

4 Urban Form Recommendations

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Urban Form Overview

Urban Form plays an integral part in the overall experience of the Town. Downtown Parker is challenged by two different urban form issues. To the east, Old Town exhibits a distinctive and clearly defined historic 'Main Street' character, but has begun to feel pressure to integrate less authentic suburban style materials, forms and massing and incorporate more contemporary architecture. The question for Old Town, then, is how to integrate a variety of urban forms into the district while still maintaining a unified feel.

The West End, in contrast, lacks a true sense of place and instead exhibits a loose collection of suburban-style strip and pad development. This district, then, must define how redevelopment and new development can begin to shape a Mainstreet character that references but does not directly imitate the feel of Old Town.

The recommendations in this chapter propose a variety of new policies and policy updates, in order to guide development in a direction that aligns with the Town's evolved and evolving, more urban vision. Recommendations also focus on creating a 'common thread' of public realm enhancements that then set up a palette for greater variety of expression in private development.

Design Districts

As noted in the Existing Conditions Chapter, the majority of the Plan area falls within the Town's Greater Downtown Zoning District and is subject to the development design standards and guidelines established for the five sub-districts within that larger District (see map on following page). Mainstreet itself travels through three of the five sub-districts.

The Town's vision for the downtown district and Mainstreet in particular has continued to evolve since these districts were established in 2002. As such, the creation of this Master Plan presents an opportunity to ensure that the sub-districts align with future desired land use and urban design. A prominent theme during public outreach was a perception of two 'sides' of Mainstreet - a mental mapping that corresponds with the 'West End' and 'Old Town' designations used in this Master Plan.

In order to align the Downtown Design Districts with demonstrated community perception and this Master Plan, it is recommended that the existing Town Center District centered on the Mainstreet/Parker Road intersection and straddling both sides of Parker Road be consolidated with the adjacent districts to the east and west. This change would redraw the Historic Center and Twenty Mile Center District boundaries to use Parker Road as a dividing line between districts.

Historic Center District

With the potential for future signalization at Longs Way, as recommended in the Circulation chapter of this document, this intersection will become an important secondary gateway into the Historic Center District. For this reason, it is recommended that the northern boundary of the district extend slightly north to Longs Way in order to encompass the RTD Park-n-Ride and any future redevelopment on that site as well as the Longs Way/Parker Road intersection.

To the south, the Historic Center boundary shrinks to allow an expansion of the Pikes Peak Center District, but remains the governing development design standards for all Mainstreet abutting structures. This change is intended to promote critical mass and a more defined identity for the Pikes Peak District, as well as a cohesive aesthetic along the newly opened Pikes Peak Avenue. Likewise, the eastern boundary of Old Town retracts to allow the creation of a new East Downtown Gateway District. This new district acknowledges the different architecture and massing established by the new Town Hall and Parker Library.

Pikes Peak Center District

The map depicted on Figure 18 expands the former Pikes Peak District east along both the north and south face of the newly opened Pikes Peak Avenue. This redefinition will create a consistent boundary along the new roadway, and with greater area, will provide the opportunity to reinforce a legible district that is unique from but complementary to the central Mainstreet corridor.

The Master Plan recommends that architectural style within the Pikes Peak district be relaxed to allow but not require Victorian style structures. While the Historic Center and Pikes Peak districts will thus have very similar guidelines, the Pikes Peak district will acknowledge current development patterns in allowing for lower floor-area-ratio, greater setbacks, and re-use of residential structures.

Town Center District

The recommended elimination of this district helps to simplify the zoning and acknowledges the need to strongly reinforce the two main areas along the Mainstreet Corridor, the West End and Old Town. Defining Parker Road as the dividing line between these two main areas aligns with how downtown is already perceived of by the community.

Twenty Mile Center District

It is recommended that the Twenty Mile Center District be expanded to Parker Road and absorb the western portion of the prior Town Center District. The southern boundary is adjusted northward to recognize recent construction of multi-family and assisted living facilities.

Market Center District

No changes are recommended to this district.

Mainstreet Residential District

This new district acknowledges existing housing density in the surrounding area, the new construction of the large apartment complex to the west of Dransfeldt Road, as well as the assisted and independent living facility to the east of Dransfeldt. These projects introduce a new aesthetic and architectural style for the southwestern portion of the West End and this new district ensures that the buildings are not seen as out-of-compliance with governing Town policy.

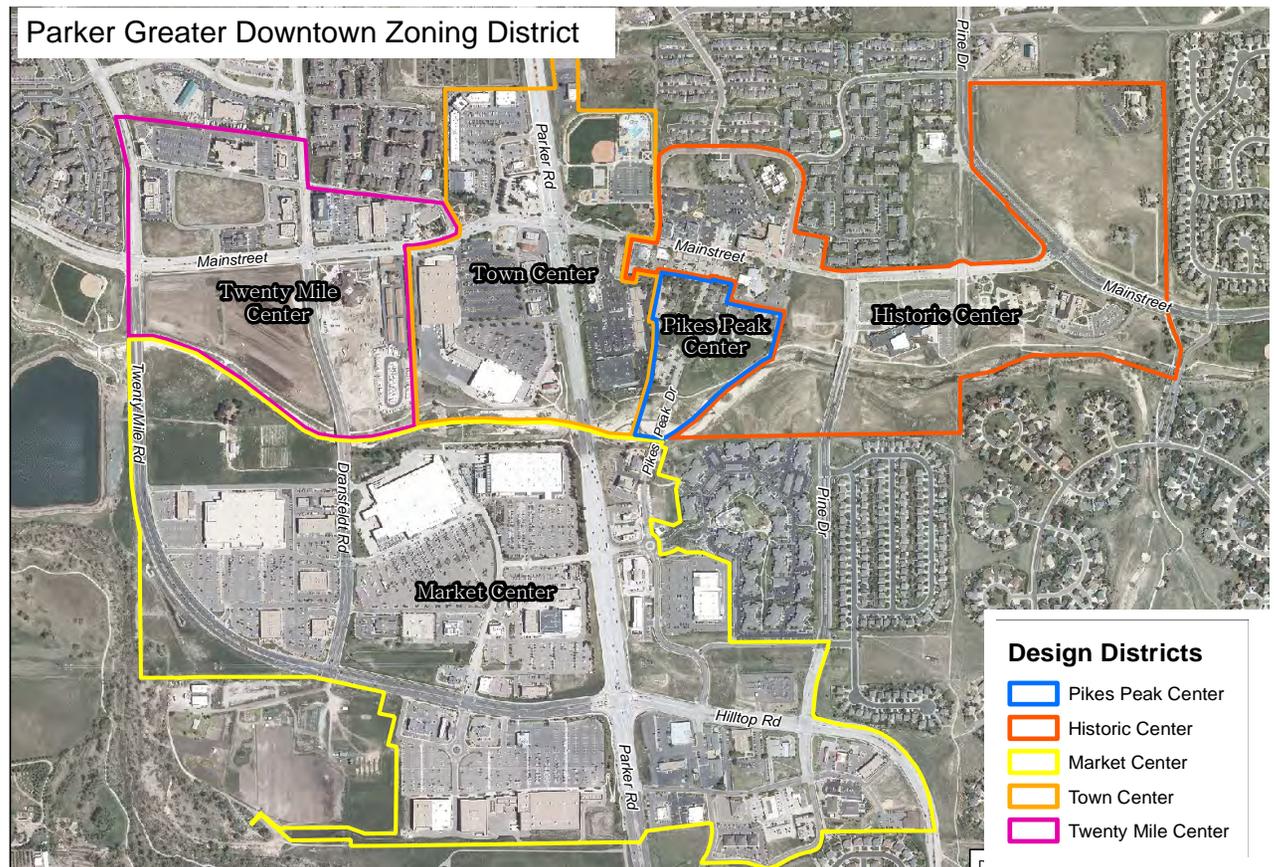


Figure 18 Design Districts

Existing Greater Downtown District: Design Districts are shown above. Recommended modifications to the districts are described on the preceding page.

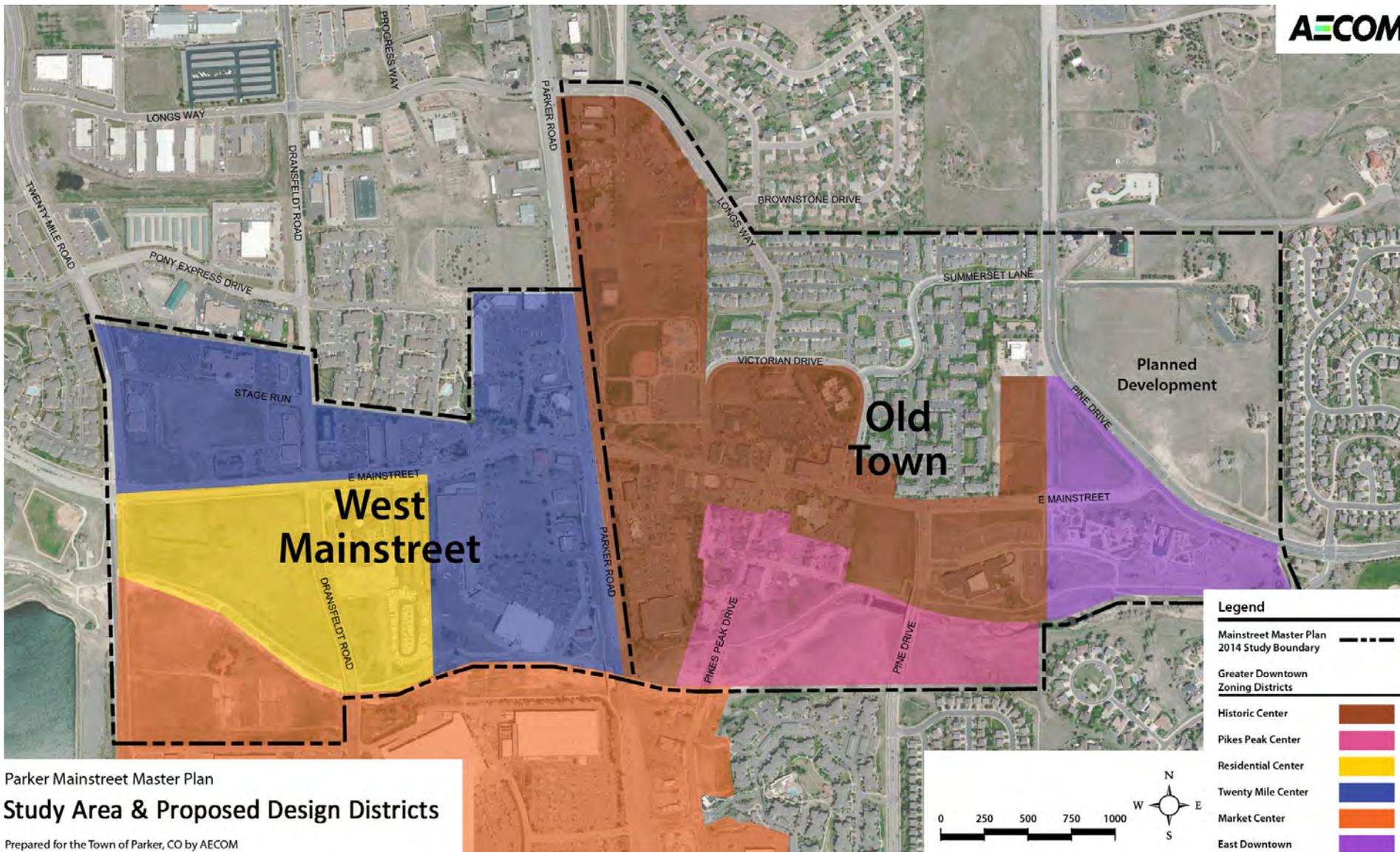
East Downtown Gateway District

The PACE center introduced a new, more contemporary style of architecture and massing in this area of Mainstreet and the new Parker Library designs exhibit similar contemporary materials and form. This new district acknowledges and provides for this variety. The district will extend from PACE Center Drive east to the eastern boundary of this Plan's study area. The Pine Curve property, immediately east of Pine Drive and within this district, is not anticipated to develop as a Planned Development (PD) with its own

development standards and guidelines and, therefore, standards, is not included in this or any other district.

