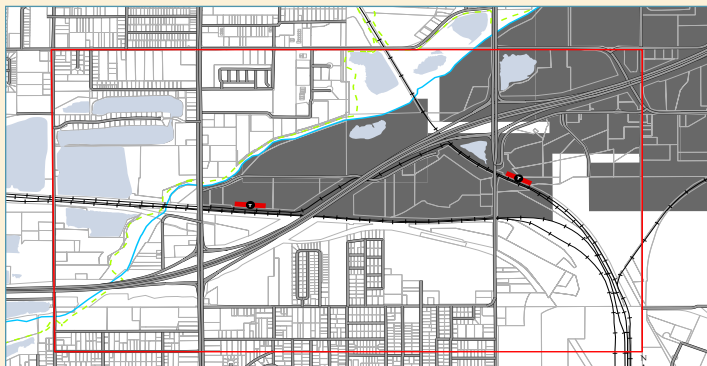
-  Landfills
-  Transit Stations

## Landfills

One of the constraints on development in the study area is the existence of historic landfills on much of the land around the proposed stations. Any development on a parcel located on a historic landfill would require subsurface investigations to determine mitigation requirements. If sample results indicate that contamination exists in the subsurface, removal of the waste and/or remediation of the contamination may be required. This cleanup work could be conducted under the Voluntary Cleanup Program administered by the Colorado Department of Public Health and Environment (CDPHE).

In addition to the potential for contamination on and adjacent to landfills, many landfills produce methane gas from the biodegradation of organic matter. Methane gas recovery systems can be engineered into future building designs to capture the methane and vent it away from the building. These systems are similar to radon gas mitigation systems installed in many Front Range homes.

Adams County has created a Flammable Gas Overlay Zone District that identifies areas where testing and/or mitigation related to flammable gas is required prior to initiating any building, excavation, construction, or other use. Prior to development on any parcel in the study area, including areas not located in the Flammable Gas Overlay District, a methane gas investigation is required to identify areas that would require methane gas recovery systems to be constructed.

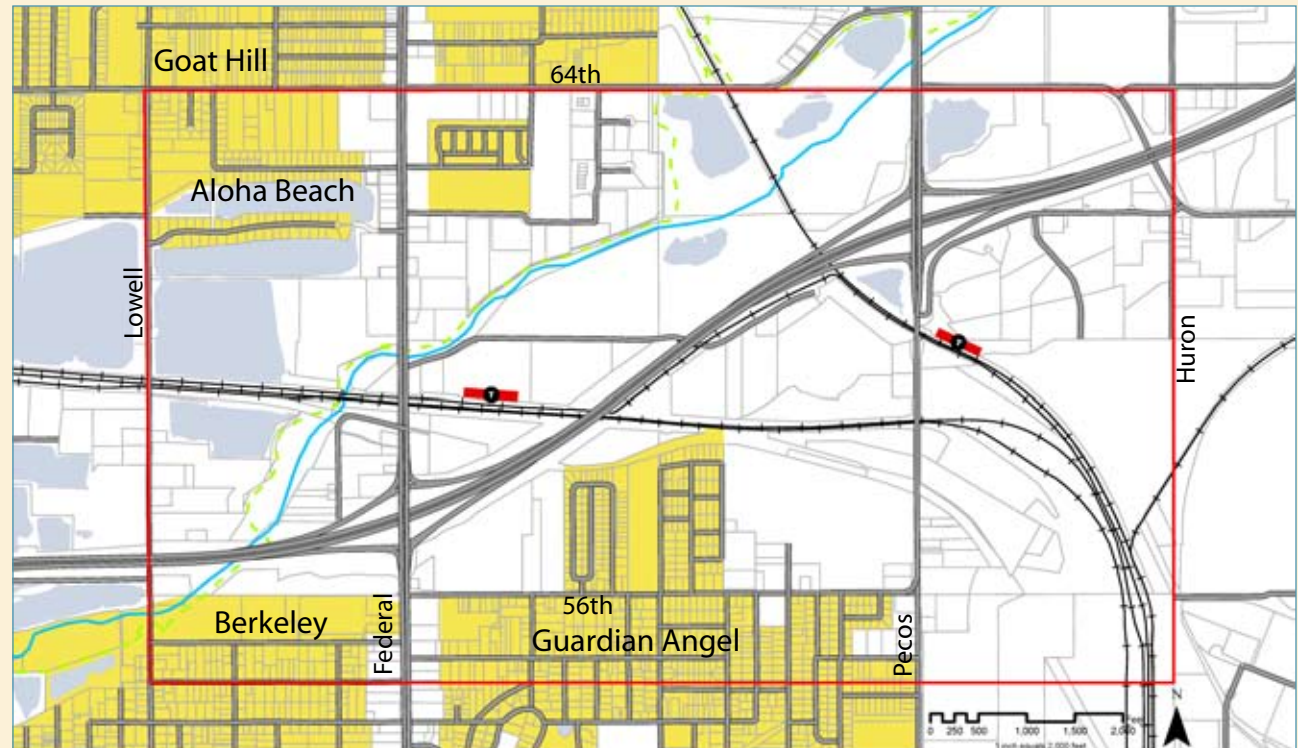


**Flammable Gas Overlay Zone District**



***Cherry Creek Shopping Center is a triumph of mined land reclamation. Sand was mined from a large pit in this area that was later used as a sanitary landfill in the 1940s. The first Cherry Creek Shopping Center was built atop this landfill.***

### Residential Areas



-  Residential neighborhoods
-  Transit Stations



## Residential Areas

Residential areas in Southwest Adams County can generally be characterized as first ring suburban development. These areas sprang up in the 1950's and 1960's, although many homes are much older dating back to the 1920's and beyond. The study area boundaries intersect parts of three older neighborhoods and all of a new, upscale development - Aloha Beach.

Two of these neighborhoods, Goat Hill and Berkeley, are well organized with strong organized citizen groups and pending neighborhood plans. Apart from Aloha Beach, area demographics can be characterized as having a higher proportion of minorities, lower incomes, and more renters when compared to Adams County as a whole.

In general, neighboring residents seem to be supportive of FasTracks and the increased mobility it offers. They are also welcoming of the potential redevelopment of the areas around the stations. There is some concern over upward pressure on property values as it related to gentrification and affordability. Most see added public and private investment as having positive effects on the image and economic vitality of the area.



*Guardian Angel Neighborhood*



*Aloha Beach Neighborhood*



*Property Owners Review*



*Developer's Forum*



*Community Outreach*

## Community Outreach

Participation in the planning process by the community was an important element of this study. A successful TOD project depends on the willingness of property owners to bring together their collective assets and assemble parcels of land that can respond to the design initiative. It's also critical for TOD planning to be integrated into the existing fabric of the community and to find acceptance among the people who currently live, work and play in the area. Stakeholder interviews were held with businesses and land owners in each station area and open community meetings engaged over 70 participants in the planning process for each station. A Developer's Forum brought together the expertise of developers familiar with the study area that could provide the best advice on the highest and best use for the stations within the regional real estate market.

### Property Owner's Review

Property owners in each of the station areas are eager for change and the opportunity to improve their properties. Much of the land in the area has been underutilized. Because change has been slow in coming in the area, many of them have a "wait and see" approach but were open to the ideas presented and feel eager to be involved in the ongoing planning process.

### Developer's Forum

Developers were more interested in the possibilities than in the problems presented by the floodplain and landfills. Easy access and high visibility from I-76, great views to the west, the opportunity to assemble large parcels of land, and the intent of the County to maintain the area as an employment center motivated the participants to seek creative development alternatives such as branding the area as a recreation-focused business/light industrial park. An economic development plan could be developed to attract like-minded, outdoor-focused manufacturing companies that would appreciate the location close to downtown as well as easy access to the mountains.

### Community Outreach

The neighbors are curious and a bit apprehensive about more trains and noise and want to know more about the potential density. However, they feel TOD will also bring needed community services, improved safety, better code enforcement, and new employment and housing opportunities.

### Developer's Forum

***Cherokee Investment Partners  
Catellus - A Prologis Company  
New Perspectives Real Estate  
First Industrial Realty Trust  
Adams County Economic Development***

**Precedents**



*Light Industrial*



*Business Park*



## Market Study

A key goal of this planning study is to identify opportunities to redevelop and revitalize the study area. To achieve this goal Basile, Baumann, Prost & Associates (BBPA) evaluated the market potential for residential, non-residential, and mixed-use development within the Federal/Pecos study area. BBPA utilized an industry standard process to identify current conditions and trends that influence the potential for expansion of the industrial, office, residential and retail markets in this area.

Current market conditions and trends support the potential development of light industrial uses within the Federal/Pecos study area before 2015. Developers are most likely to be attracted to the area's existing cluster of industrial parks and strong highway access. In contrast, in 2015, the introduction of transit is likely to spur opportunities for residential, retail, and office activity. In the post 2015 time frame, developers will likely shift their attention from areas that will have by then reached or approached build out (e.g. Downtown Denver and Tech Center) to more untapped markets. In this time period, the Federal/Pecos study area could become a magnet for mixed use development.

These market timing issues suggest strategies are needed to set the stage for transit oriented development past 2015. Such strategies could include infrastructure investments to improve the area's appeal, such as streetscape improvements, creation of recreational facilities, and expansion of the open space system. Strategies may also include zoning overlay regulations that increase the aesthetic appeal of new near-term industrial developments. Such regulations could also protect development in the station areas from non-transit sensitive uses and/or design.

Based on analysis of current conditions and trends, BBPA identified the following market opportunities for each use in terms of both timeframe and key characteristic. Opportunities include:

### Industrial Market

- Near term (e.g. by 2015) development of space catering to light industrial users
- Larger floor plates with flexible space configurations for multiple tenants requiring different space sizes (e.g. warehouse and flex)
- Green/high-efficiency buildings to meet community policy goals
- Provision of office spaces and showrooms within buildings to increase market appeal and ground floor activity



Precedents



*Affordable Housing*



*Mixed Use Retail/Residential*



## Market Study

### Office Market

- Longer term (e.g. 2015 to 2030) office development as the transit system becomes operational in the Northwest area
- Buildings that are divisible to small spaces (e.g. less than 5,000 square feet) to accommodate the diversity of regional office users
- Green/high-efficiency buildings to meet community policy goals and market demand
- Provision of retail space at ground level to increase market appeal and ground floor activity

