

**GREATER DOWNTOWN DISTRICT
CIRCULATION NETWORK VISIONARY PLAN**

Ensuring Connectivity, Circulation, and Character

Prepared by:
Susan Pacek, Comprehensive Planning Manager

Developed in cooperation with:
The Downtown Task Force

Endorsed by:
Planning Commission on September 25, 2003
Town Council on October 20, 2003

EXECUTIVE SUMMARY

An important element in any community planning effort is a sustainable transportation system. Just as critical, is preserving community character. This Visionary Plan is the management tool that addresses both needs for the Greater Downtown District, Parker's commercial core.

By identifying critical connections, traffic congestion on main thoroughfares and at major intersections can be alleviated; ultimately creating an environment where economic development can flourish. Furthermore, by encouraging the desired road side appearance and experience of these circulation networks, the future growth of the downtown core is ensured to develop in a manner consistent with the community vision.

In summary, this Visionary Plan focuses on three critical elements – ensuring connectivity, circulation, and character -- the basis for a successful and vibrant downtown.

Statements about the Process and Plan from Task Force Members

““Small Town, Friendly Streets, Big Lifestyle” – The Circulation Network Visionary Plan is intended to create a series of interconnecting public streets, spaces, buildings, parks, and uses that are unique to the Town of Parker and that create a socially intimate, friendly, and inviting walking environment.”

“Planning is invaluable and this conceptual plan lays the groundwork for future transportation in Parker's Greater Downtown District. This Plan will demonstrate its value during the next several years!”

“This Plan developed by citizens, planners, and architects provides a future road map, including circulation and connectivity, for all modes of transportation in Parker's Greater Downtown District!”

“This document is the result of the time, talent, and dedication of many people working together to achieve a common goal for the betterment of the Town.”

“The development of the Downtown Circulation Network Visionary Plan is a good illustration of the iterative process that allowed the Task Force to plan, discuss, and have input to the Engineering development process for new streets in Downtown Parker. Susan Pacek, acting as liaison between the Task Force and Parker's Engineers, communicated ideas back-and-forth until both groups were satisfied with the vision. It was an effective process with both groups making an equal number of suggestions and concessions as the vision for a new Downtown streetscape gradually emerged in pink, blue, and yellow lines on Parker's map.”

“Developing the street, sidewalk, and building configurations for each “type” of street first, gives the Task Force and the Town a base from which to develop the Design Requirements for the other Downtown components. I believe that the street standards help to ensure symmetry and smooth transitions between areas with distinct architectural characteristics. My hope is that when vision becomes a reality, the unique character of Parker's streets will facilitate easy access and more visits to Downtown businesses and activities by visitors as well as Parker residents.”

“The Visionary Plan process has allowed a diversified group of individuals to express and input their thoughts and to collectively arrive at a consensus to set a progressive framework for the future development of Downtown Parker.”