Recommendation 4.1: Redraw Greater Downtown Zone Districts to more closely align with and support the vision of the Mainstreet Master Plan.

Recommendation 4.2: Amend the General Land Use Plan contained in the Parker 2035: Changes and Choices Master Plan to extend the Downtown Core character area west to Twenty Mile Road.



Parker Mainstreet Master Plan
Study Area & Proposed Design Districts

Prepared for the Town of Parker, CO by AECOM

Figure 19 Study Area & Proposed Design Districts

Recommended changes to the Greater Downtown Zoning District: Design Districts are shown above. Recommended changes include elimination of the central Town Center District (at Parker Road) and the creation of a new East Downtown Gateway at Pine Drive.

Height, Massing and Transition

Building height, massing and transition are the essential building blocks of the urban form. These elements define how buildings interrelate to each other and how they interface with the public realm. These elements impact public and private views as well as the extent of shadowing over the public realm. Careful consideration of these aspects of development is required to ensure that new developments fit within their surrounding context, and result in a human scaled development environment.

West End

Many community members noted that the West End felt too big and spread out. Future development should look to mitigate this perception in a number of ways, including narrowing building setbacks from the street, relegating surface parking to back-of-lot and increasing height to provide street enclosure.

Height

Except as noted in the preceding section regarding the Parker Road/Mainstreet intersection, all Mainstreet-abutting parcels in the west end should have a minimum height of two stories and a maximum height of four stories. This height is in keeping with the community desire for a human-scaled downtown and the greater width of Mainstreet west of Parker Road. As recommended in Old Town and in order to increase downtown density and activity, parcels that do not abut Mainstreet should be a minimum of two stories tall, with a maximum height of five stories (see Figure 21 Building Height Limits on following page).

This massing model illustrates changes at the Mainstreet/Parker Rd intersection and within the West End.

Recommendation 4.3: Required height for all new Mainstreet-facing buildings in the West End should be 2 floors minimum and 4 floors maximum. Parcels on the northwest and southwest corners of Parker Road should be a minimum of 3 stories and a maximum of 5 stories.

Recommendation 4.4: Required height for all new development that does not abut Mainstreet should be a minimum of 2 stories and a maximum of 5 stories

Massing

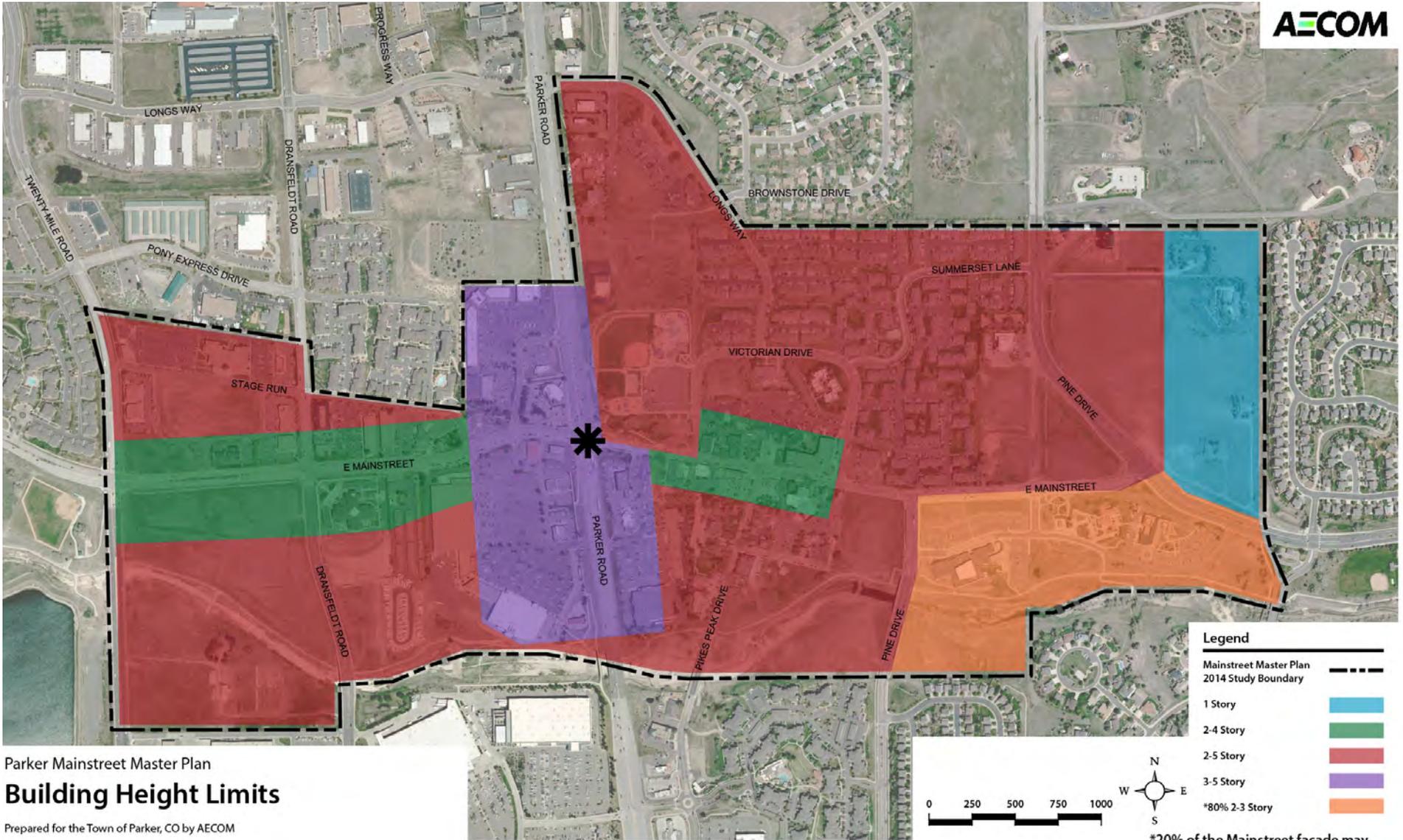
The deep setbacks characteristic of existing West End development are a significant contributor to the 'wide open' and 'too big' feel of the area. New development should approach the street, but the 4-lane width of Mainstreet suggests that a zero lot line might be too close and would have the potential to project the impression that the West End is trying (but failing) to replicate Old Town. In order to

differentiate the two areas and create a public realm in scale with the roadway, new development should be set back a minimum of 12 and a maximum of 20 feet from back of sidewalk. This range allows appropriate area for planting able to accommodate a columnar tree under correct sun exposure or two-table-deep outdoor dining while still providing street enclosure. A wider setback also maintains flexibility for future BRT, buffered bike lanes or on-street parking, depending on future needs.

Distance between buildings is as important as distance between building and sidewalk. Gaps between buildings, including outdoor dining areas, should be meaningful and functional urban spaces no greater than 20 feet wide, typically established by a maximum 10' side setback on abutting properties. In order to allow for larger outdoor dining patios, side setbacks may be increased depending upon adjacent use. If surface parking is provided, it must be at the rear of the building.



Figure 20 West End: Heights & Massing



Parker Mainstreet Master Plan
Building Height Limits

Prepared for the Town of Parker, CO by AECOM

Figure 21 Building Height Limits

*20% of the Mainstreet facade may consist of small one-story elements to emphasize height variation.

Note: 1 Story buildings acceptable in Parks.

Proposed changes to height standards include a minimum two story height throughout the plan area (with exceptions adjacent to existing single family homes), and a four to five story maximum. The intersection of Parker Road and Mainstreet (marked by *) is a critical intersection in which the buildings will serve as architectural gateways and should be 3-5 stories with signature architecture on the corner.

Recommendation 4.5: *Front setback for all new Mainstreet-facing buildings in the West End is a minimum of 12 and maximum of 20 feet from back of sidewalk.*

Recommendation 4.6: *Side setbacks for all new Mainstreet-facing buildings in the West end is a minimum of zero and a maximum of 10 feet. When the side setback area is to be used for outdoor dining, up to a 24-foot setback may be considered, depending upon adjacent use.*

Access

Front entrances of all new buildings should promote the goals of universal accessibility and should not require stairs or ramps for entry. Every effort should be made to keep each building's front door approach to the public side walk accessible.

All West End buildings shall have primary, active pedestrian entrances facing Mainstreet with vehicular and service access, including patron parking, located at the rear of all buildings. This requirement does not preclude similar exterior treatments on other elevations, and a building may have more than one primary entrance. Drive-thrus, gas stations and automobile repair shops of any configuration are not permitted.

Recommendation 4.7: *All new buildings in the West End shall have primary, active pedestrian entrances facing Mainstreet.*

Recommendation 4.8: *Ground floor elevation of all new buildings in the West End shall have universal access.*

Recommendation 4.9: *Drive-thrus, gas stations and automobile repair shops of any configuration should not permitted on Mainstreet-abutting buildings in the West End.*

Parker Road/Mainstreet Height, Massing and Setback

This critical intersection will act as both a downtown gateway and wayfinding decision point for motorists bound for both Old Town and the West End. The three corner parcels (excluding O'Brien Park) of the Parker Road/Mainstreet intersection serve as architectural gateways and as such should require taller, three- to five-story buildings to establish a presence against the scale and volume of Parker Road. Buildings on these parcels should provide a signature, integrated architecture element on the Parker Road corner; corner signage alone is not an acceptable substitute for this requirement. Buildings should minimize setbacks from both roadways, to the greatest degree possible given sight triangle and utility requirements, and should create a significant architectural face with considerable building massing along both roadways. Sidewalk requirements are discussed later in this chapter.

Recommendation 4.10: *Buildings on the northwest, southwest and southeast corners of Parker Road should be a minimum of 3 stories and a maximum of 5 stories with integrated signature architectural elements.*

Recommendation 4.11: *Minimize setbacks from both roadways on the Parker Road/Mainstreet corners.*

Old Town Height

Stakeholder input indicated a clear preference to maintain the current 2-3 story heights already present in Old Town. However, new Mainstreet abutting development from Parker Road to the east leg of Victorian Drive should continue following the current height regulations of up to four stories with the addition of the minimum height of two stories.

In order to increase downtown density, intensity and activity, parcels that do not abut Mainstreet must be a minimum of two stories tall, with a maximum height of five stories.

The need to integrate new building heights with existing Old Town structures is reduced significantly to the east of the eastern leg of Victorian Drive, where a slight increase in height to five stories can be allowed. This increased height does come with two caveats:

1. Allow a maximum of one story on the eastern portion of the Plan area immediately adjacent to the Parker Vista residential neighborhood in order to transition building massing and mitigate impacts to viewsheds.
2. On the south side of Mainstreet, including the PACE Center and the municipal campus, require two to three stories with up to 20% of the Mainstreet façade in front of the PACE Center being allowed to consist of small one-story elements to emphasize height variation.