### Residential Market

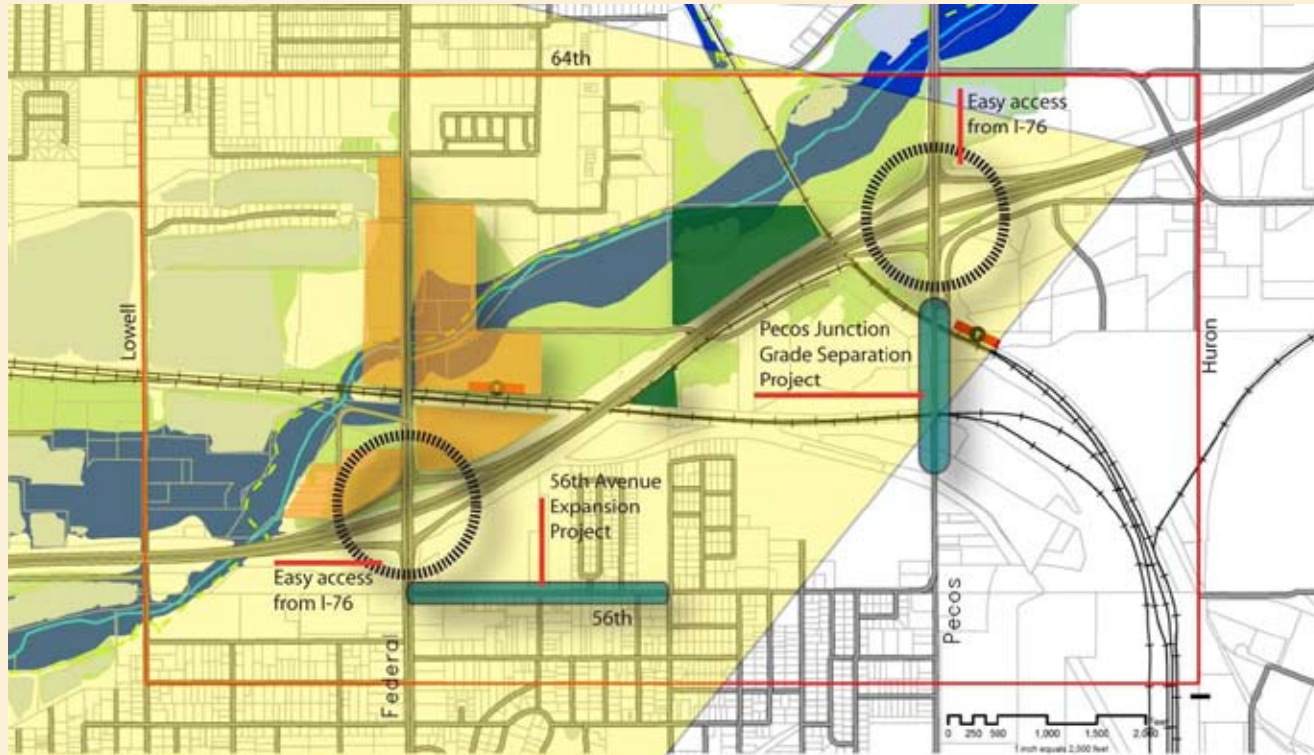
- Longer term (e.g. 2015 to 2030) opportunities for residential development at key sites within the Federal/Pecos study area
- Provision of a mix of rental and owner-occupied dwelling units, including townhomes, condominiums, apartments, and single-family homes
- Affordable housing and first-time homebuyer programs to increase opportunities for home ownership among existing residents

### Retail Market

- Longer term (e.g. 2015 to 2030) retail development, as developer interest in transit-oriented, mixed-use, infill development increases
- Smaller buildings (e.g. less than 50,000 square feet) to cater to current market preferences
- Provision of pedestrian-oriented retail environments to increase appeal to area residents.

The entire market study for the Federal/Pecos study is available for review as a separate document, *Market Analysis, Transit Friendly Subarea Planning Study*, prepared by Basile Baumann Prost & Associates for the Adams County Department of Planning and Development, June 2007.

### Opportunities



**Opportunity for assemblage of large parcels of land  
Close to downtown and major transportation corridors**

- Parcels released from floodplain in the proposed Phase B Urban Drainage Master Plan**
- Expansive views to the west**
- Parcels Adams County is planning to purchase for the Clay Outfall Project.  
These parcels will facilitate the open space planning portions of this TOD study.**



### Proposed Solutions

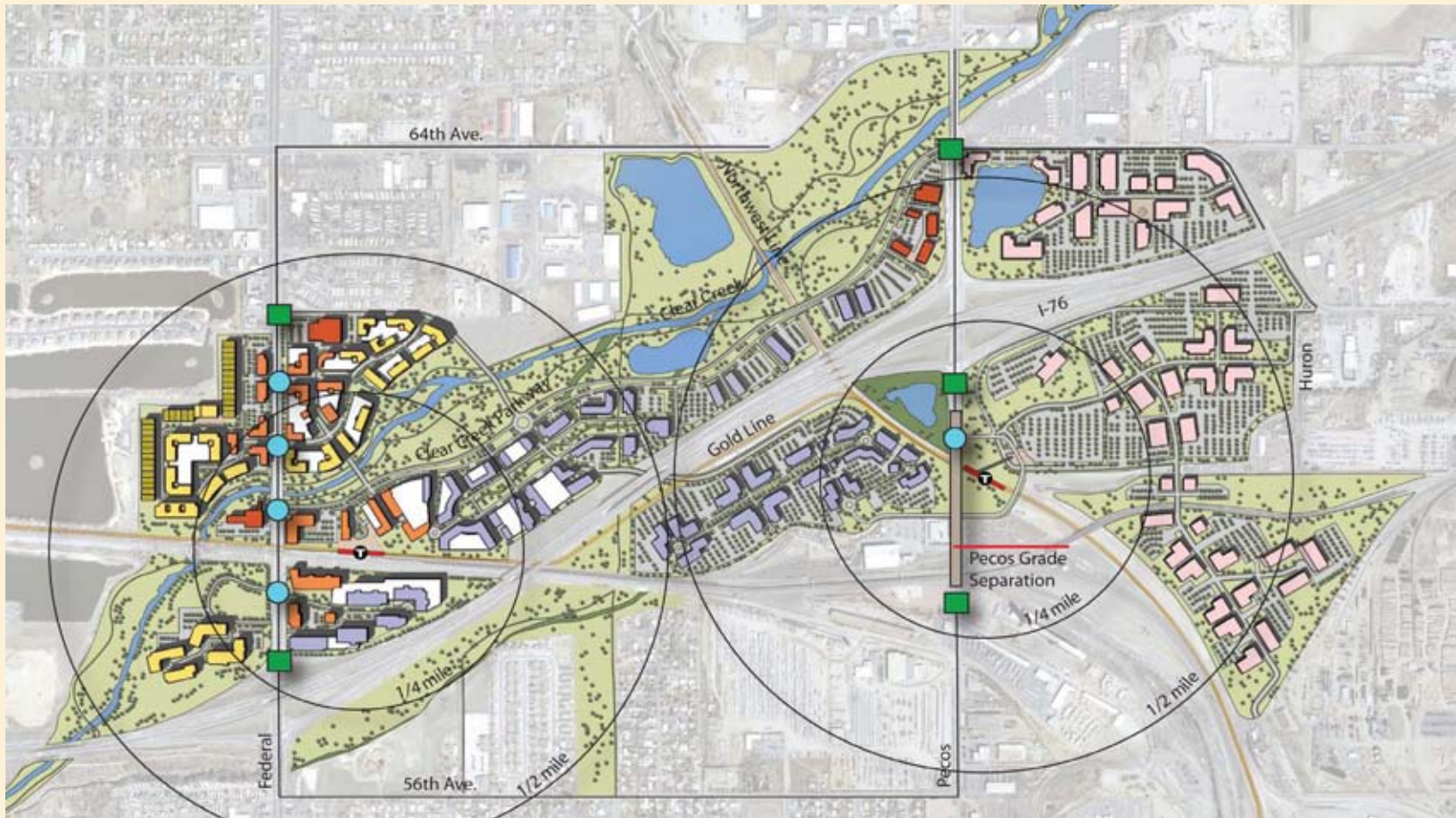











- Existing open space
- Expanded open space to enhance the Clear Creek amenity
- Clear Creek Parkway - east-west connection from Federal to Pecos on the north side of I-76
- Collector road from Federal to Pecos under I-76 forming a connection between the two stations



60th Avenue under I-76

Option 1 - Clear Creek Parkway



- |   |                                 |   |                           |   |  |
|---|---------------------------------|---|---------------------------|---|--|
|  | <b>Retail</b>                   |  | <b>Business/office</b>    |  | <b>Signalized intersection (needs CDOT approval)</b> |
|  | <b>Mixed use</b>                |  | <b>Industrial</b>         |  | <b>Gateway</b>                                       |
|  | <b>Multi family residential</b> |  | <b>Structured parking</b> |   |  |
|  | <b>Single family attached</b>   |   |                           |   |  |



## Option 1 - Clear Creek Parkway

### Approach

An approach was used that integrated the two station areas as one unified place by completing the connection of 60th Avenue from Federal Boulevard under I-76 to Pecos Street and the Pecos Junction Station. This collector road creates a new east-west connection and provides access to the Clear Creek amenity to neighborhoods and businesses south of I-76 and the rail lines. The plan is based on a future scenario of the densification that is possible after the arrival of commuter rail and opportunities for retail and residential development become a reality in the market. It has a 12-20 year planning horizon.

### Overview of Option 1 - Clear Creek Parkway

Option 1 - Clear Creek Parkway is based on building a parkway north of I-76 that connects Federal Boulevard to Pecos Street along the Clear Creek amenity. The parkway expands the open space associated with the amenity and also serves to mitigate the floodplain issues in the area and enables development to occur between I-76 and the parkway. A collector road is also proposed from 62nd Avenue and Federal Boulevard east to the Pecos Station creating a second connection between the two station areas.

### Parking

In the short term, surface parking will prevail at both stations. However, as the market allows and densification occurs, mixed-use structured parking with wrapped retail on the street level is recommended. The plan shows a future vision of structured parking around the Federal Station area. Future public parking will not be paid for by RTD or Adams County. In the Gold Line EIS, RTD has budgeted for surface parking through 2030.

### Circulation

Both vehicular and pedestrian circulation was a primary consideration in the plan. Access east and west has been increased, and a greatly expanded network of sidewalks and trails is integral to the concept. Pedestrian priority streets will dominate in the Village Center area and all roads in the station areas will provide for bike and pedestrian circulation.

### Gateways

Four gateways are noted on the plan. Whether they announce the station areas or the name of a business park, gateways become familiar landmarks that contribute to a greater sense of place and unite the various elements of the plan. Specific gateway design and area branding will need to be developed as part of an overall station identity program.



*Gateway as a small median*

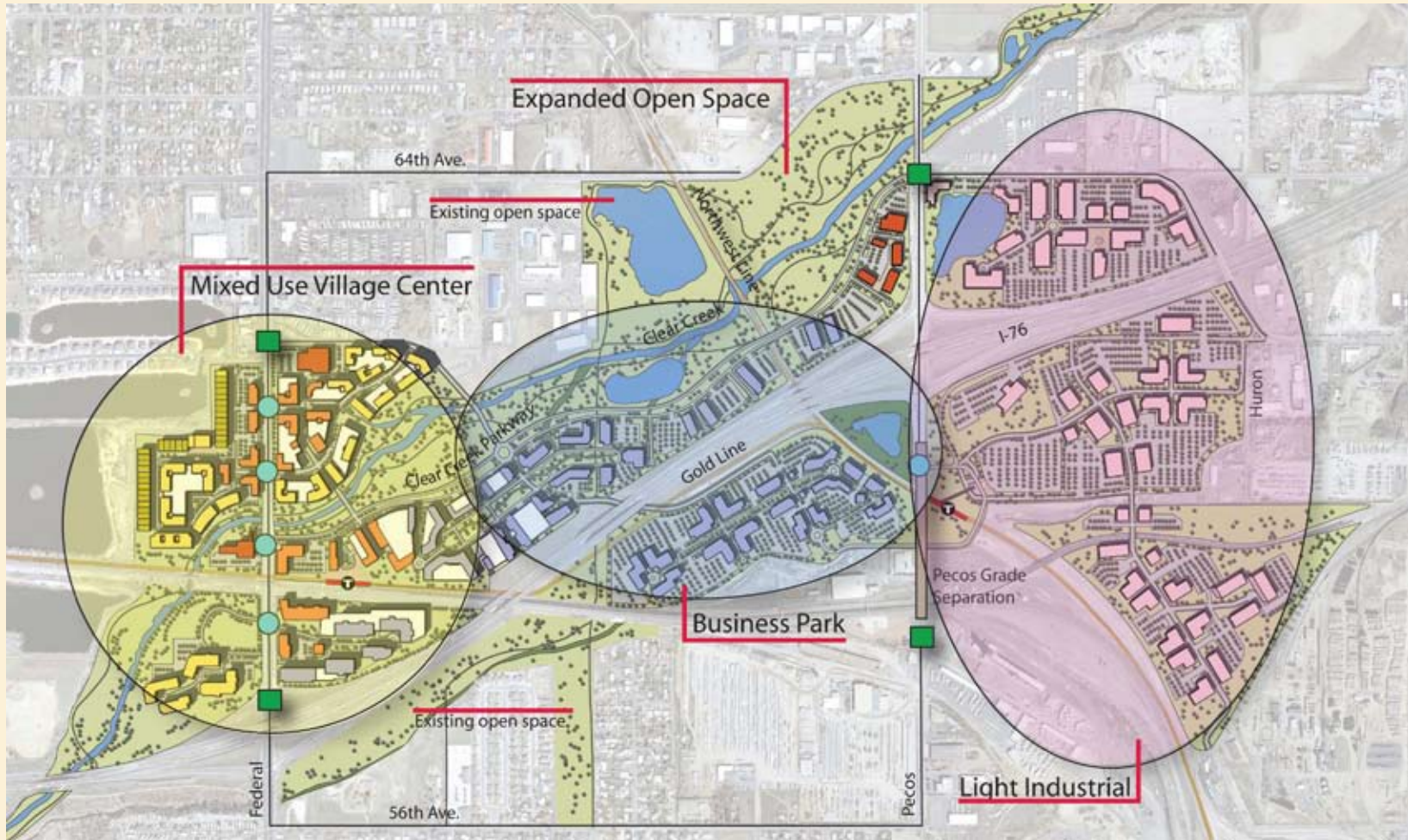






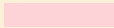

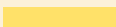


*Gateway as an overhead sign*



*Gateway as a corner monument*

**Option 1 - Clear Creek Parkway**



- |   |                                 |   |                           |   |  |
|---|---------------------------------|---|---------------------------|---|--|
|  | <b>Retail</b>                   |  | <b>Business/office</b>    |  | <b>Signalized intersection (needs CDOT approval)</b> |
|  | <b>Mixed use</b>                |  | <b>Industrial</b>         |  | <b>Gateway</b>                                       |
|  | <b>Multi family residential</b> |  | <b>Structured parking</b> |   |  |
|  | <b>Single family attached</b>   |   |                           |   |  |