ACKNOWLEDGEMENTS

Downtown Task Force

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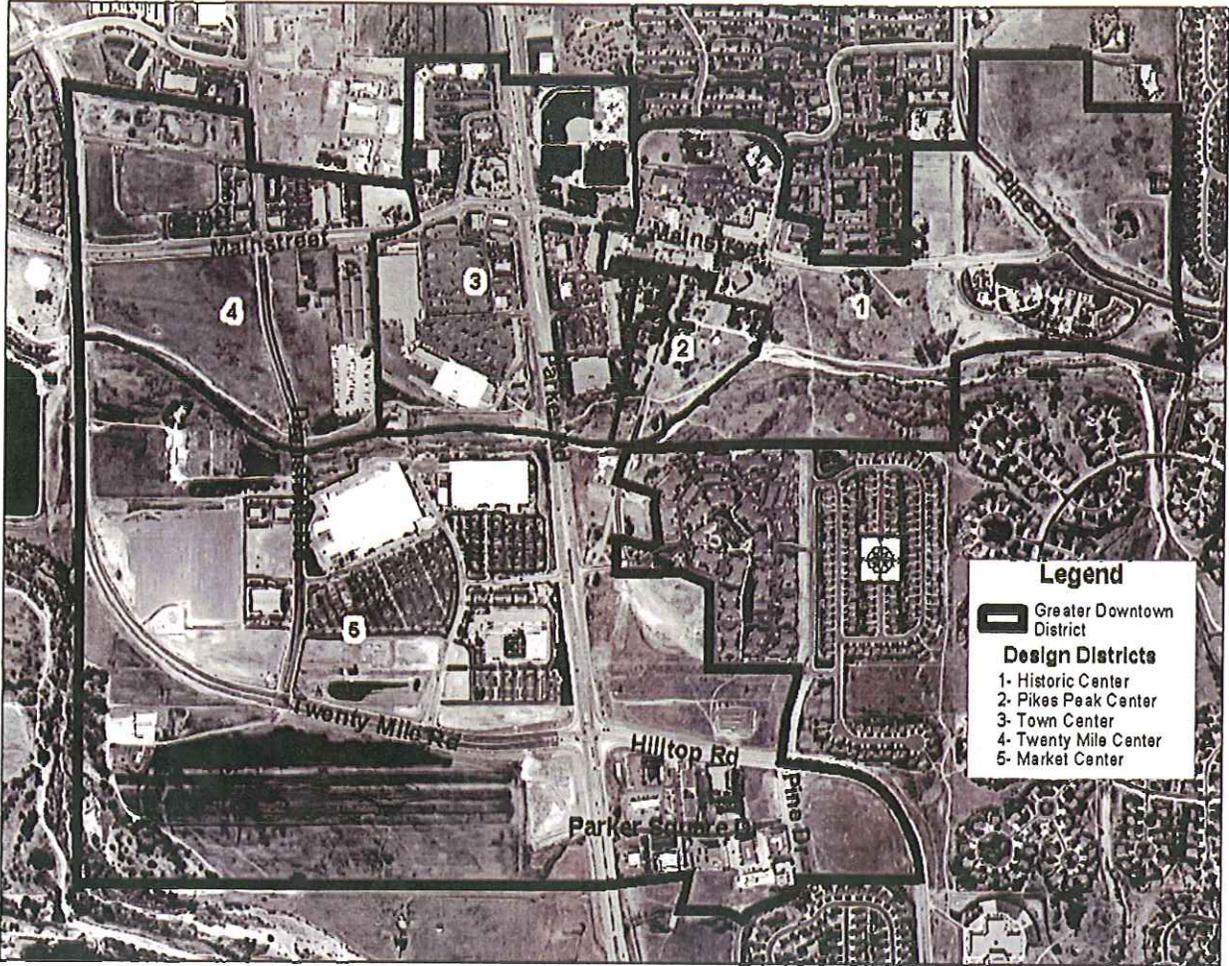
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RATIFICATION OF PLAN

The Visionary Plan was formally endorsed during public meetings by both the Planning Commission on September 25, 2003 and the Town Council on October 20, 2003. The Plan shall be implemented upon final endorsement by both appointed and elected bodies.

Exhibit 1
Greater Downtown District



TRANSPORTATION

Introduction

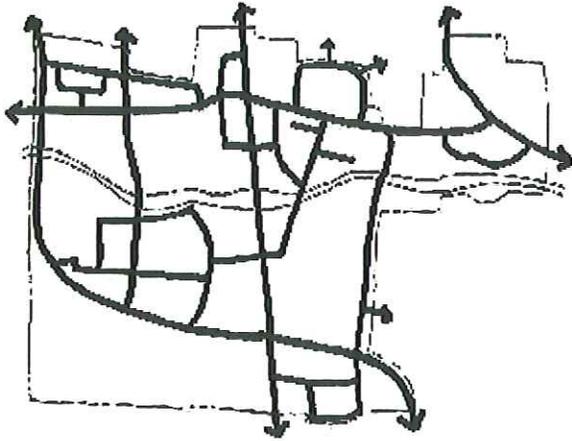
An important element in any community planning effort is the transportation and circulation system. Unless the capacity of the transportation system keeps pace with the demand for movement, congestion will result and the economic health of the downtown business community will be threatened.

Grid Systems

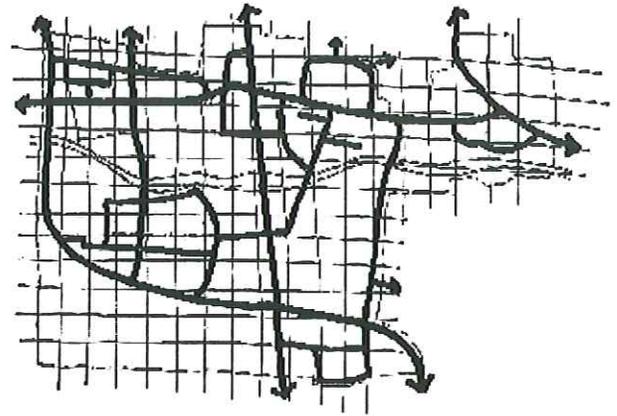
Grid systems have been used for centuries as the planning tool to effectively and safely move traffic from destination to destination. The extent of the grid system has a direct impact on a town's ability to effectively handle congestion and provide for a viable economy.