See Building Height Limits map on Figure 20.

Recommendation 4.12: Mainstreet-abutting properties between Parker Road and the east leg of Victorian Drive should be a minimum of two and a maximum of four stories for The parcel on the southeast corner of Mainstreet and Parker Road should be minimum of three and a maximum of five stories.



Figure 22 Old Town: Heights & Massing

This massing model illustrates how development on Lot 2 in front of the PACE Center retains views to the PACE facade. The model also shows new development across from the new Parker library, and on the vacant parcel west of the PACE Center.

Recommendation 4.13: On the south side of Mainstreet, including the PACE Center and the municipal campus, require two to three stories with up to 20% of the Mainstreet façade in front of the PACE Center being allowed to consist of small one-story elements to emphasize height variation.

Recommendation 4.14: Allow a maximum of one story on the eastern portion of the Plan area immediately adjacent to the Parker Vista neighborhood.

Recommendation 4.15: For development not abutting Mainstreet, buildings should be a minimum of two and a maximum of five stories.

Massing

In order to maintain the downtown, urban feel of the Old Town areas, all new development should continue to be subject to a zero lot line, also called a build-to line, meaning a minimum of 70% of the architectural frontage must meet the back of sidewalk. Entrances should be recessed in order to avoid door swing onto the sidewalk. New construction which includes an outdoor dining or merchant zone on the Mainstreet frontage may be set back a maximum of ten feet from back of sidewalk, a depth sufficient for a single four-person table between building façade and sidewalk. New construction which includes outdoor dining abutting Mainstreet but to the side of the building, may be a maximum of 24-feet wide, a width sufficient for four small tables. Greater setback or width than the metrics specified detracts from a consistent street wall and compromises the sense of enclosure created between the facades of facing buildings..

Recommendation 4.16: All new buildings in Old Town shall adhere to a zero lot line on their Mainstreet frontage. Outdoor dining or merchant zones may be setback a maximum of ten feet with appropriate 42" tall fencing for dining areas. Doors should be recessed.

Access

Front entrances of all new buildings should promote the goals of universal accessibility and should have a maximum slope of 2% to meet the adjacent sidewalk. Eliminating grade differences requiring stairs and ramps contributes to streamlined public realm and ensures a built environment that's welcoming to all users.

All structures shall have primary, active pedestrian entrances facing Mainstreet; this requirement does not preclude similar levels of finish on other faces, and a building may have more than one primary entrance. In contrast, vehicular and service access including patron parking, should be located at the rear of buildings in order to promote a pedestrian-focused environment and to reduce curb cuts and pedestrian-vehicular conflict.

Drive-thrus - typical of banks, fast food and other franchised and non-pedestrian focused uses - are not conducive to the pedestrian environment and pedestrian oriented businesses desired for Mainstreet and are not permitted in any configuration.

Recommendation 4.17: All new buildings in Old Town shall have primary, active pedestrian entrances facing Mainstreet.

Recommendation 4.18: Ground floor elevation of all new buildings in Old Town shall have universal access.

Recommendation 4.19: Drive-thrus, gas station and automobile repair of any configuration are not permitted on Mainstreet-abutting buildings in Old Town.

Transition

New development shall include appropriate transition in height to existing structures, with a maximum difference in height between adjacent buildings of two stories. Greater differences should use parapets, height step-downs, towers or other roof-line features to create gradual transition. Particular attention should also be paid to transitions from new development to existing single-family homes; the east boundary of the Plan area adjacent to the Parker Vista neighborhood and the south boundary adjacent to the Rowley Downs and Turtle Creek neighborhoods are of particular concern. Transition is less important when properties are separated by an arterial or collector roadway or for new development adjacent to multi-family properties, as these properties possess a more urbanized context due to density of development and traffic volumes.

Recommendation 4.20: Gradually transition new Old Town development using height and massing to existing, adjacent single-family residential development.

Architectural Character

The primary goal of downtown architecture in both Old Town and the West End is to establish a unique identity and sense of place. Architectural style should exhibit continuity in all elements of the structure and not mix character themes. It should emphasize the use of authentic materials, as described on the following page. It is possible for many different architectural styles to co-exist within the same area, and excellence in design on a building-by-building basis produces a higher quality, more interesting environment than strict adherence to a theme such as 'Victorian' or 'Contemporary'.

Additionally, care should be taken to create a sufficient level of detail for all facades in public view, including those abutting roadways, parks, plazas and parking. Development proposals for both new construction and renovation will be evaluated for adherence to context-sensitive design principles that include human scale (well proportioned to the human body), pedestrian focus and bicycle amenities, as well as 360 degree architecture.

Recommendation 4.21: New development should emphasize architectural authenticity in place of adhering to a prescribed style.

Recommendation 4.22: New development should not mix architectural character themes within a single building.

Materials

New and renovated structures should exhibit a high level of quality materials and finish on all roadway-facing facades and facades in public view. In particular, Mainstreet facades should emphasize smaller-scale and unit-type materials. Acceptable materials include but are not limited to brick and mortar, stone and masonry, as well as larger-format materials such as highly detailed, architecturally-interesting metal panel and precast concrete that contribute to the architectural style of the building. All of these finishes can be considered an authentic expression of the actual material of which they are made and are not less expensive material meant to imitate the real thing. In this vein, 'faux' veneer such as, but not limited to, cultured stone, vinyl and aluminum siding and exterior insulation finishing system (EIFS) should not be used. Wood siding, cedar shakes and other more residentially-oriented materials are permitted on non Mainstreet-abutting facades; Mainstreet facades may be accented with, but not primarily composed, of wood. In the West End Concrete Masonry Units (CMU) may be considered where they are used as secondary building material and have integrated color and burnished or split-faced finish.

Recommendation 4.23: Use high quality materials and prohibit faux veneer finishes.

Fenestration

In order to allow visual penetration into the building and promote a sense of permeability between inside and outside, a minimum of 60% of all ground floor facades and 30% of upper level facades shall be transparent glass for all buildings with Mainstreet frontage; all glass over and above the specified minimum percentages shall also be transparent. In addition, all windows must have lintels and ledges, where appropriate for the architectural style, to provide a shadow line. Like smaller-scale materials, this requirement promotes scale and interest at the pedestrian level. These fenestration requirements apply to all roadway-fronting facades or pedestrian areas such as parks and plazas.

Blank walls are not permitted on roadway-facing facades or pedestrian areas such as parks and plaza; fenestration or building wall articulation such as recessed or a similar delineation in the facade wall plane is required at or before a point no more than 30% of the total lineal facade length in order to provide visual interest. Facades adjacent to existing or future residential development should follow these same requirements for roadway facades, even if they do not face a road. Examples of these locations are the west boundary of the undeveloped Civic Centre parcel (abuts existing townhomes) and the west boundary of the Crossroads shopping center site (abuts apartments).

Recommendation 4.24: All new buildings shall have a minimum of 60% transparency at the ground level, and 30% transparency on upper levels.

Recommendation 4.25: All glass shall be transparent and all windows must have lintels and ledges where they are consistent with the architectural style of the facade.

Lighting

In addition to roadway and sidewalk lighting required for safety and security, new construction and redevelopment should consider the use of architectural lighting to provide nighttime interest. Examples include: soffit down-lighting, architectural façade mounted luminaires or interior lighting of transparent openings. Landscape and up-lighting are examples of special effect lighting; all new lighting should comply with the Town's energy efficiency goals, as well as meet Dark Sky requirements set by International Dark Sky Association, in order to minimize light pollution.

Recommendation 4.26: All new construction should provide architectural lighting to create visual nighttime interest.

Recommendation 4.27: All architectural lighting shall comply with local energy efficiency and Dark Skies requirements.

Faux vs. Authentic

Authentic finishes are those which clearly express the material of which they are made. Stone, brick, masonry and even well-formed concrete are all 'honest' materials that convey a sense of quality and pedestrian detail that is desired in downtown Parker.

'Faux' or 'fake' materials are often not as durable as the materials they imitate, and can cheapen the look of otherwise well-designed buildings.



Authentic materials: sandstone and brick.



'Faux' materials: vinyl siding, synthetic stucco (damaged).

Table for Two

With over 300 sunny days a year, Colorado is a true year-round climate. When asked what they'd like to see more of on Mainstreet, Parkersites roundly agreed they'd like more outdoor dining opportunities.

How much space do we need to set up that table and umbrella?



This cafe in Washington DC fits one four-person configuration into a nine foot wide former parking space.



Etai's in Denver's Stapleton gets just one four-person and one two-person table in its twelve-foot patio.



The Tailgate in Parker gets three generously spaced tables in its 30-foot patio.

Sidewalk and Streetscape

Within the public realm, most often defined as the area from the back of the roadway curb to the façade of adjacent buildings, the sidewalk is the most prominent element and its most basic requirement is to provide safe, continuous, unobstructed circulation for pedestrians. Sidewalk may be attached (adjacent to the curb) or detached (separated from the curb by a planted or unplanted 'amenity zone'), but in all cases should meet minimum standards for width and grade. Sidewalk should also include curb ramps to provide ADA-accessible transition from curb to street level at the end of each block; ramps should meet the most current version of ADA and Town standards. Preferred sidewalk configuration is described later in this chapter.

Signalized intersections and other high-use pedestrian areas will also include crosswalks and pedestrian crossing signals often accompanied by an audible indicator for vision-impaired users. Crosswalks in the Plan area should be highly improved and visible and may be applied to the roadway as paint or decals, or may be an inset materials such as colored and scored concrete. Plan area crosswalks should also include auto stop lines to cue drivers where to stop, providing more distance between pedestrians and

vehicles and increasing pedestrian comfortability. In order to maintain continuity with existing Old Town improvements, it is recommended that Mainstreet crosswalks are colored, square-scored concrete. Regardless of materials, all crosswalks must meet MUTCD, AASHTO and ADA standards for contrast.

The Town should consider Pedestrian crossing signals that automatically give a walk signal with each green cycle where high pedestrian activity occurs. User-activated pedestrian crossing signals, where a pedestrian pushes a button to call for the 'walk' signal, is appropriate in areas with less pedestrian activity. Overhead signs, flashing beacons, in-street yield and stop signs should also be utilized for safer pedestrian crossings in the plan area.

'Streetscape' are those other elements within the public realm that contribute to an attractive and welcoming pedestrian environment. Elements such as street trees, planters, benches, lighting, public art and other furnishings promote the human-scaled environment and 'hometown' feel cited as a top priority by the Town's residents. Streetscape can also serve as a critical 'common thread' tying together areas of dissimilar land use or architecture. Since Parker's West End is anticipated to have a lengthy period of land use transition, this latter function is particularly important to create cohesion within the area and between the West End and Old Town.



General Standards

Sidewalk Width

When setting a minimum sidewalk width, it is important to consider functional width versus physical width; since pedestrians will naturally shy away from walking directly adjacent to the curb, a five-foot detached sidewalk is functionally wider than a five-foot attached sidewalk. Shy distance also has an inverse relationship with speed of the adjacent roadway, with pedestrian comfort reducing (and shy distance increasing) as speed increases. Functional width can also be reduced by other factors such as rain and snow when splashback or snow storage reduces the area which pedestrians can traverse. Where planters, shrubs or trees are proposed, spacing and location should respond to on street parking intervals so as to not impede door openings or sidewalk access. All planters should be set back 12 inches from the back of curb, and should not impede sidewalk clear zone.