## Option 1 - Clear Creek Parkway - continued

### **Mixed-Use Village Center**

The Clear Creek at Federal Station offers the opportunity for TOD development that will not only meet the needs of the transit rider but also the needs of the immediate community for enhanced retail and community services. Immediately around the station, structured parking wrapped with retail will create a core plaza and community gathering place. A vehicular and pedestrian connection from the station over Clear Creek connects with a mixed-use village of multi-family housing and retail that includes a 50,000 SF grocery store. Signalized intersections offer pedestrians safe passage to the west side of Federal Boulevard where additional mixed-use retail and multi-family housing will be available. A pedestrian connection under Federal Boulevard from the west side connects the “West Village” to the station core.

South of the Gold Line additional opportunities are available for mixed-use retail, office and residential uses. A pedestrian bridge over the rail line is recommended to connect this area back to the station core. Pedestrian and bike connections are extensive throughout the Village and connect with the Clear Creek Regional Trail.

### **Business Park**

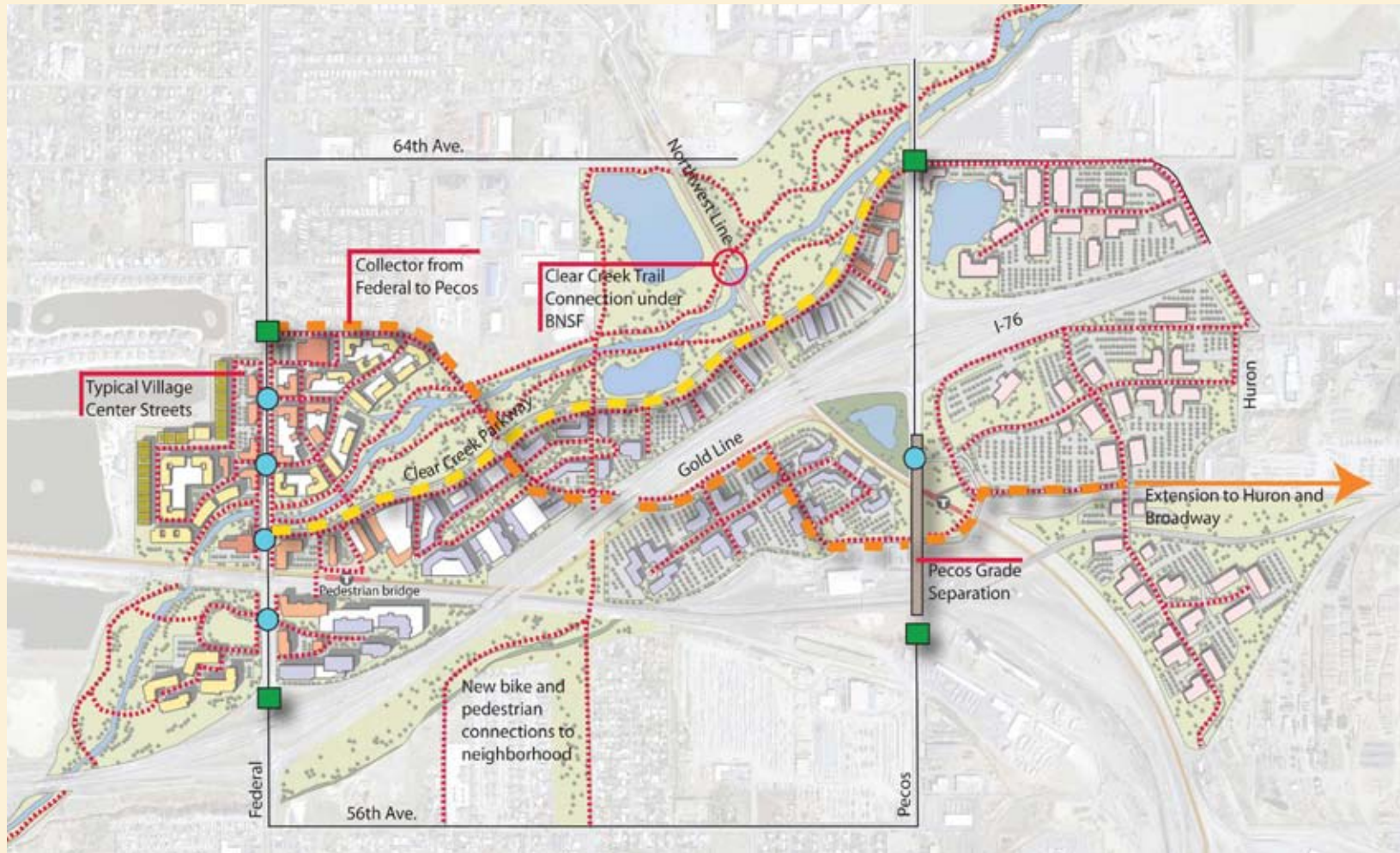
Within the transitional zone between the two stations, the business park areas may become a hybrid of office and industrial. Closer to the Federal station, as densification takes place in the years ahead, opportunities for office space may become available. Land closer to the Pecos station may follow the pattern of industrial use. Within this area is the opportunity to assemble large acreages of land for a single use. It is the ideal location for a business park centered around the developing “new energy economy.” It could develop as a place where renewable energy and energy efficiency technologies are developed, manufactured and distributed, providing “green collar” jobs to local residents.

### **Light Industrial Park**

Because of landfill issues and the surrounding context of industrial uses, residential opportunities are limited around the Pecos station. This light industrial zone provides a location for industrial and incidental commercial uses of light intensity, which have minimal environmental impacts. One of the goals of this study is to maintain and enhance existing commercial corridors. Within that context, plans for this area address the need for industrial parks with improved design standards that have the potential to attract new companies and employment opportunities to Adams County.

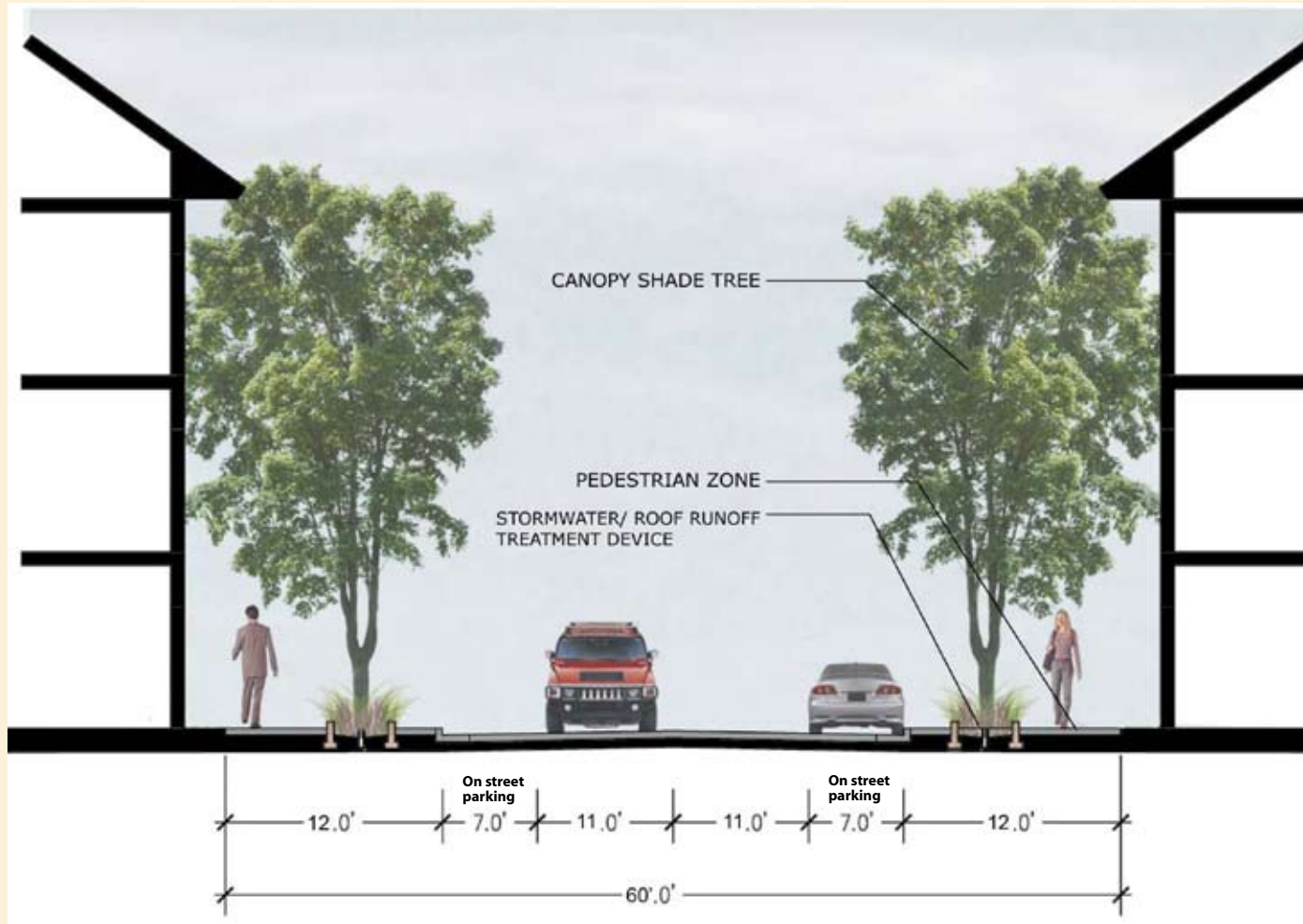


Circulation



- Clear Creek Parkway
- Collector Road from Federal to Pecos
- Pedestrian and bike circulation
- Signalized intersection (needs CDOT approval)
- Gateway