The superblock plat and the associated dominance of a limited number of high-capacity roads has historically been the framework for suburban business districts. Without breaking up superblocks and optimizing connectivity, congestion on main thoroughfares and at major intersections is problematic on a number of fronts. Transforming a suburban business district from a collection of geographically close but segregated real estate projects into integrated places allows customers and clients to patronize a variety of establishments more easily. The grid pattern and its narrow streets allow better transit circulation, create a more pedestrian-friendly atmosphere, accommodate shared parking rather than each development's provision of its own parking, reduce the physical separation of development, decrease vehicle trip generation, and provide for greater freedom of choice in transportation mode.

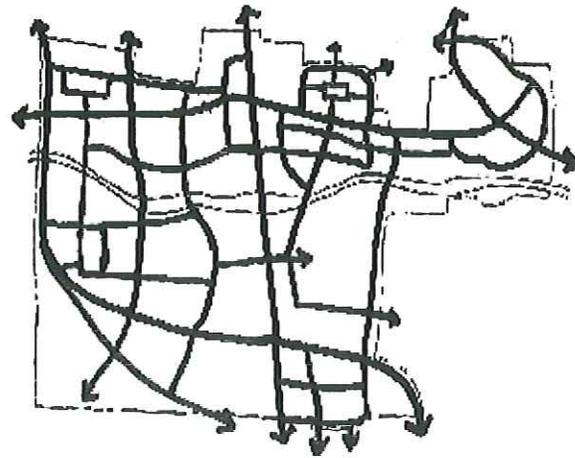
Although a traditional 300' street grid system is not realistic for Parker, a wider range of route choices that allows people to get from place to place within the Greater Downtown District is necessary to relieve traffic on main thoroughfares and at major intersections and to encourage commerce to stay and patrons to shop within our town limits.



Parker's Existing Vehicular
Circulation Network Overlay



Existing Network with
Traditional 300' Street Grid



Existing Network with Visionary Plan Circulation

VISION CASTING

Problem Statement

Parker, like typical suburban towns throughout America, has begun to suffer the consequences of a collection of geographically proximate but not interconnected property developments. Unlike traditional urban environments where grid systems are used to successfully move local traffic from location to location, suburban towns have been developed using the superblock configurations. Consequently, this type of configuration, especially in the commercial core of a community, results in traffic congestion on its main thoroughfares and at major intersections.

While additional connectivity is critical, preserving the community character is just as important. Today, users are demanding more of their environments and suburban towns are challenged to improve not only transportation and circulation, but also the experience while traveling down these thoroughfares.

Solutions

In order to alleviate congestion and provide an environment where economic development can flourish, alternative routes to support local trips are necessary. Ensuring connectivity is only one part of the solution. Encouraging the desired roadside appearance and experience of these circulation networks is critical to ensuring that the future growth of the downtown core is developed in a manner consistent with the community vision.

Intended Results

To ensure connectivity and circulation while preserving community character, a visionary plan needs to be established that depicts the future blueprint for Parker's commercial core.

In summary, this Visionary Plan focuses on three critical elements – ensuring connectivity, circulation, and character -- the basis for a successful and vibrant downtown.

THE VISIONARY PLAN

Purpose

The purpose of the Greater Downtown District Circulation Network Visionary Plan is two-fold --- to ensure connectivity and to establish roadside character.

Connectivity. Exhibit 2 is intended to provide a framework of vehicular circulation routes that ensures a greater level of connectivity between uses in the downtown area. This framework will guide property owners and developers toward plans that allow for connectivity and will provide a basis by which the Town of Parker can review project during the approval process. This Visionary Plan is not intended to show all routes within the Greater Downtown District, only those primary circulation networks. As such, minor internal circulation networks specific to individual developments will need to be determined at time of platting and during the site plan review process. Furthermore, improvements may be phased through time.

Character. Exhibit 3 is intended to provide the framework for the desired character and appearance of the streetscape and development activities along the thoroughfares that are illustrated in Exhibit 4. Excluded from this matrix are commercial lanes and privates streets with the understanding that the character of these routes will be determined during the site plan approval process.

Vision Statement

The vision of the *Circulation Network Visionary Plan* is to ensure connectivity, encourage circulation, and establish the road side character within the Greater Downtown District.

Assumptions

The following statements reflect some basic assumptions that were used when developing this Plan.