All of these factors mean that sidewalk width must be carefully considered in relationship to roadway classification and speed, as well as pedestrian volume. Recommended minimum widths and cross-sections differ for Old Town and West End, and are discussed later in this chapter.

Attached vs. Detached Sidewalk

Attached and detached sidewalks provide very different aesthetics; attached sidewalk is most commonly used in denser, downtown environments and conveys a more 'urban' feel while detached sidewalks are more common in lower-intensity, more residential areas. The Town's vision for a walkable downtown area recommends that Mainstreet through the Plan area be differentiated from the rest of the Town by using a more urban, attached section. Mainstreet sidewalks will also be wider than those found on intersecting and side streets, in order to accommodate the anticipated higher volumes of pedestrians as well as sidewalk activities and furnishings, such as advertising, outdoor merchandising, planters and window boxes. Due to the different contexts of Old Town and the West End, the width of Mainstreet sidewalks will vary; specific recommendations on sidewalk configuration are described later in this chapter.

Recommendation 4.28: Differentiate Mainstreet and other downtown streets through the use of wider, attached sidewalks.



Planters should be set back a minimum of 12 inches from back of curb, so as not to obstruct vehicular door swing or sidewalk access. This image also shows how sandwich signs can be placed to not obstruct pedestrian flow.

Crosswalks, Curb Ramps and ADA Accessibility

All sidewalks should meet ADA requirements for longitudinal and cross-slope, while also providing adequate drainage in order to avoid ponding and icing. Although different styles of curb ramp may be used along the Mainstreet corridor, for consistency and ease-of-use for the vision impaired every effort should be made not to change or alternate styles on a random basis. For example, the scale of Old Town intersections may be best suited to wraparound ramps, while the larger radii in the West End may be better served by directional ramps; it is best, however, not to alternate styles in a haphazard manner but to change style in a logical sequence.

While continuity and consistency is a high priority, it is acceptable for certain selected intersections to have a higher level of street design and finish in order to provide urban design emphasis as well as mitigate safety hazards for all users. For example, crosswalk materials could be upgraded from decal or paint to colored concrete or pavers. The Mainstreet/Pikes Peak Drive intersection, where urban design cues should encourage pedestrians to 'turn the corner' and also explore Pikes Peak Drive, is an example of the appropriate application of higher levels of finish. As a downtown and a PACE Center gateway, the Mainstreet/PACE Center Drive intersection would be another appropriate location for upgraded intersection finish. Appropriate West End locations for enhanced intersections will depend heavily upon future development, although the 20 Mile Road intersection will act as a downtown gateway and is a good candidate.

Sidewalks should maintain a clear walk zone and avoid any permanent or temporary signage or furnishings that could impede pedestrian flow. Sandwich boards are an example of such an obstruction and are of particular concern in narrow sections of sidewalk where pedestrians-fully abled or with mobility devices-would have difficulty maneuvering around the obstruction.

An area that is particularly lacking in adequate pedestrian facilities is the Pine Drive (Mainstreet) intersection, and improvements to this intersection should be made in conjunction with development occurring on the property to the east of the intersection (Pine Curve property). Lack of a northern crosswalk and excessive crossing distance are the primary concerns. To address the first issue, significant intersection design elements should be utilized and a highly visible crosswalk should be installed from the northwest corner of the intersection to the facing curb to offer as much comfort and protection to pedestrians as possible. In tandem with the new crosswalk, the design should include pedestrian refuges for those who cannot make the crossing in a single signal cycle. Pedestrian refuges should be protected with bollard or other appropriate device compliant with AASHTO standards.

A similar pedestrian refuge is also desirable at the south east-west crosswalk. The Town should evaluate whether southbound volume on Pine Drive warrants the existing right travel lane terminating at Stonehenge Way. If this lane can be removed, the roadway cross-section could be re-allocated and restriped to allow construction of a center pedestrian refuge. Although this lane was only recently added, the Town should consider the pros/cons and necessary actions for rebalancing downtown streets to be truly multi-modal. A reduced curb radius on both the northwest and southwest corners of the intersection would also reduce pedestrian crossing distance, and would also allow the installation of directional curb ramps to clarify movement for vision-impaired pedestrians.

Recommendation 4.29: Evaluate and inventory all ramps within the plan area. Upgrade missing and sub-standard/inconsistent ramps to meet Town of Parker and ADA standards, with an emphasis on consistency in the plan area.

Recommendation 4.30: In tandem with redevelopment of the adjacent property, redesign the eastern intersection of Pine Drive and Mainstreet to be more pedestrian friendly including important design elements such as pedestrian refuges, reduced curve radii, directional ramps, crosswalks on all four sides of the intersection, stop lines and a higher level of finish and design for crosswalks.

Recommendation 4.31: Create a consistent higher level of finish and design for all crosswalks at Mainstreet intersections

Recommendation 4.32: Work with CDOT to make improvements to the intersection and crosswalk at Parker Road and Mainstreet to improve pedestrian safety, comfort and convenience.

Recommendation 4.33: Evaluate and make upgrades to all crosswalks within the Plan area.



Upgraded crosswalks like this unit paver one can make an urban design statement and call attention to important intersections.

Curb Cuts

Particularly in a downtown environment that does not yet offer centralized, shared or public parking, virtually all buildings require vehicular access of some type, whether for service and delivery or for employee or patron parking. Vehicular traffic crossing the pedestrian zone always carries with it the potential for conflict between pedestrians and vehicles and detracts from the pedestrian-oriented environment; vehicular access across the sidewalk also increases the potential for vehicular congestion due to motorists waiting to turn into the driveway. New development should locate all access points off secondary streets or alleys and the Town should actively work with existing development to evaluate the feasibility of closing existing Mainstreet curb cuts. The Town should also consider a professional parking analysis at the same time to assist in determining the feasibility and timing of closing certain existing curb cuts.

Recommendation 4.34: *Design new development to provide access exclusively off secondary streets or alleys, with no new curb cuts on Mainstreet.*

Recommendation 4.35: *Work with existing development to evaluate the feasibility of closing existing Mainstreet curb cuts.*



Lighting

Street lighting, typically installed at 20 to 30 feet above the roadway, provides adequate illumination for safety and security for both pedestrians and vehicles. Pedestrian lighting, typically installed at 12 to 16 feet, adds interest and acts in tandem with other street furnishing to create a sense of place and identity. The Plan area utilizes both street and pedestrian lighting, but with a certain degree of irregularity in both spacing and actual fixtures.

In order to create the cohesive streetscape that will tie together Old Town and the West End, a consistent application is needed. A single style of streetlight and a single style of pedestrian light, already installed as part of the 2008 Mainstreet Streetscape improvements, should be used along the entire length of the Mainstreet corridor. Pedestrian lights along Mainstreet should include appropriate hardware for banners for seasonal and event display.

Street lights should be used at intersections only, except in unusual situations or extra-long blocks where pedestrian lights do not provide adequate coverage between intersections. As a vital placemaking element, however, pedestrian lights should not be eliminated in favor of street lights. Pedestrian lights should be spaced between street lights, at approximately 90 feet on center.



The Town's signature 5-globe lights are a crucial part of Parker identity. Building on the already existing locations, 5-globe lights should be limited to the medians and corners of intersecting arterial roadways where they will act as 'gateway' features to the downtown, and to Mainstreet medians and intersections, where they should be installed on all four corners (preferably on pedestals as at Pikes Peak Drive) to create consistency and rhythm as one moves through the downtown area.

Recommendation 4.36: *Use the existing lighting fixtures identified and constructed as part of the 2008 Mainstreet Streetscape improvements as the only street/pedestrian light combination to be used throughout the entire Plan area.*

Recommendation 4.37: *Relocate existing Town-owned 5-globe lights to medians and Mainstreet intersections and re-pattern their locations within the Plan area.*



What is a 'Furnishing Family'?

Street furnishings such as benches, trash receptacles and even lighting are an important part of defining character, be it historic, classic or contemporary. They are also critical in creating a sense of cohesion, and will be an important tool to tie together the West End and Old Town.

At present, downtown Parker has a wide variety of different styles and colors of each of these types of furnishings. As opportunity arises, the Town should work toward replacing this collection of mismatched pieces with a single 'family' of furnishings that are chosen to coordinate with each other and to promote the desired downtown vibe.



Street Trees and Other Plantings

Due to their verticality and the beautiful visual impact of their canopy, street trees are the most visible element of the streetscape. Street trees are critical to the Town's overall 'green' infrastructure and to establishing rhythm and consistency along the corridor. Street trees also provide a sense of scale and enclosure as they arch over the street, and offer all-important shade as well as seasonal interest as they flower in the spring and change colors in the fall. Their canopies also reduce the amount and rate at which rainwater strikes the ground, thereby reducing erosion and stormwater management costs and trees help to clean the air.

Like lighting, Mainstreet does have a certain number of trees, however, their installation is irregular and does not supply the visual impact achieved by a consistent, regularly-spaced line of trees. The 30' on-center spacing established by the redesigned streetscape in front of the PACE Center should be replicated throughout Old Town and the West End. Specific treatment of the ground plane will vary between Old Town and the West End and is described in the following section. Where there is insufficient room to install trees adjacent to the curb or where such retrofit would cause an excessive amount of misalignment with adjacent sidewalk, trees can be installed behind the curb at the same 30-foot spacing.

Tree species should comply with existing regulations, and should be chosen with an eye to seasonal interest. In order to avoid disease and heartiness problems associated with an urban monoculture, several species should be employed along the length of Mainstreet.

Recommendation 4.38: Install a consistent line of street trees in the amenity zone that are spaced at 30 feet on center, along the entire length of Mainstreet. Where trees cannot be installed adjacent to the curb in the amenity zone, install at the same spacing at back of sidewalk.

Furnishings

Streetscape is the common thread that will tie both parts of the Plan Area together, internally and to each other. All furnishings should be of a consistent style and color and, like the architecture, avoid a design that is overly themed. It is not necessary that all furnishings come from a single manufacturer or a single manufacturer line, but a single example of each element should be used along the entire length of Mainstreet, i.e. all benches are the exact same bench in the exact same color.

As noted previously, safe and continuous pedestrian circulation is the primary goal of the public realm. The minimum pedestrian widths described in the Old Town and West End text should remain clear of all obstructions, both permanent and temporary. To this end, all streetscape furnishings, including but not limited to benches, trash and recycling receptacles, planters and lights should be located either behind the sidewalk or in the curbside amenity zone. Due to safety and user comfort concerns, benches should be located only behind the sidewalk and not in the amenity zone. Bike racks should be placed to avoid wheel overhang into the adjacent roadway or sidewalk.

Recommendation 4.39: Locate all furnishings in the amenity zone or behind the sidewalk so as to maintain pedestrian circulation.

Public Art

Public art in Parker is a distinguishing part of the community's history, culture and uniqueness. As such, the Town embraces the social, cultural and economic value that it brings as a part of placemaking in the downtown area. The Town has a robust arts and culture scene and downtown enhancements should seek to promote Parker's bid to become a state-certified creative district. In addition to supporting artists and creative professionals through land use policy, as described in the preceding chapter, the Town should also seek opportunities

to integrate more visible artwork into downtown character. Public art can be integrated into the amenity zone of the public right-of-way-where it can act as an additional element to tie together Old Town and the West End, on private parcels through public-private partnerships, and within public open spaces such as parks and plazas. Public art can be a permanent part of these locations, or can be installed on a special event or long-term temporary basis.