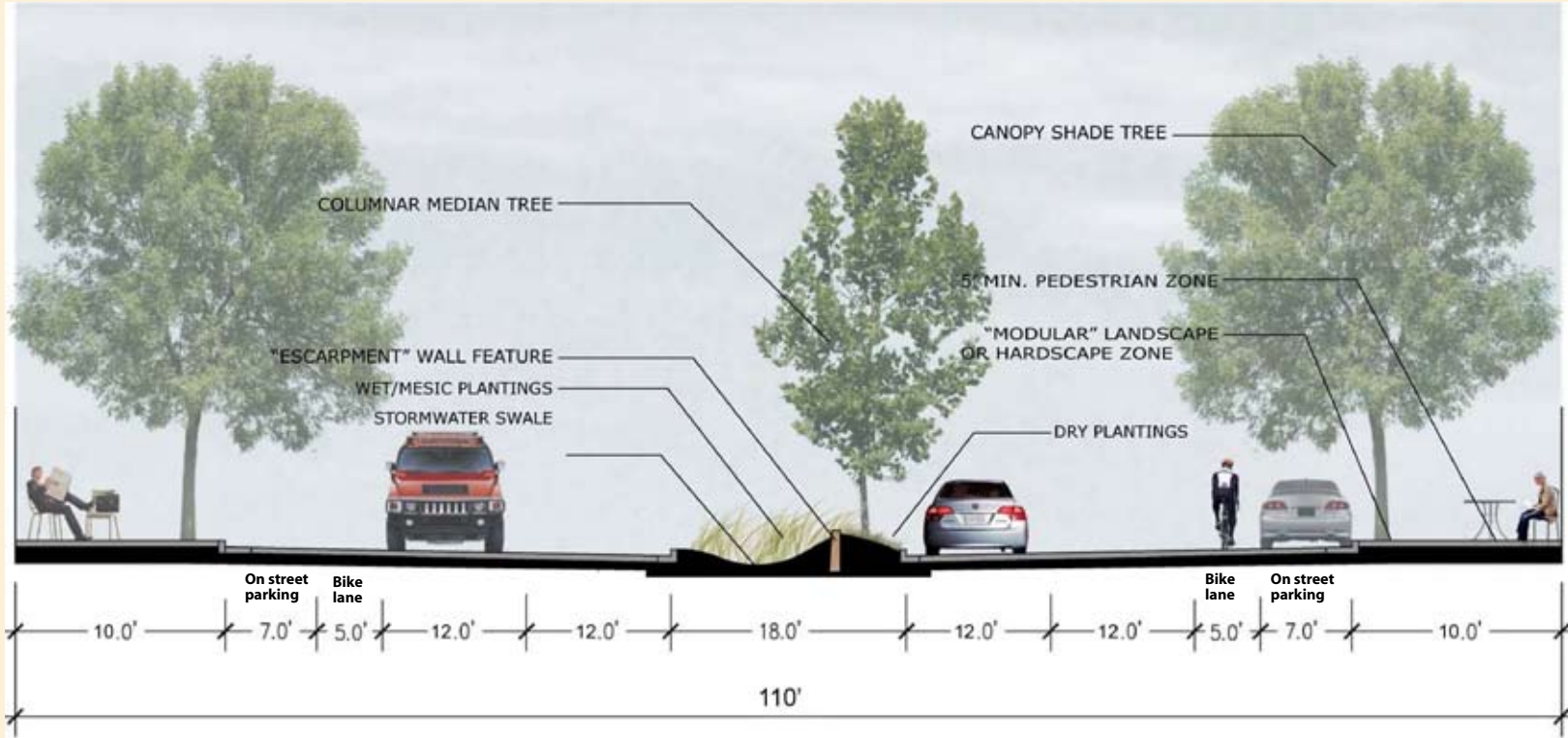
### Street Sections



**Typical Residential Street Section in Village**  
60' right of way, two lanes of traffic with on-street parking, tree lawn and pedestrian zone

Not to scale  
For illustrative purposes only  
Subject to discussion and final design

**Street Sections**

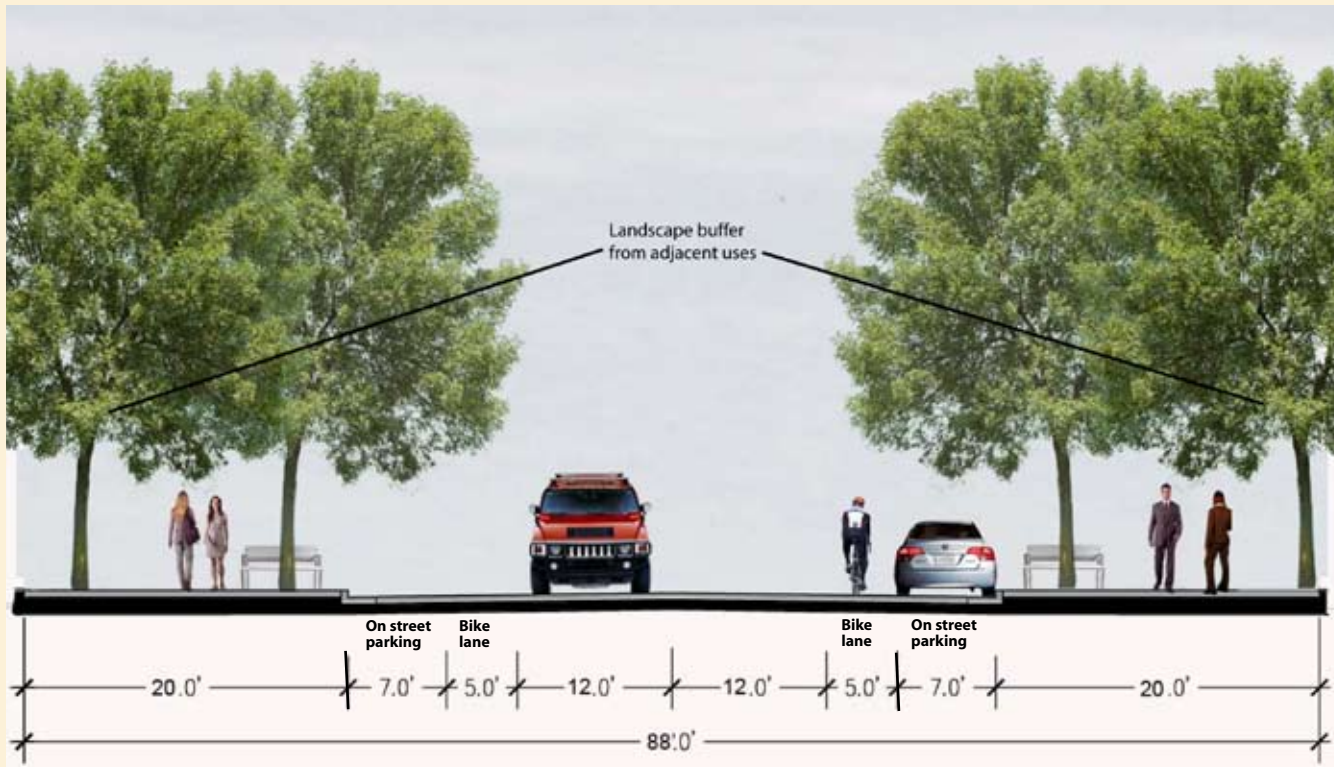


**Clear Creek Parkway**  
 110' right of way, four lanes of traffic with turn lanes in median,  
 bike lane, on-street parking, tree lawn and pedestrian zone

Not to scale  
 For illustrative purposes only  
 Subject to discussion and final design



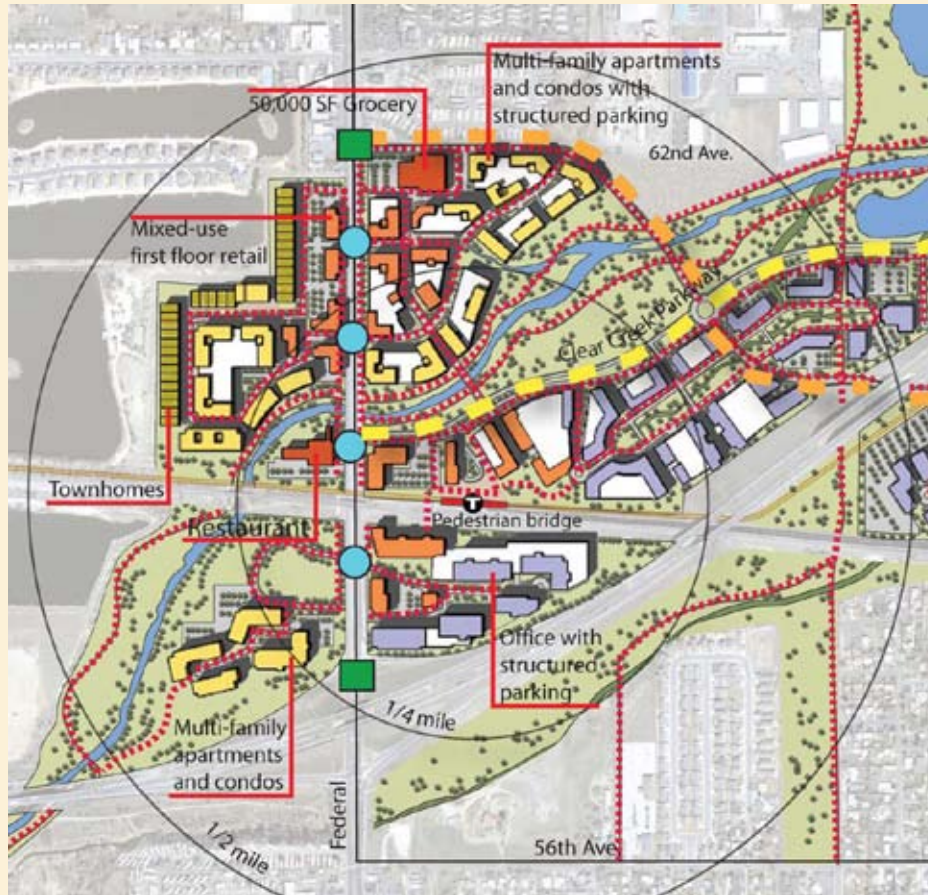
### Street Sections



**Collector Road from Federal to Pecos**  
88' right of way, two lanes of traffic, bike lane, on-street parking, tree lawn and pedestrian zone plus interior landscape buffer from adjacent uses

Not to scale  
For illustrative purposes only  
Subject to discussion and final design

Option 1 - Clear Creek Parkway



Clear Creek at Federal Station - Mixed-Use Village Center

- |  |  |   |
|--|--|---|
| <span style="display: inline-block; width: 20px; height: 10px; background-color: #C85130; border: 1px solid black;"></span> Retail                   | <span style="display: inline-block; width: 20px; height: 10px; background-color: #A9A9C8; border: 1px solid black;"></span> Business/office    | <span style="display: inline-block; width: 10px; height: 10px; background-color: #00A9E9; border-radius: 50%; border: 1px solid black;"></span> Signalized intersection (needs CDOT approval) |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: #FFA07A; border: 1px solid black;"></span> Mixed use                | <span style="display: inline-block; width: 20px; height: 10px; background-color: #FFFFFF; border: 1px solid black;"></span> Structured parking | <span style="display: inline-block; width: 10px; height: 10px; background-color: #008000; border: 1px solid black;"></span> Gateway   |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: #FFD700; border: 1px solid black;"></span> Multi family residential |  |   |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: #8B8B00; border: 1px solid black;"></span> Single family attached   |  |   |

**CLEAR CREEK AT FEDERAL STATION**

The vision for the Clear Creek at Federal Station is to create a new vibrant community amenity within walking distance of the transit station. New retail, employment, entertainment and living opportunities within the Village Center will serve the needs of the existing community, and maintain the area as an employment center for Adams County.