- The routes shown on the Plan reflect the long-range vision for the Greater Downtown. For that reason, improvements may be phased through time.
- The Plan is intended to ensure connectivity and does not necessarily imply actual alignments.
- The network indicated on the map is not intended to show all routes within the Greater Downtown District, only those primary circulation networks. As such, minor internal circulation networks specific to individual developments will need to be determined at time of platting and during the site plan review process.
- The intent is to expand the existing circulation network. To that end, existing rights-of-ways are utilized, where appropriate.
- The Plan is not intended to address all modes of transportation including bicycle, transit, and trails. Sidewalks are addressed only to the extent that the width of the walkway; however, not the location of such.

- Some areas are more “ripe” for redevelopment than others. For that reason, road alignments may acknowledge some structures and not others.
- The Plan does not include functional classification criteria including: number of lanes/widths of roadways; intersection classifications; and access points to and from developments.
- Determination of public or private ownership or maintenance of these circulation systems are not addressed in the Plan.

Character Classifications

Vehicular circulation for the Greater Downtown District is divided into six (6) primary character classifications: regional carrier, commercial distributor, commercial boulevard, Mainstreet, commercial street, and commercial lane.

- Regional Carrier: Parker Road is the only regional carrier within the Greater Downtown District.
- Commercial Distributor: Commercial distributors within the Greater Downtown District include: Twenty Mile Road, Hilltop Road, and Pine Drive (north of Mainstreet).
- Commercial Boulevard: Commercial boulevards within the Greater Downtown District include: Dransfeldt Road and Pine Drive (between Mainstreet and Hilltop Road).
- Mainstreet: Mainstreet is a hybrid corridor that ties development east and west of Parker Road along the historic heart of downtown. Mainstreet from Twenty Mile Road to Pine Drive holds this classification.
- Commercial Street: Commercial streets within the Greater Downtown District comprise public and private thoroughfares and include, but are not limited to: Victorian Drive, Pine Drive (south of Hilltop Road), Parker Square Drive, and Stage Run.
- Commercial Lane: Commercial lanes within the Greater Downtown District include those primary circulation networks within developments. Although included in this framework, they have been left off Table 1 for the primary purpose that the character of these routes depend upon the associated development and therefore, should be determined during the site planning process.

Character Elements

To ensure that future growth proceeds in a manner consistent with the community vision for Parker's commercial core, the desired road side appearance and experience of each of the five primary character classifications are defined. Such elements include:

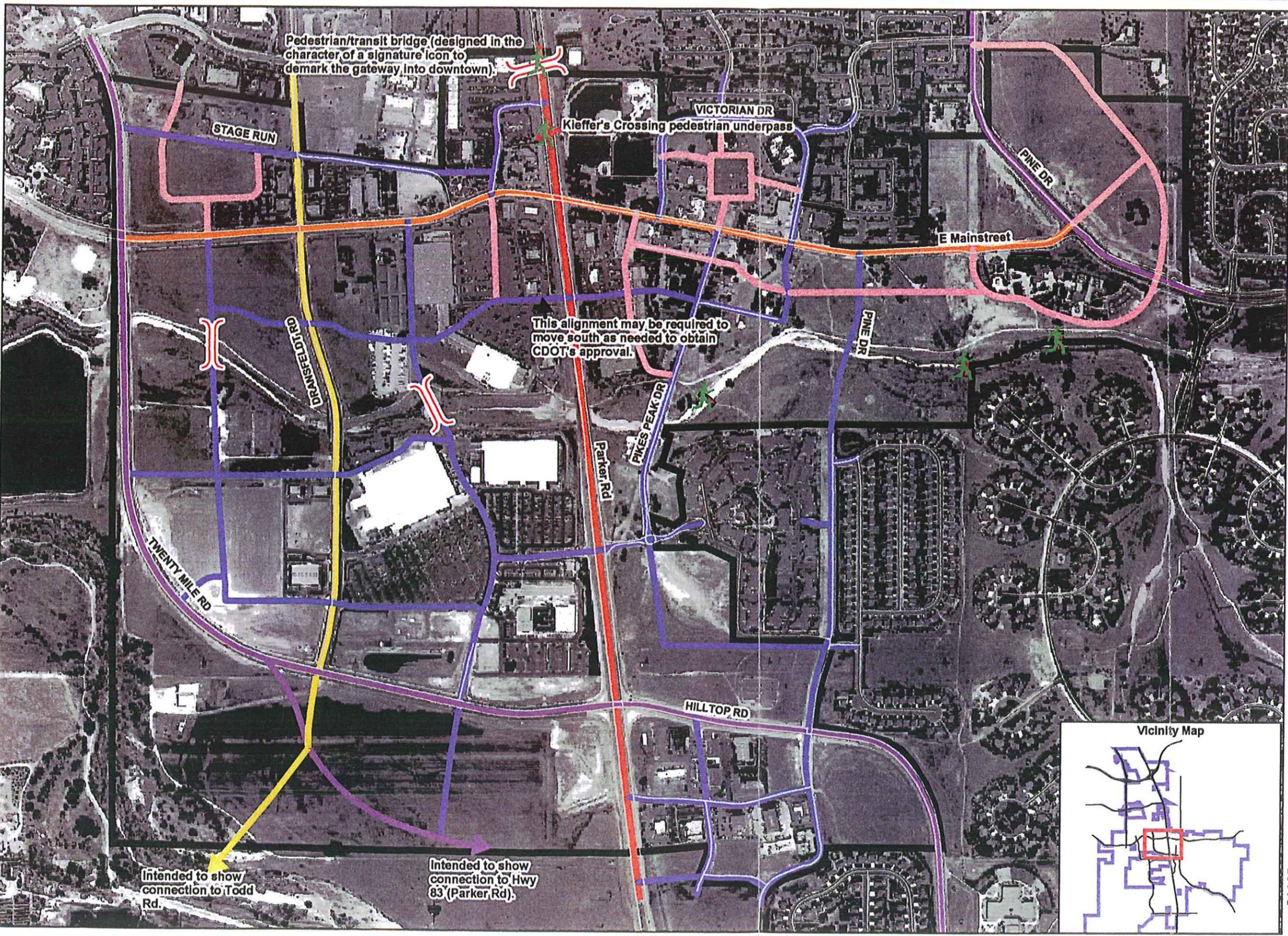
- Medians
- On-street parking
- Activity zone (amenity/buffer zone and sidewalks)
- Building setback/build to line
- Building orientation
- Building height
- Off-street parking location