Recommendation 4.40: *Use public art as an additional common thread to tie together the public realm of the West End and Old Town.*

Recommendation 4.41: *Identify locations for permanent and temporary/rotating art installations.*

Utilities

Utilities are a necessary part of the public realm, and can include signal controllers, electrical power boxes and phone pedestals. In some cases, such as phone pedestals, these appurtenances can be located behind buildings or behind the sidewalk. In other cases, such as traffic signal boxes, distance and maintenance requirements dictate that these elements be in the public realm. Even if a utility can be moved, it can be cost prohibitive to do so relative to the aesthetic or functional gains of relocating it.

Therefore, the Town should work with the utility companies to allow painted murals on utility boxes as well as investigate the potential to relocate or eliminate utility appurtenances as opportunities arise, as with infrastructure or development projects. New utilities, to the greatest degree possible, should be located outside of the public realm. If a new utility is constrained to either the amenity zone or the sidewalk area, the utility box should be located in the amenity zone in a location that disrupts the regular spacing of trees and lights to the least degree possible. Utility alignment should be considered during the review of all projects to minimize the impact on the streetscape.

Recommendation 4.42: *Locate new utilities and relocate old utilities underground and outside the public realm, as opportunity arises.*

Recommendation 4.43: *Consider the effect of the location of underground utility lines and easements on the design of public and private spaces.*

Mainstreet Old Town

The recommended cross-section for Old Town follows the recently installed streetscape in front of the PACE Center. Combined sidewalk/amenity zone is 15 to 18 foot wide (min/max), with attached sidewalk and trees in grates. This standard is divided into a one-foot step out zone, a four-foot tree zone and a ten- to thirteen-foot circulation zone. Sidewalk should be colored concrete with



The Town has a variety of public art pieces installed throughout the downtown area, and wishes to install additional pieces.

darker bands matching tree spacing and with trees in 4'x6' grates at 30 feet on-center. On blocks with on-street parking, tree grates should be set back 12 inches from back of curb to allow for a 'step-out strip' for individuals alighting from vehicles. For visual consistency and alignment of trees, this strip should extend the entire length of the block even if parking is prohibited in certain segments. The step-out strip may terminate in regular scoring at curb bump-outs.

Some sections of Old Town already utilize colored concrete, but without banding; in order to increase consistency, sandblast or dye can be used to add banding to these sections.

In cases where an existing building is demolished or a vacant parcel is developed, new construction should be held to the new streetscape standard but with precedence given to maintaining a consistent street façade so that horizontal modulation between facades does not exceed five feet.

Recommendation 4.44: *Create a consistent streetscape throughout Old Town with a combined sidewalk/amenity zone of 15 – 18 feet. Sidewalk should be attached, with trees in grates at 30 feet on center. Colored concrete banding should follow tree spacing.*



Image: google.com

Old Town streetscape standards should follow the dimensions and spacing set by PACE Center streetscape.

Specific Direction for special cases

- Sidewalk at the southwest corner of the western intersection of Pine Drive/Mainstreet should be widened and trees installed with new development. Back of sidewalk should align with sidewalk in front of the chapel and private stone house immediately west of the vacant parcel. In order to achieve this alignment, Victorian Drive needs to be extended south, with stone house potentially moved.

Recommendation 4.45: *Widen sidewalk and install trees at the southwest corner of the western intersection of Pine Drive and Mainstreet with development.*

- The Mainstreet Center (The Schoolhouse) provides opportunity to install regular street trees behind the sidewalk without disrupting alignment of sidewalk.

Recommendation 4.46: *Install trees at 30 feet on center behind the sidewalk along the entire frontage of the Mainstreet Center.*

- The sidewalk on the south side of O'Brien Park should be redesigned to extend some of the Old Town streetscape elements west to Parker Road. These elements include street trees spaced at 30' and colored concrete. The purpose of extending these urban design elements is to tie O'Brien Park to the Old Town experience and to draw those on Parker Road towards Old Town by providing visual cues.

Recommendation 4.47: *Redesign the sidewalk and streetscape along south edge of O'Brien Park to extend some of the Old Town streetscape elements west towards Parker Road.*

- Reconstruct the sidewalk in front of the Wells Fargo building along Mainstreet on the southeast corner of the Parker Road intersection to extend many of the Old Town streetscape elements and draw elements from the new design for the south side of O'Brien park, across Mainstreet. The redesign will not only establish the downtown streetscape thread, but will also allow better alignment for pedestrians across the adjacent strip mall access drive.

Recommendation 4.48: *Reconstruct the sidewalk on south side of Mainstreet from Parker Road east to the strip mall drive to extend the Old Town streetscape elements.*

West End

The West End contains a variety of landscape and public realm conditions that are likely to persist into the mid- and long-term future. Planted medians feature a variety of trees, shrubs, ornamental grasses and ground cover plantings. The assisted living facility is fronted by a detached sidewalk, an intermediate landscape zone with evenly spaced trees and perennials, and a grass strip against the curb. The apartments directly west of Dransfeldt road also use a similar Mainstreet treatment of detached sidewalk and planted amenity zone. These more residential-style treatments contrast with attached sidewalk and irregular tree plantings in sod that line the north side of Mainstreet.

The challenge of the West End is to create a streetscape that continues the aesthetic and rhythm established in Old Town, but in a modified style that can integrate and harmonize with the existing median and residential landscapes. Changing the amenity approach from tree grates to tree cut-outs allows for perennial and shrub plantings while still maintaining the urban, attached sidewalk. Sidewalk material and tree spacing are the same as Old Town in order to provide continuity along the entire length of Mainstreet.

Recommended cross-section for the West End is a 16-foot wide, colored concrete sidewalk with trees in planting cut-outs. The 16-foot width is conceptually divided into an 8-foot sidewalk, wider than side streets in order to accommodate higher levels of foot traffic, and a 8-foot amenity zone to promote optimal growing conditions for plant materials. Cut-outs should be eight feet wide and 12 feet long with trees planted at 30 feet on-center; cut-outs should include perennial and/or shrub plantings.

Although on-street parking is not permitted or anticipated in the future along this section of Mainstreet, BRT remains a possibility and could suggest that a step-out strip be included in the streetscape design. Unlike on-street parking, however, public transit stops at roughly the same location each time



Planting cut-outs are an alternative to tree grates, and allow the inclusion of shrubs and perennials in the streetscape. Cut-outs are proposed in the West End.

and the stop could be adjusted so that doors do not conflict with planting locations. In the case of BRT in particular, the inclusion of off-board ticketing facilities and premium stop amenities means that portions of streetscape identified as BRT stops are likely to be redesigned and reconstructed at the time of service initiation in order to meet specific transit needs. For this reason, a step-out strip is not necessary.

Recommendation 4.49: *Create a consistent streetscape throughout the West End with a 16-foot wide colored concrete sidewalk and trees in 8'x12' cut-outs at 30 feet on center.*

Intersecting Streets

The majority of secondary roads within the Plan area are constrained more by existing right-of-way than by actual built structures. This condition allows more flexibility in creating an optimized public realm, defined largely by the Town's ability or willingness to acquire right-of-way. In virtually all cases, adequate sidewalk and curb ramp facilities already exist and it is the introduction of elements such as street trees, detached sidewalk and bicycle lanes that poses difficulties with available public property. In some cases, the Town may need to prioritize between enhanced streetscape and bike facilities or acquire additional right-of-way in order to have both.

Roadway cross-sections are discussed more fully in Chapter 6: Circulation Recommendations, but the recommended cross-section for all local and collector streets within the plan area is a six-foot detached sidewalk with an eight-foot wide amenity zone. Although there are many examples of street trees being planted in areas as narrow as four feet,

these trees tend to be stunted and have a limited life span. Particularly in Colorado's arid climate, an eight-foot amenity zone promotes healthier trees with a higher chance of success. Likewise, while a five-foot sidewalk does provide the minimum 60-inch width necessary for two wheelchairs to pass (or one wheelchair to turn in a circle and reverse direction), a six foot sidewalk provides a more comfortable passage, accommodates slightly higher levels of foot traffic and better aligns with the Town's pedestrian focus. Sidewalk should be uncolored gray concrete in order to support Mainstreet differentiation through the use of colored concrete. The amenity zone may be sod or perennial/shrub plantings as desired by the adjacent landowner.

Recommendation 4.50: *Public streets other than Mainstreet should have a minimum 6' sidewalk and 8' amenity zone with trees planted at 30-feet on center in a sod or planted amenity zone.*

Catalytic Projects

Gateways

Vehicular Gateways

The majority of downtown patrons enter the West End or Old Town via Parker Road, Twenty Mile Road, Mainstreet or Pine Drive. Regardless of which way they arrive, all visitors should have a clear sense of arrival and an appreciation that they have entered a special, pedestrian-oriented downtown.

The greatest challenge to creating this sense of arrival, common at all three major entry points, is the volume of future traffic and scale of the roadway. Existing and projected future volumes indicate that dropping traffic lanes at these three locations would impact the system's ability to move automobile traffic. Since the number of lanes may not change at these entry points, it becomes the role of urban design to make the feel of the roadway change. The installation of a consistent line of street trees, complemented by and interspersed with pedestrian lights, is one means by which a more detailed street environment can change the feel of a street and reinforce a change in roadway character. These and other human-scaled changes are recommended in the preceding text for both Old Town and the West End.

Physical gateways or gateway elements is another tool for calling the visitor's attention to the fact that they have entered a special area. There are many ways to create gateways. In some cases, gateways may be a literal element spanning roadway or sidewalk as shown in Figure 22. This type of gateway may be an option over Mainstreet at Twenty Mile Road or at Pine Drive, but is not an option at Parker Road due to that facilities status as a state highway.

In other cases, 'gateway' may be created by a single iconic element such as a large-scale piece of artwork or by paired monuments. Still another type of gateway is a gateway series, a line of objects that reinforce a type of formal entry drive. These types of gateways would be appropriate for Parker Road and would be located on both sides of Parker Road both north and south of the Mainstreet intersection.

Important considerations in the design and placement of gateway elements, whether a literal gateway or an iconic/sequential gateway, are scale and location. Gateway elements must be scaled so that they will stand out and be noticed against the size and speed of the adjacent roadway. Similar goals apply to selecting where to locate the elements; right at the downtown 'entrance' (i.e. the intersection) may not be the best location due to the number of other elements demanding motorist attention such as signals, signage as well as the mental and visual focus required to navigate the intersection itself.

Roadway scale and volume of users suggest that Parker Road be considered the primary gateway, while Pine Drive and Twenty Mile Road be considered secondary gateways. All three locations may have a different style or themed gateways tied to adjacent context or may use different versions of a single design. The Master Plan recommends that the Town work with stakeholders and the local public art committee to identify preferred gateway designs. Gateway elements should be considered in tandem with wayfinding elements so that the two complement each other and work together, rather than compete, to create identity and clear circulation guidance for visitors.