Parking - 7,230  
(Includes station parking at 600 spaces)

Multi-family Residential units - 1,993

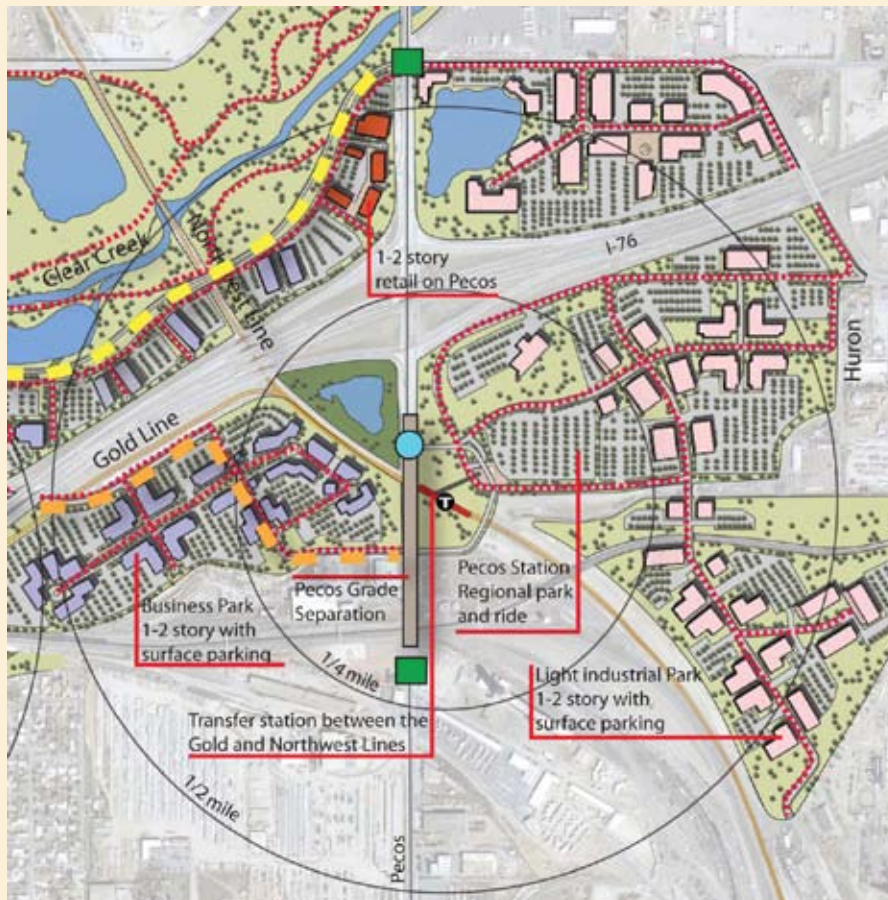
Retail - 467,000 SF  
Potential jobs - 467 (1/1,000 SF)

Business/office - 398,000 SF  
Potential jobs - 1,326 (1/300 SF)

Open Space - 66 acres

Program based on hypothetical assumptions of maximum buildout. Not based on current zoning or entitlements.

Option 1 - Clear Creek Parkway



Pecos Junction Station - Regional Park and Ride

- Retail
- Business/office
- Industrial
- Signalized intersection (CDOT)
- Gateway

PECOS JUNCTION STATION

The vision for the Pecos Junction Station is to maintain the area as an employment center for Adams County and serve as a regional access point to the FasTracks rail system.

Parking - 3,720  
(Includes station parking at 700 spaces)

Retail - 46,000 SF  
Potential jobs - 46 (1/1,000 SF)

Light Industrial - 987,000 SF  
Potential jobs - 197 (1/5,000 SF)

Business/office - 525,000 SF  
Potential jobs - 1,750 (1/300 SF)

Program based on hypothetical assumptions of maximum buildout. Not based on current zoning or entitlements.



Option 1 - Clear Creek Parkway



- Massing study, Clear Creek at Federal Station



- Massing study, Pecos Junction Station

Option 1 - Clear Creek Parkway



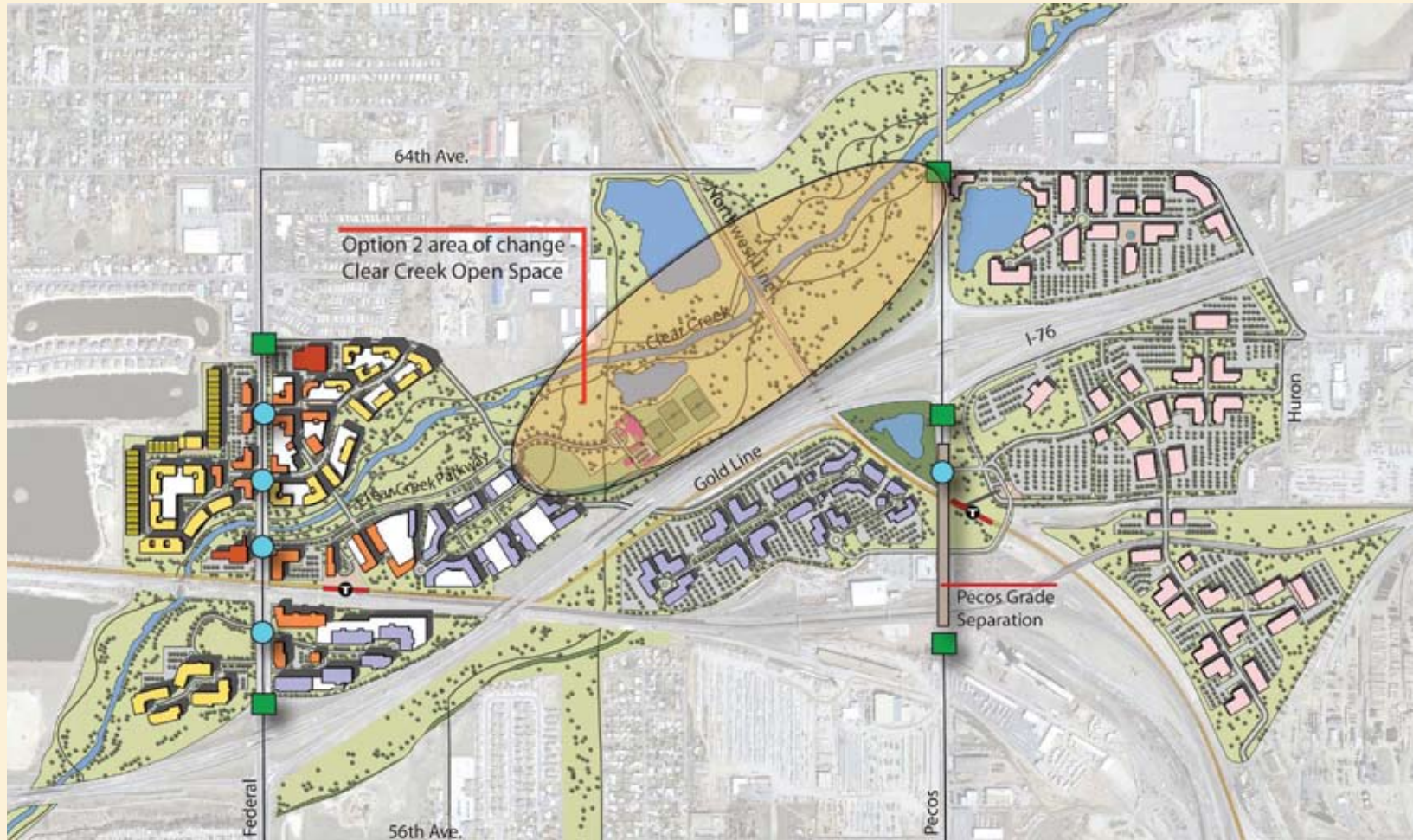
- View south along Federal Boulevard





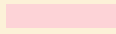

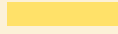




- Massing study, view west from Pecos across the open space



**Option 2 - Clear Creek Open Space**



- |   |                                 |   |                           |   |  |
|---|---------------------------------|---|---------------------------|---|--|
|  | <b>Retail</b>                   |  | <b>Business/office</b>    |  | <b>Signalized intersection (needs CDOT approval)</b> |
|  | <b>Mixed use</b>                |  | <b>Industrial</b>         |  | <b>Gateway</b>                                       |
|  | <b>Multi family residential</b> |  | <b>Structured parking</b> |   |  |
|  | <b>Single family attached</b>   |   |                           |   |  |



## Option 2 - Clear Creek Open Space

Another approach to the highest and best use for the station areas is to consider the option of expanding the open space even more and creating a destination recreation or conference center amenity.

The planned uses at the core of each station stay essentially the same in this option. The major area of change as illustrated in the diagram is the area east of the proposed collector road. In this option, Clear Creek Parkway ends at the intersection with the collector road and all proposed development east of the intersection becomes instead an opportunity to create a regional park, recreation or conference center, outdoor education facility, urban farm or equestrian center. Programmed uses could include soccer fields, outdoor climbing walls, playgrounds, adult fitness tracks, amphitheater, community gardens, obstacle courses, or outdoor education programs that engage the biodiversity of Clear Creek.

During the community meetings it was often noted that parks and recreational activities are badly needed in the community. The opportunity for programmed space such as soccer fields was mentioned, as well as the desire to clean up the area around Clear Creek and make it more inviting to users.

Additionally, enlarging this amenity with programmed uses could have a significant impact on development opportunities for the station areas. With an extensive outdoor resource located so close to transit, manufacturers of outdoor recreation equipment might consider the associated business and light industrial parks as a prime spot for locating their business.

Other considerations include a conference center or a program similar to the Urban Farm at Stapleton whose mission is to improve the lives of children living in high risk, urbanized neighborhoods by helping to create a sense of positive self-regard and self-reliance, a strong work ethic, and hope. Urban children and youth are exposed to the positive values of farm life - respect for the environment, appreciation for animals and plants, team spirit and the satisfaction of hard work leading to a job well done. Urban Farm programs include farm-school partnerships, *Embracing Horses*, 4H, *Storybook Farm*, field trips and a children's garden.



*The Urban Farm at Stapleton - building self esteem*

Option 2 - Clear Creek Open Space

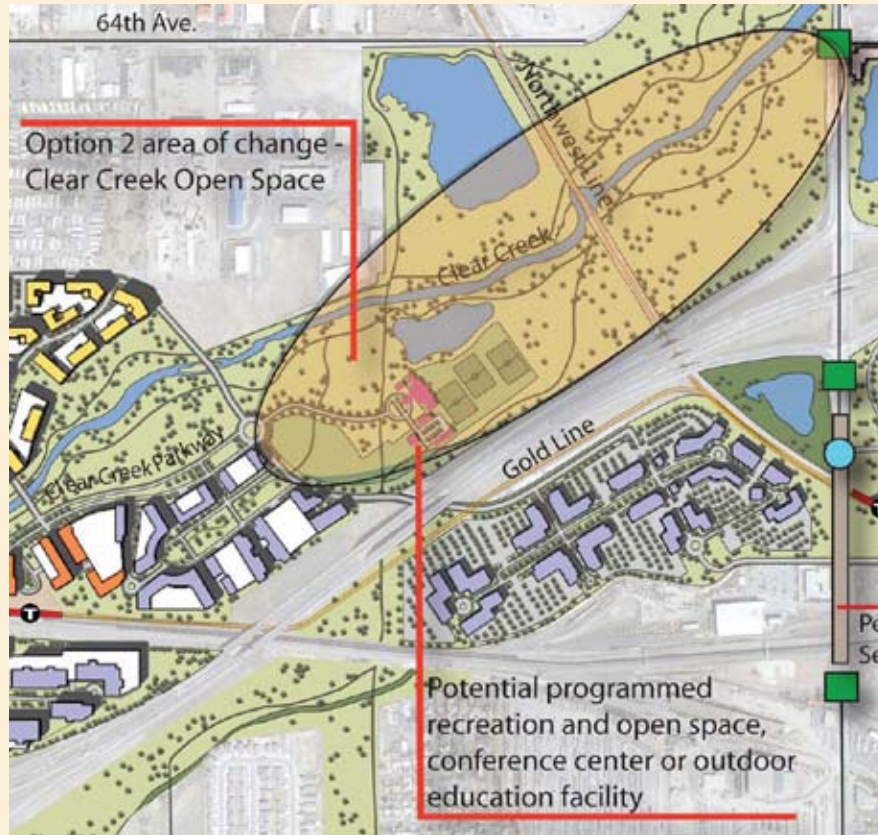


- **Massing study, view west across recreation amenity toward Federal station**



- **Massing study, recreation amenity and open space, view east**

**Option 2 - Clear Creek Open Space**



**Option 2 - Clear Creek Open Space**

**CLEAR CREEK OPEN SPACE**

The vision for Option 2 is to maximize the recreational benefit of the Clear Creek amenity for the community and by doing so to enhance development potential for the area.