Illustrations

Exhibit 4 provides illustrations that graphically represent the desired character and appearance as indicated in Exhibit 3.

Greater Downtown District Circulation Network Visionary Plan

EXHIBIT 2

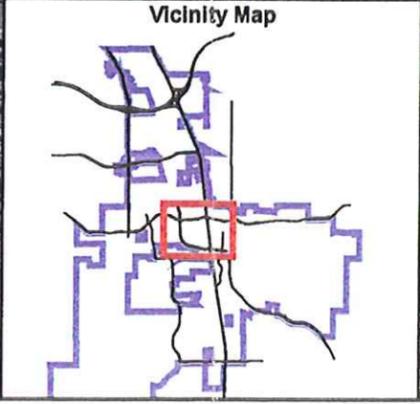


Legend

- Greater Downtown District
- Character Classifications**
- Regional Carrier
- Commercial Distributor
- Commercial Boulevard
- Commercial Street
- Commercial Lane
- Mainstreet
- Vehicular Bridge
- Pedestrian Underpass
- Pedestrian/Transit Bridge
- Pedestrian Low-Water Crossing



1 inch equals 600 feet



Notes: 1.) The purpose of this Plan is to show connectivity. The routes shown reflect the long-range vision for the Greater Downtown District of Parker's commercial core. Because the plan is conceptual, actual alignments of the circulation network will be determined at the time of platting and during the site plan review process.
 2.) To the extent possible, preservation of landmarked and historic buildings should be preserved.