***Recommendation 4.51:** Introduce art and other gateway elements at the Parker Road, Twenty Mile Road and Pine Drive entrances to the Plan Area.*

***Recommendation 4.52** Parker Road and Mainstreet should be the primary gateway and the preferred gateway form would be a series of gateway art and/or monument components.*

***Recommendation 4.53:** The gateway monument at Pine Drive and Mainstreet should include an archway element over Mainstreet Located north of Town Hall.*

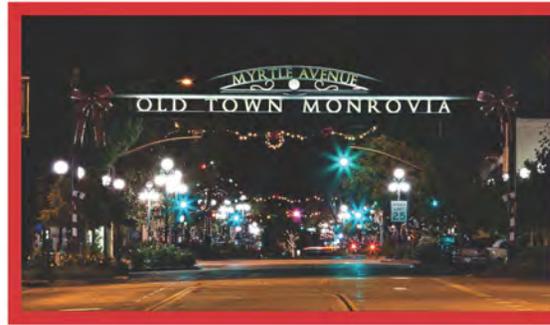
***Recommendation 4.54:** The gateway monument at Twenty Mile Road and Mainstreet should include art and monumentation that takes it cues from the Pine Drive and Parker Road gateway features.*

Pedestrian and Bicycle Gateways

Vehicular gateway elements, combined with a clear shift to a more highly detailed, pedestrian-oriented streetscape, will provide sufficient pedestrian and bicycle cues for non-motorized arrivals at downtown's three main gateways.

For all other entries into the downtown area, wayfinding cues such as signage, pavement markings, bicycle racks or distinctive public art, should be provided where pedestrians and cyclists reach a 'decision point' to get to downtown. Turning off of Sulphur Gulch and onto a north-south sidewalk or bike path is an example of this type of location.

Arch



Very Strong Support @ Previous Public Outreach Engagements

Very Strong Support @ Previous Public Outreach Engagements

Monuments



Art

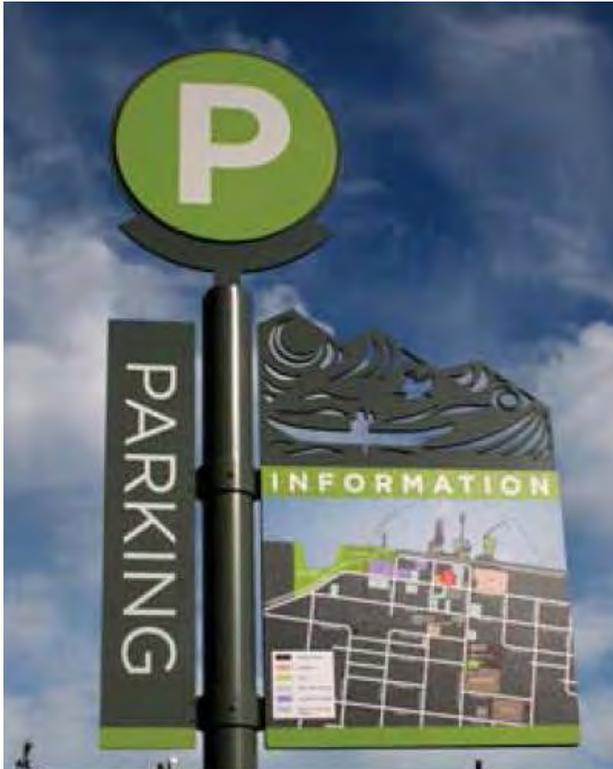


Strong Support @ Previous Public Outreach Engagements

Strong Support @ Previous Public Outreach Engagements

Figure 23 Stakeholder Input: Gateway Options

Stakeholders at a Wine Walk and Farmers' Market were asked their opinions on a variety of different types of gateways, as shown above. Arches across the roadway received the most positive responses, followed by large-scale artwork. Monuments were not favored.



Wayfinding

Signage and wayfinding work in tandem with gateways to attract and guide people to downtown, and help them navigate and locate destinations once they have arrived. Perhaps a less obvious but equally important function, a well-designed signage and wayfinding system can also manage traffic and help by directing visitors to less congested routes into downtown (i.e. not Mainstreet) and to their specific destination.

As of the writing of this document, the Town is developing a stand-alone signage and wayfinding plan, and for this reason the Master Plan does not provide specific direction or metrics for this family of elements. With this caveat, signage and wayfinding should be coordinated with other urban design elements of the Plan area, in order to provide a consistent and strong identity. It should be implemented in a consistent fashion, so that

each phase of installation is complete and useful in itself. For example, wayfinding systems will typically present information in a sequential and progressively more detailed fashion: regional signs will direct visitors to the downtown area; local signs will direct visitors to the West End, Old Town and public parking, and pedestrian-level signage will direct visitors to specific destinations such as the PACE Center. It is recommended that signs be phased by information level (for example all the regional signage) instead of by geography (such as all the signs on Parker Road).

Recommendation 4.55: *Coordinate wayfinding signage with other urban design elements in the Plan area.*

Recommendation 4.56: *Introduce wayfinding based on information level so that all signage is complete and useful at every phase.*



Like furnishings, signage and wayfinding also creates a 'family' of similar elements to guide people to and through downtown.

Figure 24 Signage & Wayfinding

Crossroads Shopping Center Redevelopment

The preceding Land Use chapter discussed the potential catalytic impact of redeveloping the Crossroads Shopping Center and adjacent area. The sketches on this page and the next page show two conceptual layouts for the area; these two layouts demonstrate a number of critical urban design principles and considerations that should guide planning and redevelopment of this important site.

Architecture

Common to both concepts is an office (or hotel) building with an integrated parking structure on the northwest corner of the Mainstreet/Parker Road intersection. Bringing this architecture up to road edge on both Parker and Mainstreet is of the utmost importance and should be a requirement for any redevelopment approvals. The drawings further illustrate a rounded façade, such as might be achieved with a glass curtain wall or other signature architectural feature on that corner. Vehicular drop-off is internal to the site.

Street Edge and Underpass Plaza

Other urban design recommendations shown in both concepts include lining Parker Road with vertical architecture and creating a conscious plaza environment at the west portal to the Kieffer's Crossing pedestrian and bicycle underpass. Placing buildings along Parker road creates visual interest, signals a change in development pattern and reinforces Downtown's primary Mainstreet Gateway. The plaza assists in non-vehicular wayfinding and enhances user experience of the underpass.

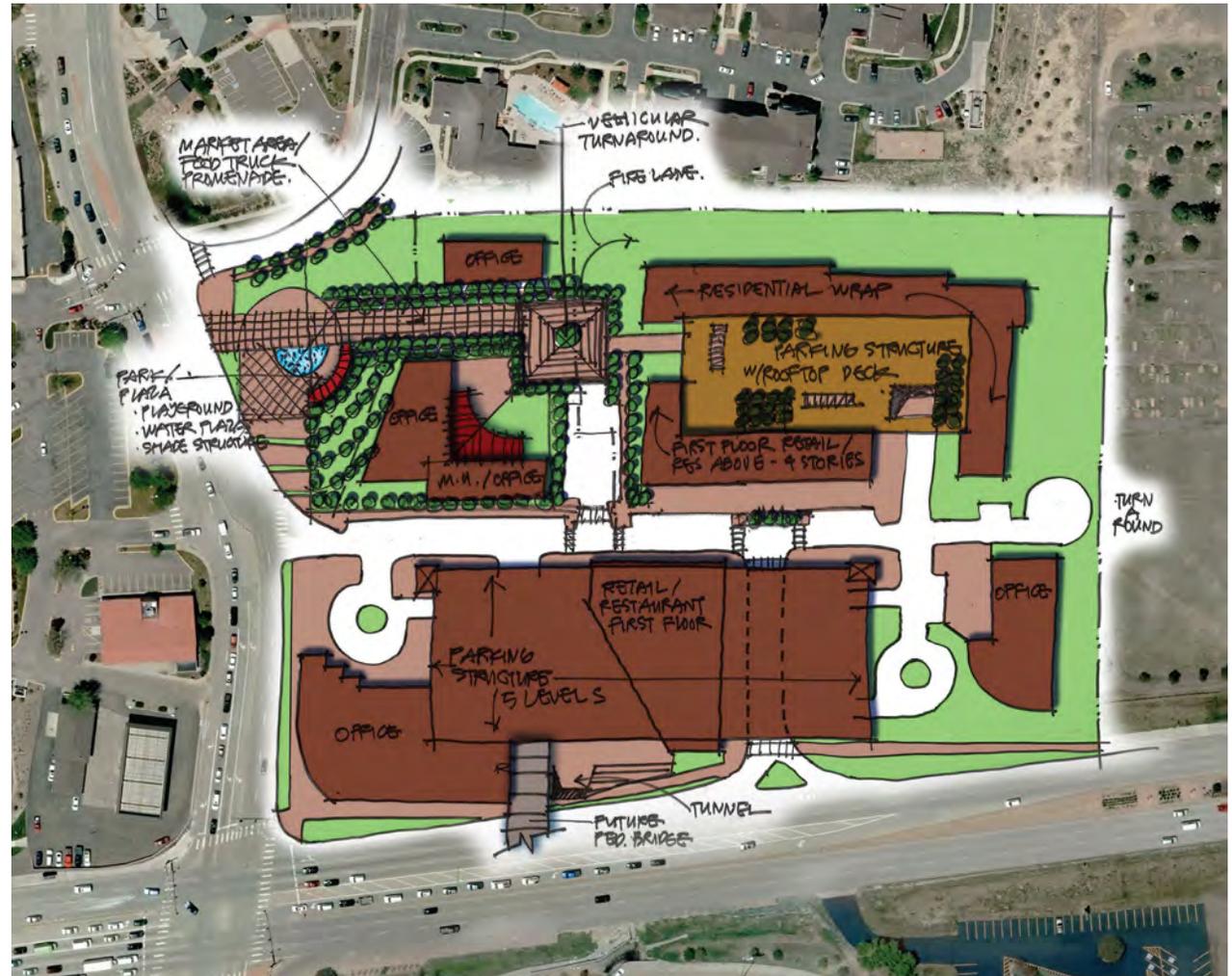


Figure 25 Concept A

Concept A: This application of design guidance for the Crossroads Shopping Center area places all parking in shared parking structures, in order to provide space for higher density development. Residential uses include condo- and apartment-type dwellings on the western edge of the site.

Circulation and Open Space

Both schemes bring new buildings adjacent to the park and introduce active first floor uses which in turn brings enclosure and scale to the park attracting more people, and expanding the potential for off season and indoor/outdoor use (depending upon tenanting of buildings). Concept A on the preceding page retains the current boundaries of the park and the Stage Run intersection. Concept B slightly reconfigures Stage Run to create a 'T' intersection with the development's western roadway.

Parking

Structured parking is integral to achieving the desired density of use in this redevelopment site which in turn will increase the daytime population to patronize downtown shops and restaurants. The concepts show varying degrees of intensity with Concept B illustrating a combination of structured and surface parking, while Concept A consolidates all parking in structures.