Parking - 7,230  
 (Includes Federal Station parking at 600 spaces)

Multi-family Residential units - 1,993  
 (No change from Federal Station)

Retail - 323,000 SF  
 Potential jobs - 323 (1/1,000 SF)

Business/office - 190,000 SF  
 Potential jobs - 633 (1/300 SF)

Open Space - 105 acres

Program based on hypothetical assumptions of maximum buildout. Not based on current zoning or entitlements.

## Implementation Strategies

To move the vision of the Clear Creek at Federal and Pecos Junction stations into reality, several private and public participants will need to be coordinated over a time span of several years. Development of this area will be complex, but within five to ten years, substantial progress can be made toward a new identity and sense of place for these important Adams County destinations.

### Development Sequence

Many different development scenarios could be created for the Federal and Pecos stations. Presented here is a nominally seven to fifteen year view of one typical process of development. Each potential developer may have a unique and different way of proceeding. As always, market potentials for absorption of the space will be a strong factor, so that the time frame envisioned here may stretch out over a longer term, or could be accelerated, depending on market conditions.

### Phase 1 – Present to 2010

#### Adams County Commitment and Support

There is much Adams County is doing to set the stage for Transit Oriented Development in the station areas. The first step was to adopt the Transit Oriented Development and Rail Station Area Planning Guidelines as part of the Adams County Comprehensive Plan. The second step is to adopt this Clear Creek TOD Planning Study as part of the Comprehensive Plan. Strategies could also include expansion of the open space, enhancements of the Clear Creek amenity, and infrastructure investments to improve the area's development appeal. In addition, new form-based zoning overlay regulations will increase the appeal of new near-term industrial developments. Such regulations could also protect development in the station areas from non-transit sensitive uses and designs, lower the cost of re-use, and require consistent landscape and streetscape to create a sense of place.

#### Completion of Current Projects

The Pecos Grade Separation project and the proposed Urban Drainage and Flood Control Phase B plan are critical to the potential development success of the area. Construction is expected to be completed on the grade separation project by 2010. A timeframe for the proposed Urban Drainage projects has not been established; however, the improvements relative to this study are considered a priority because the recommended location for the Federal station is currently in the floodplain.



## Implementation Strategies

During this phase, the various public and private funding sources that can help the stations achieve their goals will be evaluated. Some of these sources include private land owner and developer equity, Urban Drainage and Flood Control District, County drainage funds, Great Outdoors Colorado (GOCO), County open space funds, Colorado Brownfields Cleanup Fund and the Colorado Brownfields Revolving Loan Fund, Traffic Impact fees, Federal Economic Development Administration Grant (EDA), Livable Communities Initiative, equity investors, Real Estate Investment Trusts (REIT), infrastructure funds, New Market Tax Credits, land acquisition funds, Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) grants, and the Enterprise Zone program.

### Phase 2 – 2010 to 2015

#### Master Developer Solicitation

While there are several potential ways to individually redevelop the properties, the way to achieve the highest and best potential reuse of the entire area is to have a master developer assemble and redevelop the land according to a master plan. In this way, the overall property can be developed without being constrained by internal property lines. In this phase, Master Developer solicitations by Adams County are envisioned, including time to complete a development agreement with the owners and the County. Entitlements work would be undertaken by the developer, and design work at least for the first construction phase, would be done, possibly at the same time as entitlements.

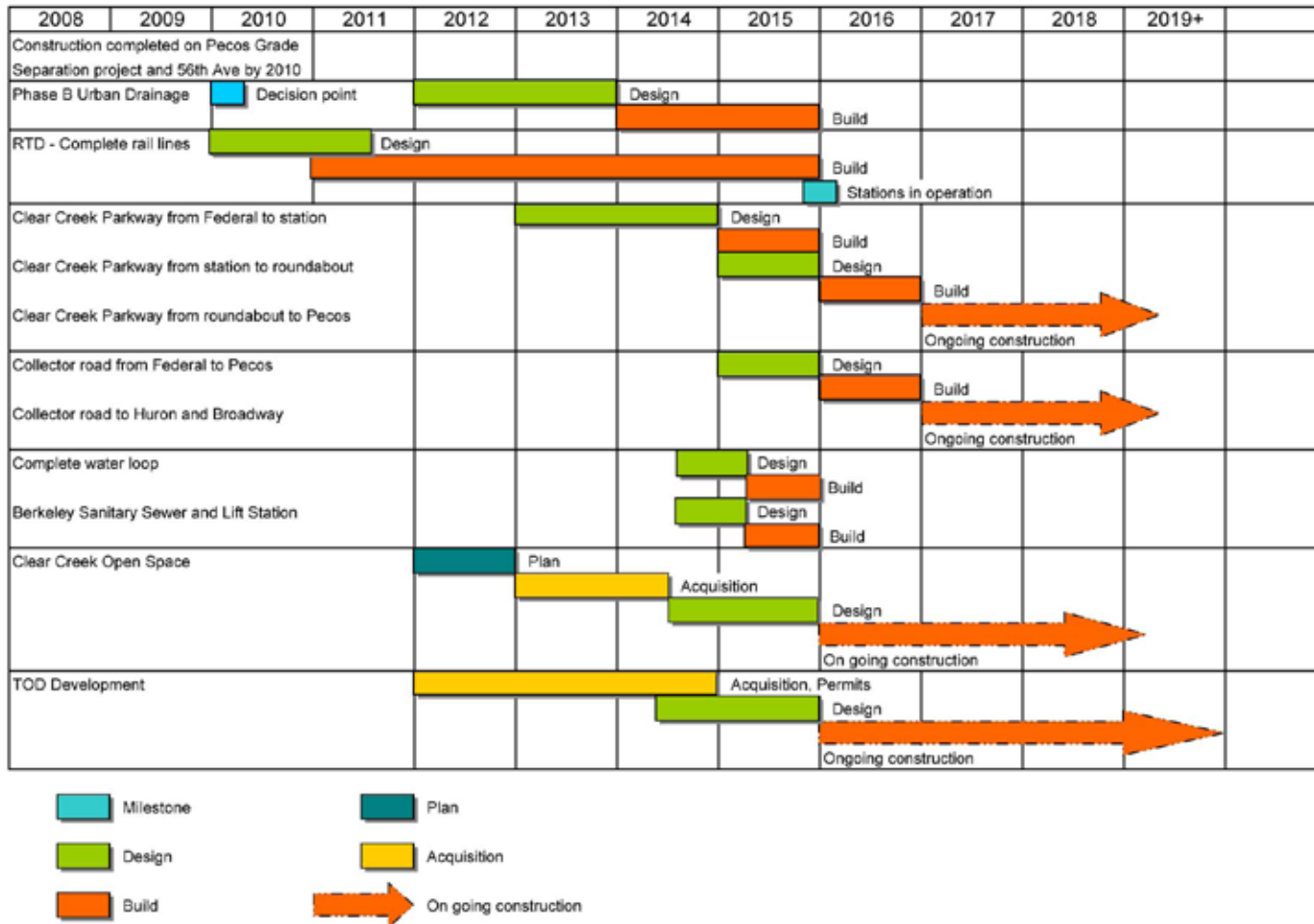
### Phase 3 – 2016 to 2025

Rail service to the two stations is expected to be completed in 2015. According to the market analysis, at this point new market opportunities for retail, residential and office will arise. Depending on market and financing conditions, this is potentially a very active construction period that will result in a new Village Center and business and industrial parks for Adams County that meet the needs of the transit rider as well as the needs of the community.



IMPLEMENTATION STRATEGIES

Potential Planning and Implementation Schedule



Project	Costs	Financing Options	Partners
<b>Clear Creek Major Drainage Planning – Phase B</b> <ul style="list-style-type: none"> <li>▪ Federal Blvd. Bridge Replacement and Channelization</li> </ul>	\$11,400,000	EDA grant, SAFETEA-LU, Section 108 Loan, Road and Bridge Fund, CIP, Highway User Tax funds, Transportation Improvement program, Traffic Impact Fees,	CDOT, Urban Drainage and Flood Control District
<b>Clear Creek Parkway -</b> <ul style="list-style-type: none"> <li>▪ 122' ROW, four-lanes with median and on-street parking, bike lanes, tree lawn and 5' sidewalks, with a bridge over BNSF rail line</li> <li>▪ From Federal Blvd. to Pecos between I-76 and Clear Creek</li> </ul>	\$11,500,000	EDA grant, Equity Investors – REIT & Infrastructure funds, Section 108 Loan, Road and Bridge Fund, CIP, Traffic Impact Fees,	Private Developer
<b>Collector Road</b> <ul style="list-style-type: none"> <li>▪ 88' ROW, two lanes with on-street parking, bike lane, 5' tree lawn, 5' sidewalks, 8' landscaping on interior side of sidewalk, bridge over Clear Creek</li> <li>▪ From 62<sup>nd</sup> and Federal Blvd. to Pecos under I-76</li> </ul>	\$5,500,000	Road and Bridge Fund, CIP, Traffic Impact Fees	Private Developer
<b>Complete water loop</b>	TBD	EDA grant, Section 108 Loan	Private Developer, Berkeley W&S
<b>Berkeley sanitary sewer and lift station at Federal</b>	TBD	EDA grant, Section 108 Loan	Private Developer, Berkeley W&S
<b>Clear Creek Park</b> <ul style="list-style-type: none"> <li>• 69 acres with Clear Creek Parkway Option</li> <li>• 107 acres Clear Creek Open Space Option</li> <li>• Costs dependent on amount of programming and infrastructure</li> </ul>	\$3,430,335 \$5,319,505 Land only based on PLD fee fair market value	Open Space Fund, GOCO grant, CO Dept of Wildlife, CO Wetlands Program, Energy and Mineral Impact Assistance Fund, LaFarge, Colorado Brownfields Cleanup Fund and the Colorado Brownfields Revolving Loan Fund	Hyland Hills, Army Corps of Engineers
<b>Transit Village</b> <ul style="list-style-type: none"> <li>• Mixed Use development</li> </ul>	TBD	Private developer equity, Public Private partnerships, Equity investors – REIT & Infrastructure funds, Livable communities initiative, New Market Tax Credits, Non-tax project income, HOME, Private Activity bonds, Brownfields Cleanup Fund and Revolving Loan Fund,	Private Developer, Urban Land Conservancy, Adams County Housing Authority, Enterprise, Private Foundations



Active street level retail



Interactive corners

## Design Standards

### Purpose of the Design Standards

The purpose of the Design Standards is to set high quality requirements for design of all projects in the Village Center. Development that is designed to these standards will protect the real estate values in the station area and in the neighborhoods in the vicinity. The standards provide a level playing field for developers which will assure a high standard of design on the part of all participants, and raise the bar for design in the immediate area.

### Design Standards for the Village Center

#### Sustainability

*Intent:* To achieve sustainable design in developing and building each site promoting integrated design practices that sustain the project economically, environmentally and culturally.

*Principles:* At a minimum, sustainability within the Village Center shall be measured by the LEED rating system, established by the USGBC. Review and approval of buildings in this area shall be contingent upon the applicant showing progress in obtaining the LEED Certified credits. Affordable housing will be considered as an integral part of planning.

#### Pedestrian Connectivity

*Intent:* To connect transit, commercial and housing destinations with convenient, safe and easy to understand pedestrian circulation.

*Principles:* Walkways, bridges and pedestrian crossings shall constitute a network that interconnects all transit, commercial and residential buildings. Hidden areas and blind corners shall be avoided in favor of open, visible gathering places and unobstructed paths with clear visual connections to destinations beyond. Pedestrian walkways should avoid doubling back or acute changes in the travel path, and should have good visual connection with the surroundings at all times. Active uses should be located along the pedestrian paths.

#### Ground Floor Activity

*Intent:* To create a compelling and active pedestrian environment with interesting, accessible activities at the street level.