Created 8/29/03

EXHIBIT 3: DESIRED CHARACTER AND APPEARANCE OF THE GREATER DOWNTOWN CIRCULATION NETWORK

Characteristic	Regional Carrier	Commercial Distributor	Commercial Boulevard	Mainstreet	Commercial Street (Public)	Commercial Street (Private)
Landscaped Median	Yes	Yes	Yes	Permitted (west), Required (east)	No	No
On-Street Parking (parallel/angled)	Not permitted	Not permitted	Permitted	Permitted	Permitted	Permitted
Sidewalk (walking zone)	Required, detached min 10' width	Required, detached min 8' width	Required, detached min 8' width	Required, detached min 10' width	Required, detached min 8' width	As approved during site plan
Activity Zone Adjacent to Sidewalk	Tree lawn between sidewalk and curb required, min 8' width (as much separation as possible, based on topography and ROW width)	Tree lawn between sidewalk and curb required, min 8' width	Tree lawn between sidewalk and curb required, min 8' width	Required, min 18' width (includes walk) and amenity/buffer zone where street trees, lights, and other street furniture are located	Tree lawn between sidewalk and curb required, min 8' width	As approved during site plan
Building Setback from Property Line *	40' - 75', depending on dedication of ROW to CDOT	Min 20'	Min 5'	Min. 0'	As approved during site plan	As approved during site plan
Build to Line	n/a	n/a	n/a	2/3 frontage 5' back	n/a	n/a
Building Orientation				Applicable		
Fronting ROW						
May front ROW	Applicable	Applicable	Applicable		As approved during site plan	As approved during site plan
Building Height	Max. 60' (4 stories) permitted, up to 90' (6 stories) north of Sulphur Gulch by Special Review	Max. 60' (4 stories) permitted, up to 90' (6 stories) north of Sulphur Gulch by Special Review	Max. 60' (4 stories) permitted, up to 90' (6 stories) north of Sulphur Gulch by Special Review	Max. 60' (4 stories) permitted, up to 90' (6 stories) north of Sulphur Gulch by Special Review Strongly encourage a min of 2 stories	Max. 60' (4 stories) permitted, up to 90' (6 stories) north of Sulphur Gulch by Special Review	Max. 60' (4 stories) permitted, up to 90' (6 stories) north of Sulphur Gulch by Special Review
Off-Street Parking Location (A)		North of Gulch South of Gulch	North of Gulch South of Gulch		North of Gulch South of Gulch	
Interior of lot/Behind bldg	Permitted	Permitted Permitted	Permitted Permitted	Permitted	Permitted Permitted	As approved during site plan
To side	Permitted	Permitted Permitted	Permitted Permitted	Minimally to side (1/3 of the property frontage) (B)	Permitted Permitted	As approved during site plan
Two rows between bldg & ROW	n/a	Permitted n/a	Not Permitted Permitted	Not Permitted	Permitted n/a	As approved during site plan
Front of bldg	Permitted	Not Permitted Permitted	Not Permitted Not Permitted	Not Permitted	Not Permitted Permitted	As approved during site plan

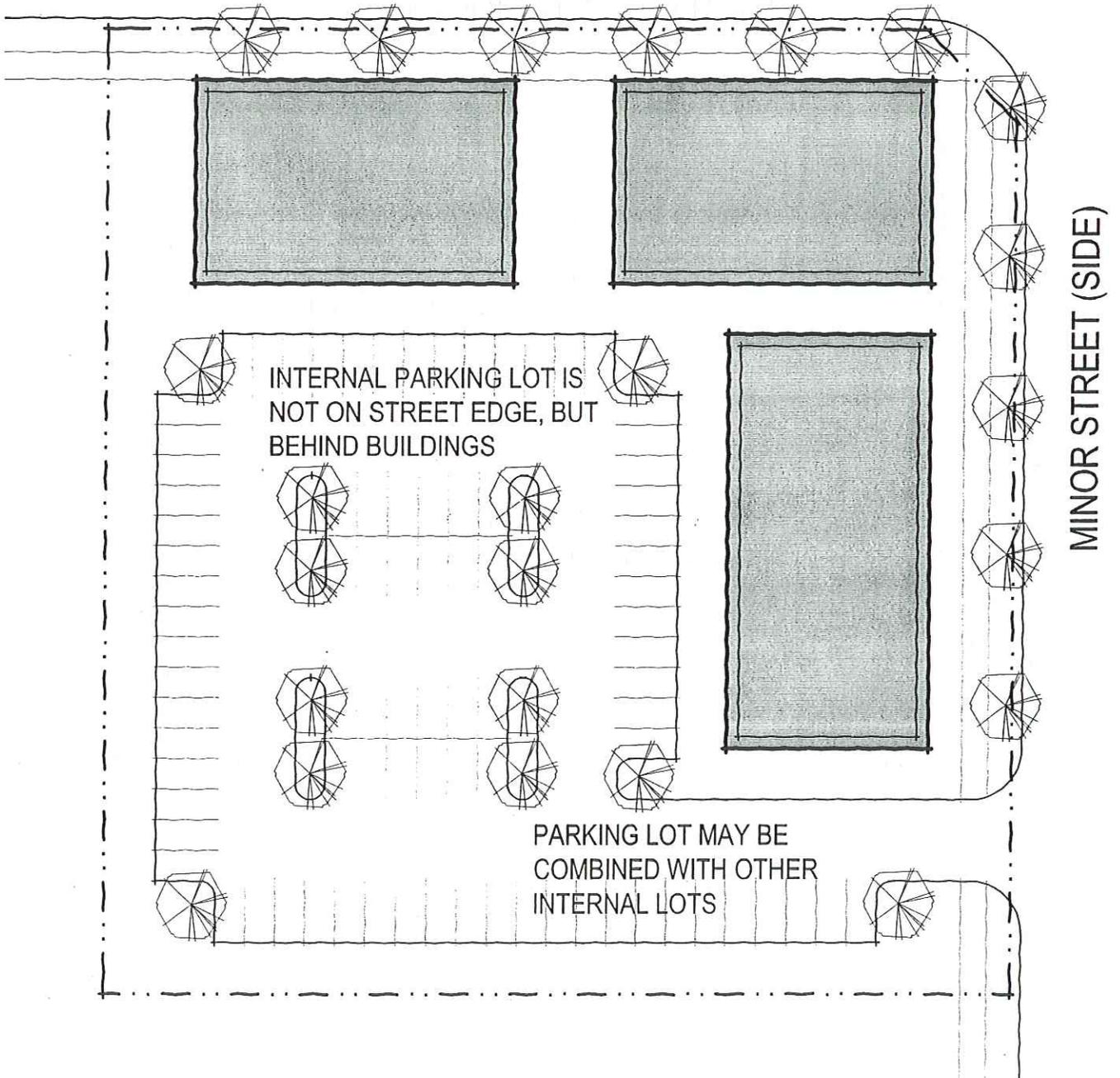
* Subject to meeting other minimum character requirements