Recommendation 4.57: *The following design principles shall provide direction for future Crossroads Shopping Center redevelopment:*

- (1) provide signature architecture and massing at the Parker Road/Mainstreet intersection,*
- (2) provide an architectural edge along the entire Parker Road edge of the property,*
- (3) use building placement and design to integrate existing parks into the development and provide park programming and activation,*
- (4) provide a significant plaza/gateway treatment at the west portal of Kieffer's Crossing.*

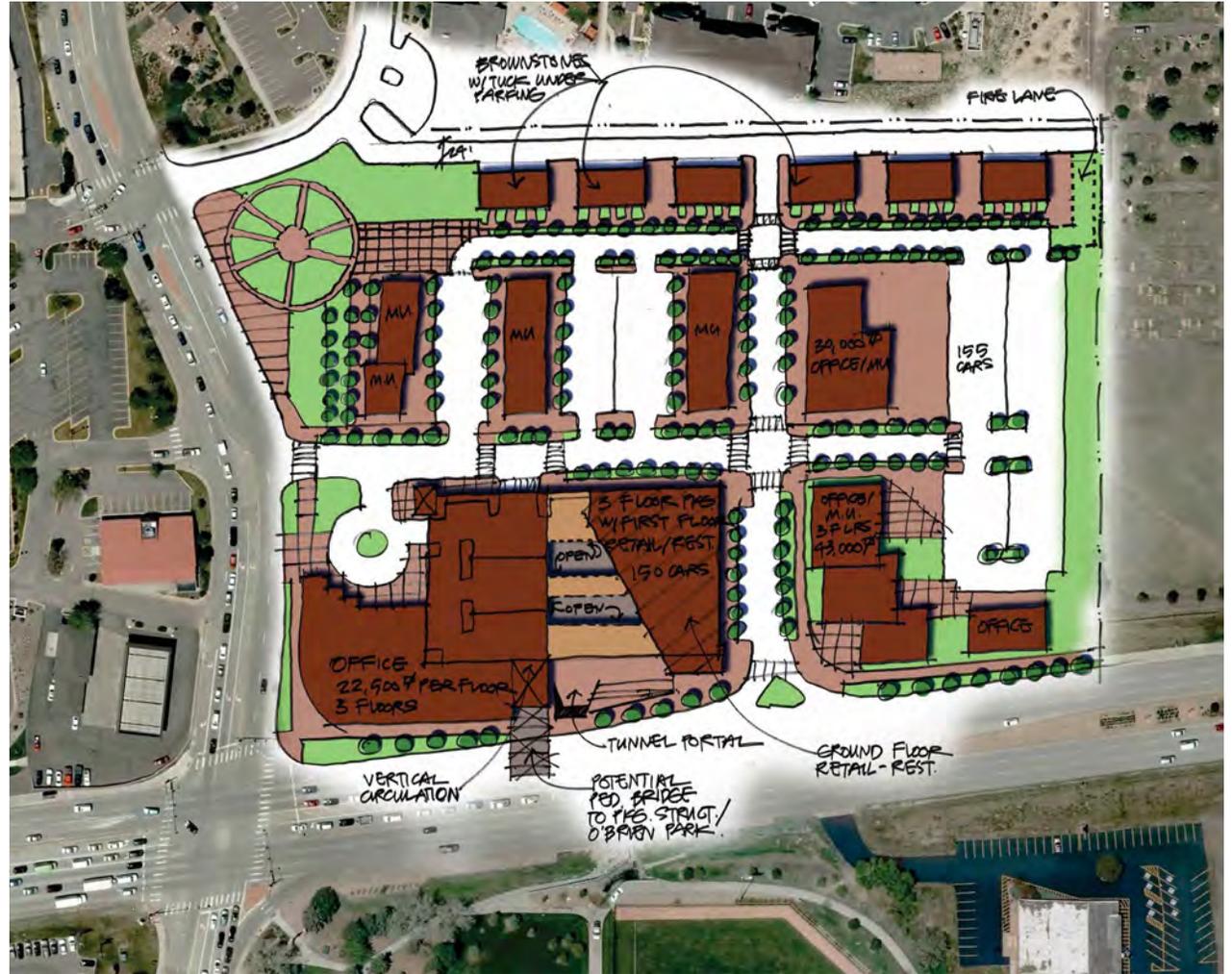


Figure 26 Concept B

Concept B: An alternate application of design guidance for Crossroads Shopping Center uses a mixture of surface and structured parking, with townhomes providing transition of density at the site's western edge.

Special Projects

Stage Run Plaza and Development

The Stage Run Plaza is anticipated to be constructed as part of private development but with allowance or easement for public use. The sketch on the right shows conceptual configuration of this development area; this drawing is intended only to illustrate several important urban design principles associated with this area rather than to suggest preliminary plaza/park design.

Central Axis

One of the plaza's primary goals is to create visual and physical, non-vehicular connection from Mainstreet to one of the West End's most significant destinations, the existing movie theater. The northern terminus of this connection is the theater itself while the southern connection should align with the (proposed) mid-block crossing of Mainstreet. The mid-block crossing is intended to align with internal access points to the new apartment complex on the south side of Mainstreet.

Permanent structures are prohibited in the existing utility easement running diagonally right-to-left from Mainstreet to Stage Run. For this reason, the new public space will use streetscape along the entrance road to relate and tie into Mainstreet. This connection may take the form of a widened sidewalk, similar paving or similar planting design.

Street Trees and Other Plantings

Due to their verticality and the beautiful visual impact of their canopy, street trees are the most visible element of the streetscape. Street trees are critical to the Town's overall 'green' infrastructure and to establishing rhythm and consistency along the corridor. Street trees also provide a sense of scale and enclosure as they arch over the street, and offer all-important shade as well as seasonal interest as they flower in the spring and change colors in the fall. Their canopies also reduce the amount and rate at which rainwater strikes the



Figure 27 Central Public Plaza

A central public plaza provides visual and physical connection between Mainstreet and the interior of the Stage Run development. The plaza can also be used as a special event venue.

ground, thereby reducing erosion and stormwater management costs and trees help to clean the air.

Architecture

To activate the plaza and create a contained space with a sense of enclosure and scale, the plaza should be lined with buildings with active ground-floor uses. Surface or structured parking as a plaza edge is strongly discouraged. Plaza facades should be treated as primary building faces, with the same high quality level of finish required for Mainstreet-abutting structures.

Underground utilities severely limit potential development on the parcel at the southern end. Visually engaging uses that are compatible with the easement restrictions, such as an open-air gazebo or simple shade structure, are appropriate in this context and can activate the site.

Urban Design Elements

The plaza should be small enough to feel like a contained, destination space but large enough to feel like more than a simple circulation corridor. It should be designed with discrete areas; the sketch illustrates an open flexible plaza area closest to the theater, and east-west circulation spine, and a second gardenesque area with a bosquet and a water feature. Personality of each of these areas could differ, but the key concept is to create a variety of spaces that can be used in many ways to activate the plaza as a whole. Water features are always popular, and help create motion, interest and activity when few people are in the plaza.

Recommendation 4.58: *The following design principles shall provide direction for future Stage Run plaza design:*

(1) align the plaza to provide visual and physical connection between Mainstreet and the existing movie theater site,

(2) provide visually interesting uses compatible with the underground utility easement,

(3) provide 'rooms' or areas within the larger plaza with a particular eye to event programming,

(4) provide scale, activity and enclosure through an architectural edge on the east and west sides of the plaza, rather than surface parking.

Pilgrims Place

Streets are the most ubiquitous element of the public space system. As such, across the nation, communities are considering ways in which roadways and alleys can do more than just convey vehicles, but also contribute to and enhance the public realm, even act as flexible multi-purpose spaces that better serves all travel modes.

Current Use and Location

A low-volume roadway parallel to and just 200 feet south of Mainstreet, Pilgrims Place is a 400' dead end public road that functions more as alley access to adjacent public and private parking than it does as actual vehicular connection between points. Pilgrims Place is also adjacent to a small unused private grass area, and if a user is in the know, can act as vehicular or foot connection to the strip mall to the west and to the restaurant's side patios at Mainstreet and Victorian Drive.

Improvements to Pilgrim's Place should include safer, ADA-compliant pedestrian access, a more attractive foot connection to Mainstreet, clarified pedestrian and vehicular connections to the strip mall and activation of the existing pocket park. Improvements to Pilgrims Place should also result in a flexible space that allows for both use as a transportation corridor and, when appropriate, closure for an events space.

Parking and Access Reconfiguration

The sketches on the next page illustrate two approaches to potential urban design and circulation enhancements for Pilgrims Place and environs. Option 1 requires the redesign of access and layout of the private parking immediately north of the roadway and may require acquisition of private land for plaza expansion to the west and south. Option 2 expands the Pilgrim Place right-of-way to the south in order to provide pedestrian enhancements without requiring parking redesign (although such consolidation would also work with this concept).

In Option 1, the unused drive-through structure on the adjacent building (a former bank) is removed and primary lot access is moved to Pikes Peak Drive; this change allows a more efficient one-way drive aisle oriented in an east-west direction. Introducing this new access point and consolidate the existing, multiple access points on Pilgrims Place into a single driveway aligned with the St. Mathew's church parking provides clarified circulation patterns and provides a safer pedestrian environment. A pedestrian walkway directly behind the adjacent building provides access to Pikes Peak and to Mainstreet via the restaurant's pedestrian alley.

Two bays of angled parking, one single-loaded and one doubled-loaded, offer a total of approximately 65 parking spaces. While lack of complete striping makes it difficult to determine current capacity, it is estimated that reconfiguration offers a similar number of spaces as that found under existing conditions. Parking may remain private and could follow a variety of management models. One option would be to retain private ownership but lease the lot to the Town for public parking. Alternately, the lot could be designated generally for the tenants and customers of the adjacent building only or even signed with a particular number of spaces allotted to each tenant.

Option 2 focuses on improvements that can be made with less impact to existing parking and utilities. Pilgrims Place expands to the south and a sidewalk is added to the roadway's southern edge. Depending upon the amount of property acquisition, sidewalks on both edges of the roadway would be possible, but if width is sufficient for only one side the southern side avoids conflict with existing utility poles and minimizes interface between pedestrians and cars from the parking lots on the roadway's northern edge.

Urban Design Elements

In both options, Pilgrims Place itself would be treated as a fully shared space intended to accommodate pedestrians, cyclists and vehicles. A single, enhanced paving material would be applied along the entire length of the roadway and would extend to a new plaza in the adjacent private grassy area and the pedestrian passage leading to Mainstreet between the restaurants. This treatment creates an organized, well defined travel configuration and multi-purpose space.

An additional potential enhancement, removable bollards could be placed at the east and west ends of the alley, making it possible to close the street for use as a stand-alone public space or extended, special-event spillover space from O'Brien Park.

The redesign also defines a formalized sidewalk connection between Pilgrims Place and the strip mall to the west. This small improvement provides a huge public benefit by defining a specific circulation path for pedestrians replacing the current option of wandering through overly-wide parking behind the mall building, and provides a strong wayfinding cue that there is another destination to the west of the grass area. Existing overhead utilities should be located underground to minimize the visual clutter and remove the design constraints of the poles.

Recommendation 4.59: Redesign Pilgrims Place to provide improved pedestrian access to Mainstreet and the strip mall area to the west.

Recommendation 4.60: Redesign Pilgrims Place as a shared, multi-modal 'flexible' space that can be closed as a special event space.

Two different concepts illustrate how Pilgrims Place could serve as a multi-modal shared space. The option 1 shows reconfiguration of adjacent private parking and a new stage/performance area within the private park, while option 2 would still require additional public right-of-way for improvements but does not require realignment of private parking.



Figure 28 Pilgrims Place Multi-Modal Concept Option 1



Figure 29 Pilgrims Place Multi-Modal Concept Option 2

Townhome Integration

Three buildings of townhomes line the north side of Mainstreet across from the PACE Center; with setbacks varying between 30 and 40 feet and varying amounts of grade change from street to building, these homes provide a significant break in the urban street edge envisioned for Mainstreet. Although redevelopment remains a future possibility, the Town's desire for near-term investment in this part of downtown call for an interim solution that respect the privacy of the townhome residents but also promote a more urban edge to these properties.