*Principles:* Ground floor uses shall consist of active commercial uses, restaurants and entertainment venues in areas that will be frequented by pedestrians. The active space shall be organized in a logical pedestrian flow, without isolating retail activities from public spaces and streets.

## Design Standards

### Orientation

*Intent:* To activate the street with people entering and leaving buildings and to make building entries easy to find and use.

*Principles:* Main building entries shall be oriented toward the fronting street or immediately adjacent sidewalk. If streets are extended into the site, these streets shall have primary building entries related directly to them. Residential buildings above retail shall have entries on the streets fronting the buildings.

### Building Height and Urban Form

*Intent:* To create a skyline profile for the Village Center and to provide good transitions between existing neighborhoods and the more intense transit-oriented development.

*Principles:* Building height may be maximized at the high traffic sides of the site, and minimized adjacent to surrounding neighborhoods. Building heights within the Village Center should not exceed 48', or four stories.

### Bulk, Massing, View Corridors

*Intent:* To enhance the value of properties in the Village Center by preserving valued views from the buildings in the area, and to avoid undue shadowing of neighboring properties and public spaces.

*Principles:* Buildings shall be located and massed to allow views of the mountains. Long building profiles shall be broken up with relief in the facades and rooflines to minimize apparent bulk and mass.

### Setbacks & Build-to Lines

*Intent:* To create street and public place spaces that are humane and welcoming for a range of activities.

*Principles:* Building forms should be related to the width and activity on the street that fronts them, so that a sense of enclosure is created. Building heights should shade the sidewalks on the south and west sides in hot weather, but allow sun exposure on the north side during cold weather. In the Village Center, buildings shall be built to the property line, defined as the back of sidewalk, with allowances made for shallow setbacks in each block, consistent with a uniform street frontage.



*Parking wrapped with street level retail*



*Englewood City Center*



**Lighting that creates a warm and safe environment**



**Landscaping that enhances the experience**

## Design Standards

### Landscape and Streetscape

*Intent:* To provide a high level of visual and physical amenity and comfort at the street level and in public spaces.

*Principles:* Landscape and streetscape shall be urban in character, allowing for pedestrian traffic and seating, and for visual relief from the urban environment. Streetscape design shall have a unified concept throughout the Village Center, with special emphasis on a central space in the middle of the core. Building roofs should be developed as open space resources, amenity decks and green roofs where possible. The landscape treatment on each development parcel shall be coordinated with the public space streetscape design.

Landscape materials should consider:

- safety – avoid visual obstructions especially at circulation intersections
- local microclimate – provide summer shade and open canopies for warmth in winter
- low watering requirements – 75% of plant material drought resistant
- ease of maintenance – minimize litter from plant materials and trees
- attractiveness – intensify in key locations and seasonal color, texture, scale,
- screening of service areas, parking lots, meters and garbage dumpsters

Site Furnishings and Lighting should:

- be incorporated as part of the building design and architectural style
- express a hierarchy from the TOD core to outlying areas
- be durable and appropriate for the climate
- illuminate all sidewalks and pedestrian pathways with uniform light levels
- not cast light directly into residential windows

### Streetscape Design

*Intent:* To provide a location-specific identity and visual amenity throughout the Village Center.

*Principles:* Streetscape and open space areas should add a distinctive identity to the area, using planting, paving, lighting, signage and street furnishings as cohesive elements. Features should be coordinated throughout the development.



## Design Standards

### Access and Parking

*Intent:* To provide convenient vehicle access to all areas of the Village Center, while minimizing vehicle/pedestrian conflicts and visual intrusion of parking into the public environment.

*Principles:* Wrap parking structures with residential or commercial buildings to minimize visual impact on public streets and spaces. In the core station area, surface parking lots should be avoided except in the outer TOD areas of the station. Vehicle access to parking should be avoided on high-traffic pedestrian frontages. Parking access shall be well-identified for way-finding. The entire core area shall be self-sufficient in terms of parking; shared parking shall be utilized and may be shared from parcel to parcel.

### Building Appearance

*Intent:* To create a positive visual environment through building design.

*Principles:* Architectural design will distinguish the Village Center from other development areas in Adams County, through its timeless architecture, attention to detailing, humane scale and relationship to the public spaces. 360 degree architecture creates an urban environment that is visually pleasing from all points of view. All sides of a building shall exhibit design continuity, with no unimproved sides being visible from public rights-of-way. Early phase buildings which will have buildings abutting them may have building faces that are without fenestration or other façade design features.

Building facades shall be environmentally responsible by adapting fenestration, shading and materials individually to respond to the environmental conditions of each façade's orientation. Buildings shall minimize the negative impact of winter shade on public open spaces and sidewalks. Buildings shall not contain gold glass coating or other first surface coatings that are highly reflective or mirrored and will provide clear glass storefronts on open lower floor facades, to ensure visibility of active uses. Clear glass shall not have a reflectance rating of greater than .20.

Awnings & canopies shall be an integral part of the architectural design. Canopies shall not extend more than ten feet beyond the faces of buildings, and no less than six feet. Awnings shall be solid colors. Awnings or canopies shall not be supported from the sidewalk.



*Active gathering places*



*Places for solitude*



*Creating a sense of place*

## Design Standards

Materials, finishes and detailing shall enrich the Village Center's visual and tactile qualities. Regionally-appropriate and compatible materials shall be used, carefully detailed and combined. The building materials shall establish a consistent and high level of quality that is durable and appropriate to pedestrian contact at the street level.

Storefront entry thresholds shall be at the adjacent sidewalk level. Storefronts shall be scaled and detailed to break down large facades of buildings into small units. A variety of small scale storefront designs shall predominate over a uniform series of longer storefronts.

All rooftop equipment and ground floor equipment, trash storage and utilities shall be screened from view from public rights-of-way.

### Lighting

*Intent:* To create an energy efficient environment that is safe, warm and inviting.

*Principles:* External lighting of buildings shall be minimized, except for accent lighting of building entries or features. The impact of lighting on the night sky shall be minimized by cutoff fixtures, downward projecting fixtures and minimizing light energy. Exterior light fixtures shall confine direct light rays to the premises, and the light source shall not be directly visible from any adjacent property or beyond two mounting heights distance from the fixture. Power consumption for external building lighting shall be minimized. Minimum light levels at building entries shall be 5.0 footcandles and at loading docks 15.0 footcandles. Some types of lighting shall be prohibited, including electronic message boards, moving, blinking or flashing lights, lights that may be confused with traffic control, and any light that is distracting to the operator of a motor vehicle.

## Design Standards for Business and Industrial Park

### General Standards

Design standards within this zone are intended to result in a clean, quiet industrial development with primary activities conducted in enclosed buildings. Industrial uses located within this zone will not devalue adjacent properties, interfere with surrounding land uses or cause traffic congestion. Each industrial use will provide good vehicular and pedestrian circulation, adequate landscaping, buffering, fencing and vegetated open space so that each and every use shall contribute to the beauty, convenience and attractiveness of the community.

## Design Standards

### Building Orientation

*Intent:* To create and protect a positive visual impact for drivers and pedestrians on the primary roadways.

*Principles:* Buildings should be oriented with primary consideration given to the visual impact of the driver or pedestrian on the primary road. Views from the primary roads should be dominated by green front yards and the primary or front building facade. Front yard set backs shall be equal to the height of the building with a minimum front yard setbacks of 20'. Side and rear yard setbacks for parking lots and service areas shall be the same as the property line setbacks.

### Access Points

*Intent:* To facilitate safe and efficient movement of trucks, cars and pedestrians.

*Principles:* The number of access points should be kept to a minimum and alignment of opposite entrances is encouraged.

### Parking and Parking Lots

*Intent:* To facilitate safe and efficient movement of trucks, cars and pedestrians and ensure a positive aesthetic view from primary roads.

*Principles:* Parking lots should be located to the side or rear of the primary or front building facade with the number of spaces in the front yard minimized. Large expanses of parking are highly discouraged and should instead be designed as smaller modules separated by vegetation. Parking areas should be buffered from the road using landscaping, berms, half walls or fences to soften their appearance. Stormwater management techniques that use vegetated areas and bioretention swales to naturally treat stormwater are strongly recommended. Parking with thirty or more spaces shall have perimeter vegetation to screen 30% of the view from adjacent streets or buildings.

### Service Areas

*Intent:* To minimize any negative visual impact from primary roads and the front of neighboring buildings

*Principles:* Service areas including truck docks, loading bays and site located mechanical/electrical equipment are only permitted on the rear and side yards of the buildings.



*Interesting architecture can make a difference in industrial development*



*Signage and landscaping can contribute to a sense of place and arrival even in industrial settings*

### Design Standards



*Simple landscaping around the building can make a big difference*



*Parking, loading docks and trash receptacles should be placed on the side or back of the building and screened from the primary road*



## Design Standards

### Building Appearance

*Intent:* To create and preserve a consistent and attractive architectural palette for the park.

*Principles:* The size and footprint of individual buildings may vary depending on use and shape of the lot. However, the materials, textures and colors of each building facade should be of high quality and reflect the professionalism of the park. Architectural elements should be used to emphasize entrances and break the monotony of large vertical surfaces. Mechanical equipment on the roof should not be visible or should be screened from all vantage points. All new construction will be LEED certified according to the guidelines of the USGBC. Building heights shall not exceed 36' or three stories and should be reduced if adjacent to a residential edge.

### Lighting

*Intent:* Lighting intensities and design should be appropriate for the safety of employees and visitors.

*Principles:* Illumination can create a secure and attractive environment for users after hours but can also be a nuisance to properties in the area. Lighting intensities should follow the guidelines of the USGBC and not spill out beyond the property edge.

### Utilities, Trash Receptacles and Outdoor Storage

*Intent:* To sustain an attractive and orderly environment for all users of the park

*Principles:* All utilities should be underground and marked with minimally obtrusive signs. Outdoor storage shall be screened from parking areas, primary roads, and the entrance to neighboring buildings. Screening for utilities, trash receptacles and outdoor storage shall be of durable materials used on the building facade or dense vegetation that blocks views year round. A maximum of 10% of the unbuilt portion of the lot may be used for outdoor storage.

### Landscape

*Intent:* To create an overall continuity in the park that enhances the environmental experience for users

*Principles:* Where possible, existing vegetation should be preserved and incorporated into the overall building and landscape design. Landscaped areas should consist of native species and should be arranged to emphasize building entrances, pedestrian and vehicular circulation routes, and soften the appearance of parking areas, mechanical systems, and service areas.

## Form-Based Zoning

Form-based zoning seeks to regulate the form of the built environment. This new approach builds on the idea that physical form is a community's most intrinsic and enduring characteristic. Based on ideal urban forms or contextual cues, form-based zoning ensures that new development will be appropriate to the community vision or existing character.

Form-based zoning de-emphasizes land use regulations allowing the market to determine the use. It also encourages a healthy mix of retail and residential uses, and aims to curb sprawl and reduce car dependence. Freeing the real estate market to respond to changes in demand has been shown to increase property values. Regionally, improving the quality of life through form-based zoning may lead to a competitive advantage in attracting new investment into the community.

### Components of the form-based approach

#### The Regulating Plan

The regulating plan illustrates where form-based codes apply and guides developers to implement them properly. It classifies sites according to street, block, and district characteristics and includes easy-to-follow illustrations of build-to lines, projects building footprints, location of public spaces and allowable building types specific for each site. Developers can then view the site as part of a larger, unified design.

#### Building Envelope Standards

Building envelope standards ensure that development fits the desired character of the zone, regulating building height, placement and orientation. The standards prescribe the ideal. For example, height parameters define the minimum height needed to define the street edge and a maximum height allowable to fit the context.

#### Architectural Standards

Architectural standards are used to achieve a community's aesthetic vision. They are highly subjective and are best determined through public participation. In some areas, such as historic districts, architectural standards can be highly regulatory governing building scale, architectural features, building materials and construction techniques. Generally, architectural standards are not a requirement in form-based codes.

## Form-Based Zoning

### Street Standards

Street standards share the same objectives as architectural standards, but instead apply to hardscape and landscape material including tree species and paving types. They are key to developing a coherent streetscape and a connection to public space.