(A) Sufficient landscaping shall be provided to visually buffer off-street parking areas from ROWs

(B) So long as the parking lot does not occupy more than 1/3 of the contiguous property frontage as measured from parking curb to parking curb.

Exhibit 4

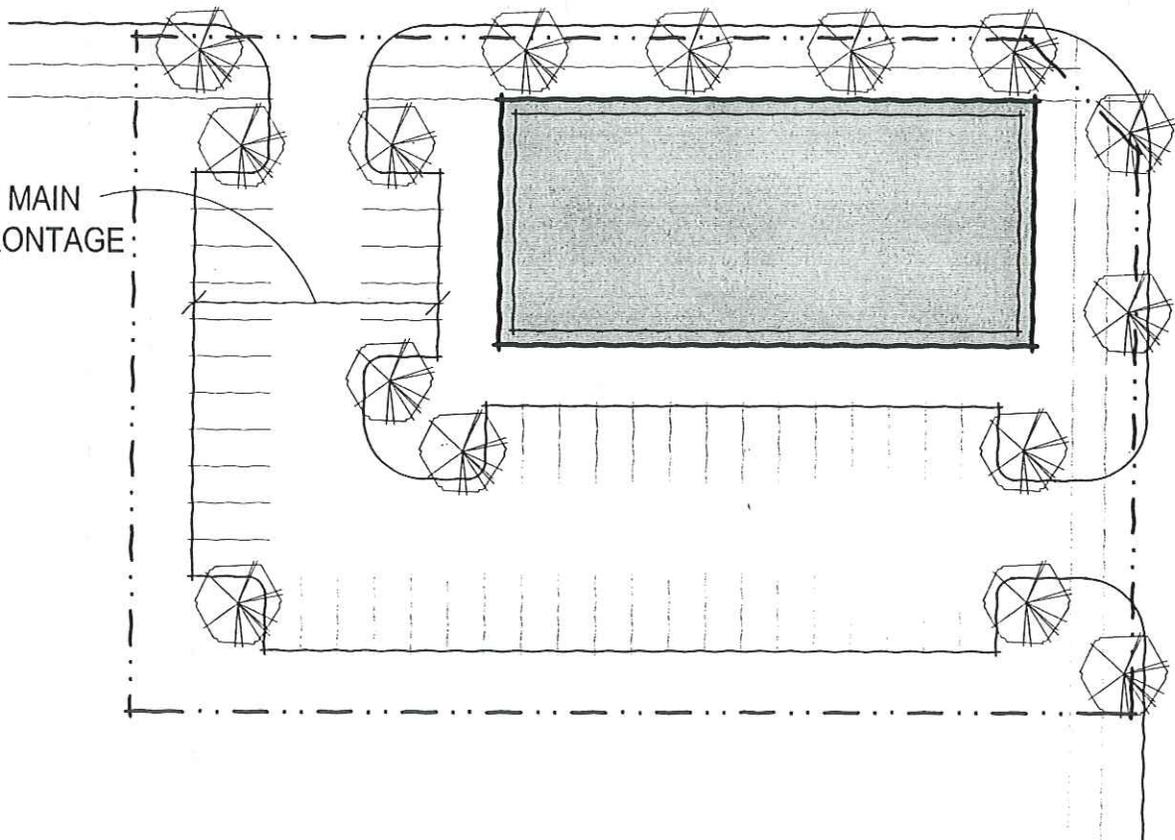
MAJOR STREET (FRONT)