### Application of Form-Based Zoning

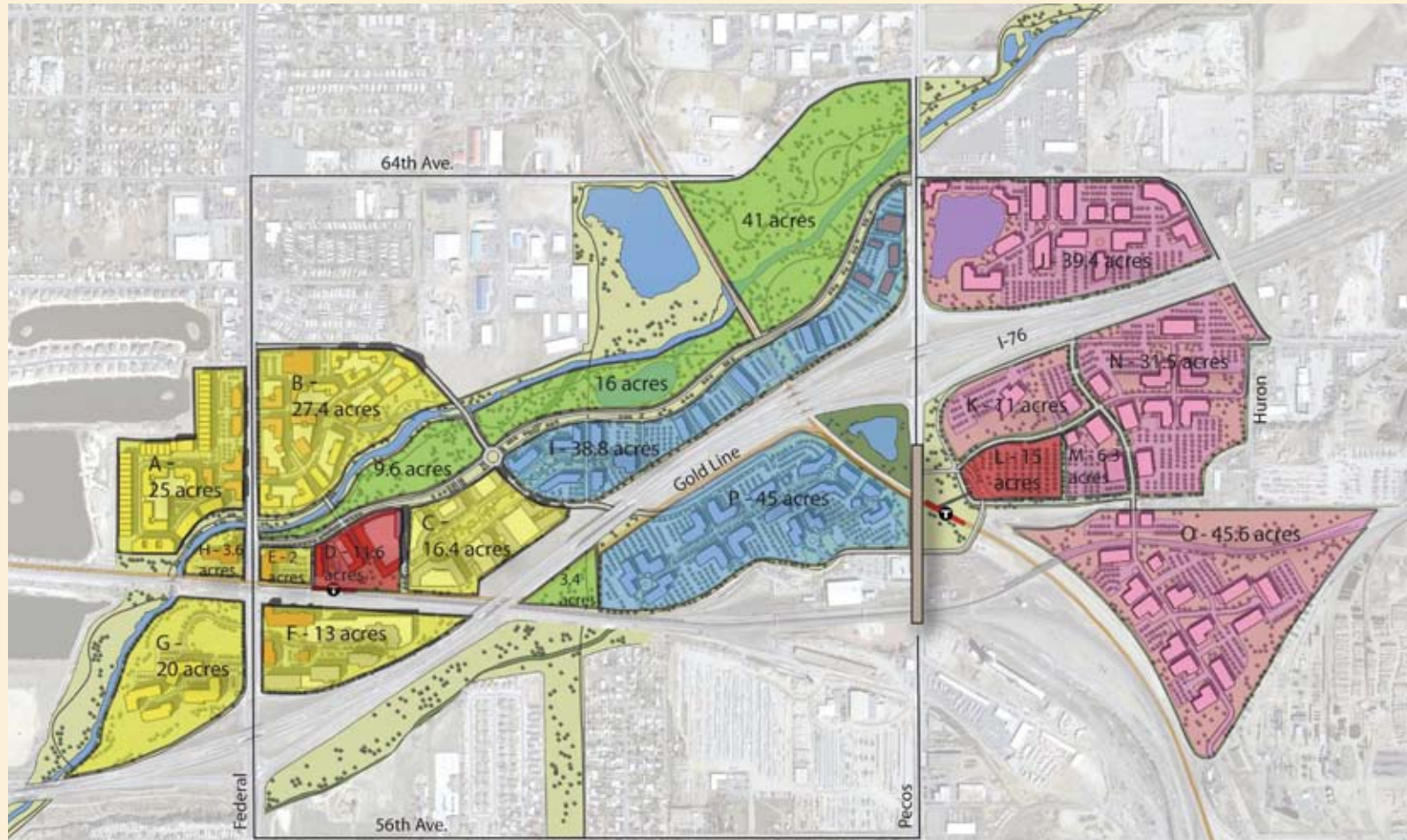
#### Form-Based Coding

This technique provides detailed prescriptions of physical form in a well-illustrated, clear plan. Incentives for using the form-based codes, including expedited permitting processes and tax breaks, can enhance its appeal to developers and lead to better implementation of the standards. Developers and architects praise the clarity of a form-based code and the more predictable, streamlined review process.

#### Form District Zoning

This technique defines districts according to distinguishable development patterns or desired form characteristics such as building form and orientation, street grid and streetscapes. This approach can apply to an entire region or specific districts within a city with common characteristics such as proximity to transit stations. Developers praise district zoning as a way to promote context-sensitive design while not being overly restrictive.

Acreage



- Business Park
- Village Center
- Station areas
- Industrial Park
- Existing open space
- New open space



New Development Program

**New Development Program**

**Federal Station Area**

	Acres	Stories	Residential Units	Office SF	Indus. SF	Retail SF	Parking (TOD) per 1,000 SF	Parking Required	Parking Supply	Parking RTD
<b>PARCEL A</b>										
Residential		3+1 prk.	1,250				1.5	1,875	1,875	
Office		2+1 prk.		86,400			2.5	216	216	
Retail		1				43,200	3	129	122	
<b>Sub-Totals Parcel A</b>	<b>25</b>		<b>1,250</b>	<b>86,400</b>	<b>0</b>	<b>43,200</b>		<b>2,220</b>	<b>2,213</b>	<b>0</b>
<b>PARCEL B</b>										
Residential		3+1 prk.	445				1.5	668	660	
Office		2+1 prk.		81,000			2.5	203	240	
Retail		1				117,000	3	351	340	
<b>Sub-Totals Parcel B</b>	<b>27.4</b>		<b>445</b>	<b>81,000</b>	<b>0</b>	<b>117,000</b>		<b>1,221</b>	<b>1,240</b>	<b>0</b>
<b>PARCEL C</b>										
Residential			0					0	0	
Office		3+1 prk.		558,000			2.5	1395	1460	
Retail						0		0	0	
<b>Sub-Totals Parcel C</b>	<b>16.4</b>		<b>0</b>	<b>558,000</b>	<b>0</b>	<b>0</b>		<b>1395</b>	<b>1460</b>	<b>0</b>
<b>PARCEL D</b>										
Residential			0					0	0	
Office		2+1 prk.		72,000			2.5	180	200	
Retail		1				40,000	3	120	115	
<b>Sub-Totals Parcel D</b>	<b>11.6</b>		<b>0</b>	<b>72,000</b>	<b>0</b>	<b>40,000</b>		<b>300</b>	<b>315</b>	<b>600</b>
<b>PARCEL E</b>										
Residential			0					0	0	
Office				0				0	0	
Retail		1				24,000	3	72	92	
<b>Sub-Totals Parcel E</b>	<b>2</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>24,000</b>		<b>72</b>	<b>92</b>	<b>0</b>
<b>PARCEL F</b>										
Residential		3+1 prk.	181				1.5	271	271	
Office		2		130,000			2.5	325	300	
Retail		1				37,800	3	113	150	
<b>Sub-Totals Parcel F</b>	<b>13</b>		<b>181</b>	<b>130,000</b>	<b>0</b>	<b>37,800</b>		<b>709</b>	<b>721</b>	<b>0</b>
<b>PARCEL G</b>										
Residential		3+1 prk.	117				1.5	175	180	
Office				0				0	0	
Retail		1				36,000	3	108	105	
<b>Sub-Totals Parcel G</b>	<b>20</b>		<b>117</b>	<b>0</b>	<b>0</b>	<b>36,000</b>		<b>283</b>	<b>285</b>	

New Development Program

Federal Station Area										
	Acres	Stories	Residential Units	Office SF	Indus. SF	Retail SF	Parking (TOD) per 1,000 SF	Parking Required	Parking Supply	Parking RTD
PARCEL H										
Residential			0							
Office				0						
Retail		1				25,000	3	75	100	
<b>Sub-Totals Parcel H</b>	<b>3.6</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>25,000</b>		<b>75</b>	<b>100</b>	
PARCEL I										
Residential			0					0	0	
Office		3+1 prk.		208,000			2.5	520	600	
Retail		1				144,000	3	432	450	
<b>Sub-Totals Parcel I</b>	<b>38.8</b>		<b>0</b>	<b>208,000</b>	<b>0</b>	<b>144,000</b>		<b>952</b>	<b>1050</b>	
<b>TOTAL Federal Station</b>			<b>1,993</b>	<b>1,135,400</b>	<b>0</b>	<b>467,000</b>		<b>7,227</b>	<b>7,476</b>	<b>600</b>
Pecos Station Area										
PARCEL J										
Residential			0							
Light Industrial		1			275,000		2.5	687	730	
Retail		1				36,000	3	108	120	
<b>Sub-Totals Parcel J</b>	<b>39.4</b>		<b>0</b>	<b>0</b>	<b>275,000</b>	<b>36,000</b>		<b>795</b>	<b>850</b>	<b>0</b>
PARCEL K										
Residential			0					0	0	
Light Industrial		1			120,000		2.5	360	500	
Retail						0		0	0	
<b>Sub-Totals Parcel K</b>	<b>11</b>		<b>0</b>	<b>0</b>	<b>120,000</b>	<b>0</b>		<b>360</b>	<b>500</b>	<b>0</b>
PARCEL L										
Residential			0					0	0	
Light Industrial					0			0	0	
Retail						0		0	0	
<b>Sub-Totals Parcel L</b>	<b>15</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>700</b>
PARCEL M										
Residential			0					0	0	
Light Industrial		1			45,000		2.5	112	130	
Retail						10,000	3	30	40	
<b>Sub-Totals Parcel M</b>	<b>6.3</b>		<b>0</b>	<b>0</b>	<b>45,000</b>	<b>10,000</b>		<b>142</b>	<b>170</b>	<b>0</b>
PARCEL N										
Residential			0					0	0	
Light Industrial		1			225,000		2.5	562	600	
Retail						0		0	0	
<b>Sub-Totals Parcel N</b>	<b>31.5</b>		<b>0</b>	<b>0</b>	<b>225,000</b>	<b>0</b>		<b>562</b>	<b>600</b>	<b>0</b>

New Development Program

**Pecos Station Area**

	Acres	Stories	Residential Units	Office SF	Indus SF	Retail SF	Parking (TOD) per 1,000 SF	Parking Required	Parking Supply	Parking RTD
<b>PARCEL O</b>										
Residential			0							
Light Industrial		1			280,000		2.5	700	740	
Retail								0	0	
<b>Sub-Totals Parcel O</b>	<b>45.6</b>		<b>0</b>	<b>0</b>	<b>280,000</b>	<b>0</b>		<b>700</b>	<b>740</b>	
<b>PARCEL P</b>										
Residential			0					0	0	
Light Industrial		1			320,000		2.5	800	860	
Retail						0		0	0	
<b>Sub-Totals Parcel P</b>	<b>45</b>		<b>0</b>	<b>0</b>	<b>320,000</b>	<b>0</b>		<b>800</b>	<b>860</b>	
<b>TOTAL Pecos Station</b>			<b>0</b>	<b>0</b>	<b>1,265,000</b>	<b>46,000</b>		<b>3,359</b>	<b>3,720</b>	<b>400</b>

**TOTALS**

**Federal Station**

**Option 1**

**Option 2**

Residential Units	998	998
Office SF	1,135,400	927,400
Retail SF	467,000	323,000
Light Industrial SF	0	0
Open Space Acres	66	105

**Pecos Station**

Residential Units	0	0
Office SF	0	0
Retail SF	46,000	46,000
Light Industrial SF	1,265,000	1,265,000
Open Space Acres	0	0

**TOTALS**

**Option 1**

**Option 2**

**Market Analysis**

Residential Units	998	998	1,833
Office SF	1,135,400	927,400	1,686,589
Retail SF	513,000	369,000	780,621
Light Industrial SF	1,265,000	1,265,000	1,296,278
Open Space Acres	66	105	

### Redevelopment Areas



- Removal/redevelopment of existing structures
- Buildings remain
- Vacant land - new construction
- Existing open space
- New open space



Questions?

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