Example of Parking Permitted in the Interior of a Lot or Behind a Building

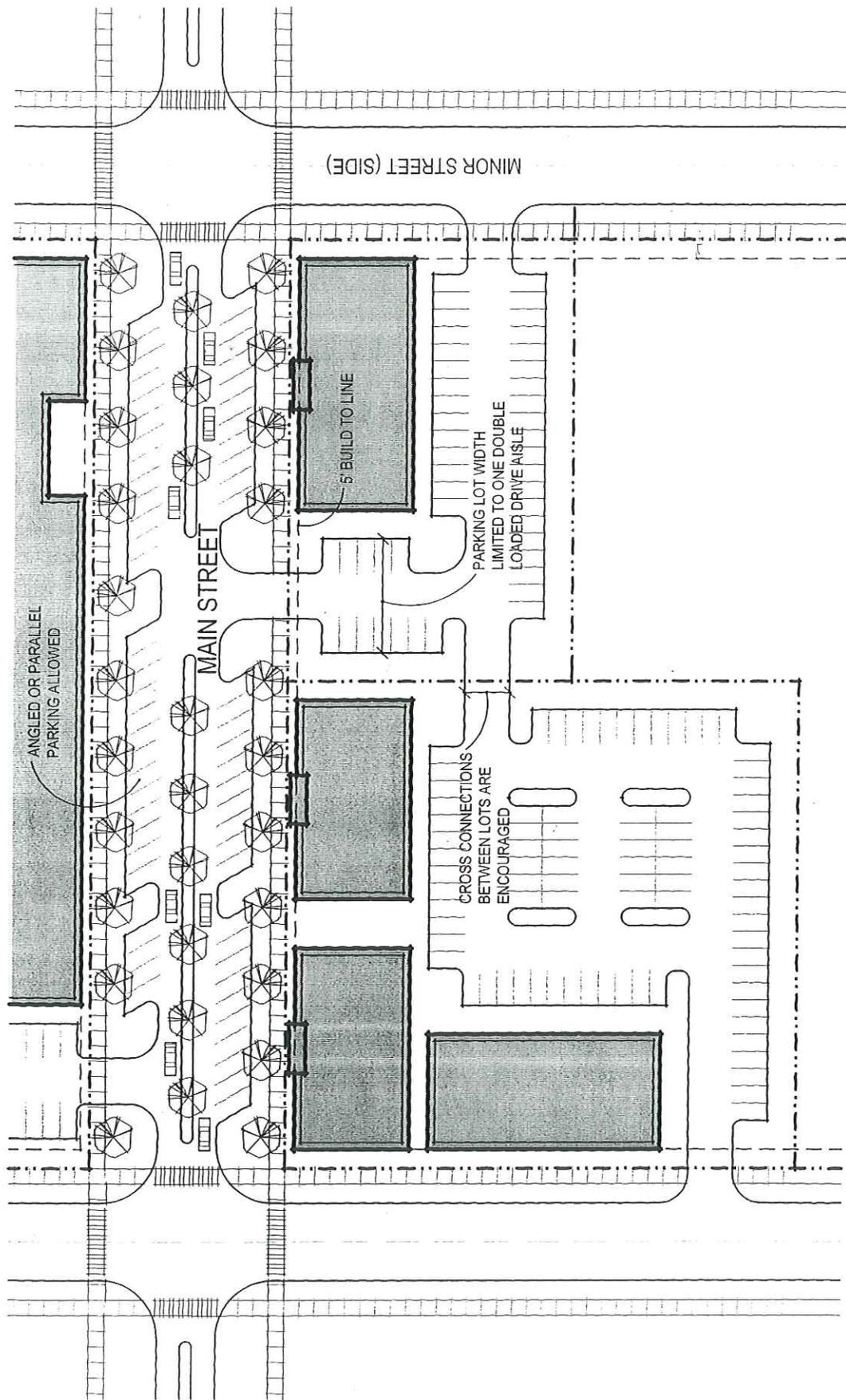
MAJOR STREET (FRONT)

MAX 1/3 OF MAIN
STREET FRONTAGE:



MINOR STREET (SIDE)

Example of Parking Permitted Minimally to the Side (1/3 of the Property Frontage)



Example of the Character of Mainstreet