The images at right illustrate the continuation of urbanizing this area with a widened sidewalk, retaining wall and street trees. Key to this concept is the retaining wall which serves a dual purpose in addressing the grade difference between the street and building while creating a stylized, urban edge to the street. The wall and its materials should be designed to support the vocabulary used in the streetscape rather than the more residential, suburban vocabulary of the townhomes. The wall could also be topped with fencing as an additional design element and potential art opportunity. This concept would require the acquisition of additional right-of-way to bring the sidewalk, including street trees, to the width described in this urban design section.

Recommendation 4.61: *Widen the sidewalk and add street trees and street amenities to create an urban public realm in front of the Town and Country townhomes adjacent to Mainstreet.*



Figure 30 Streetscape and Fencing

Enhanced streetscape and a fence-topped retaining wall provide a more urban edge to this section of Mainstreet.

PACE Center Development

The Town has established a number of principles for future development on this site.

First among the principles is visual permeability from Mainstreet to the PACE Center itself. New development must carefully balance the need for a consistent street wall with an appropriate plaza or other 'break' providing visual access to the PACE Center. This break should be publicly accessible and its potential for public programming evaluated. The site and public space should incorporate public art, and also provide physical pedestrian access through the site, connecting Mainstreet, new development, and the PACE Center.

New development should also follow the goals of active ground floor uses outlined for all of Mainstreet. Structures should have primary, active pedestrian entrances and storefronts on both north and south sides, maximizing pedestrian access and synergy between potential future retail and restaurant uses and the PACE Center. Architectural style should complement but not compete with the PACE Center; development may utilize similar form, massing or materials but should not try to exactly duplicate PACE architecture.

The sketch at right illustrates one way in which site elements may be arranged, according to these guiding site principles.

Recommendation 4.62: The following design principles should provide direction for future PACE Lot 2 redevelopment:

- (1) maximize pedestrian access from Mainstreet to the PACE Center and to new development,
- (2) ensure active, ground-floor uses abutting Mainstreet,

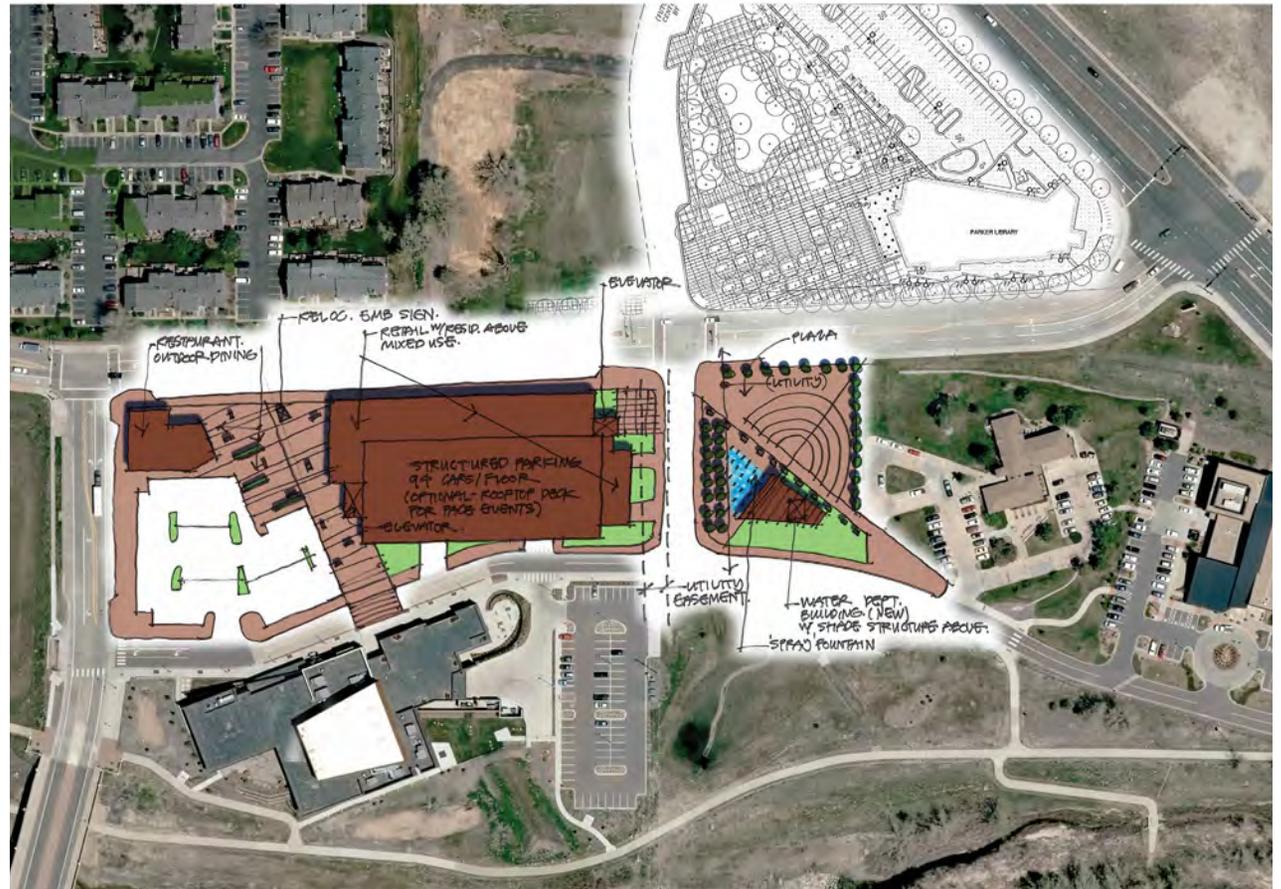


Figure 31 Parcel 2 Integration with Xeric Garden

This conceptual sketch illustrates how PACE Lot 2 could integrate with the site of the existing xeric garden.

- (3) incorporate public space and public art into the development,
- (4) provide primary facades on all four sides of new development and
- (5) utilize an architectural style that complements but does not duplicate or compete with the PACE Center.

Existing Xeric Demonstration Garden

The southeast corner of PACE Center Drive and Mainstreet, currently occupied by a xeric demonstration garden is a challenging site to redevelop. The site's proximity to the new Parker library, the PACE Center and future redevelopment on the northeast and northwest corners provide a high level of visibility and potential foot, bicycle and vehicular traffic. The continued use of the small water department building and the need for vehicular access to the enclosure, severely limit the size, configuration and access to a potential structure.

The sketches at right illustrate two conceptual approaches to activate this corner. Critical to both concepts is the introduction of some sort of use giving people a reason to be in or traverse through the area. The top sketch retains the site as public open space, but creates a more highly designed and activated area with an amphitheater, a spray fountain and a water

or art wall. As it exists today, the site is too isolated to attract clientele, but could attract patrons with suitable, similar uses anchoring this end of Mainstreet.

The bottom sketch offers a simpler, less programmed plaza to be activated by outdoor dining from an adjacent restaurant and a small parking garage for additional downtown patron parking. Like the previous concept, this option would be dependent upon the creation of critical mass on the intersection's other three corners.

Recommendation 4.63: Explore options to activate the southeast corner of PACE Center Drive and Mainstreet, giving priority to active uses that complement PACE and library activities.

Two concepts show ways to activate the site of the existing xeric garden. The top drawing shows an independent plaza space, while the bottom drawing envisions an indoor-outdoor integration of plaza and building, potentially a restaurant or other active use.



Figure 32 Xeric Garden Activation



Figure 33 Xeric Garden Activation

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Putting it Together

Working toward Our Goals

The chart below shows a complete list of the land use recommendations contained in this chapter, and shows how each recommendations ties with the goals established for the project.

PA: Plan Area WE: West End OT: Old Town

Plan Order	Plan Area	RECOMMENDATION	Plan Area Goals										
			P-1	P-2	P-3	P-4	P-5	P-6	P-7	P-8	P-9	P-10	P-11
			Attract Desirable Uses	Solicit Public Support	Foster partnerships.	Build on Existing Assets	Create cohesive + distinctive character	Year-Round, 24/7 Activity	Create gateways	Emphasize quality design.	Promote multi-modality	Enhance pedestrian safety	Enhance ped/bike connexns
Design Districts													
4.1	PA	Redraw Greater Downtown Zone Districts to more closely align with and support the vision of the Mainstreet Master Plan.		X		X	X						
4.2	PA	Amend the General Land Use Plan contained in Parker 2035: Changes and Choices Master Plan to extend the Downtown Core character area west to Twenty Mile Road.		X		X	X						
Height, Massing and Transition													
4.3	OT	Required height for all new Mainstreet-facing buildings in the West End should be 2 floors minimum and 4 floors maximum. Parcels on the northwest and southwest corners of Parker Road should be a minimum of 3 stories and a maximum of 5 stories.				X	X						
4.4	OT	Required height for all new development that does not abut Mainstreet should be a minimum of 2 stories and a maximum of 5 stories.					X		X				
4.5	WE	Front setback for all new Mainstreet-facing buildings in the West End is a minimum of 12 and maximum of 20 feet from back of sidewalk.					X						X
4.6	WE	Side setbacks for all new Mainstreet-facing buildings in the West end is a minimum of zero and a maximum of 10 feet. When the side setback area is to be used for outdoor dining, up to a 24-foot setback may be considered, depending upon adjacent use.					X			X			
4.7	WE	All new buildings in the West End shall have primary, active pedestrian entrances facing Mainstreet.					X			X			X
4.8	WE	Ground floor elevation of all new buildings in the West End shall have universal access.					X			X			X
4.9	WE	Drive-thrus, gas stations and automobile repair shops of any configuration should not be permitted on Mainstreet-abutting buildings in the West End.					X			X		X	X
4.10	PA	Buildings on the northwest, southwest and southeast corners of Parker Road should be a minimum of 3 stories and a maximum of 5 stories with integrated signature architectural elements.					X		X	X			
4.11	PA	Minimize setbacks from both roadways on the Parker Road/Mainstreet corners.					X		X	X			X

Table 2 Urban Form Recommendations

West End Goals							Old Town Goals							
W-1	W-2	W-3	W-4	W-5	W-6	W-7	O-1	O-2	O-3	O-4	O-5	O-6	O-7	O-8
Establish West End character	Foster partnership	Create Pedestrian Amenities	Provide new open space	Preserve BRT potential	Improve land use mix	Promote active ground floor uses	Improve land use mix	Promote active ground floor uses	Preserve historic character	Foster partnership	Promote multi-modality and events	Build on existing assets	Provide parallel E-W routes	Manage parking
X									X			X		
X														
									X			X		
X														
X														
X														
X														
X														

Table 2 Urban Form Recommendations

Plan Order	Plan Area	RECOMMENDATION	Plan Area Goals										
			P-1	P-2	P-3	P-4	P-5	P-6	P-7	P-8	P-9	P-10	P-11
			Attract Desirable Uses	Solicit Public Support	Foster partnerships.	Build on Existing Assets	Create cohesive + distinctive character	Year-Round, 24/7 Activity	Create gateways	Emphasize quality design.	Promote multi-modality	Enhance pedestrian safety	Enhance ped/bike connexns
4.12	PA	Mainstreet-abutting properties between Parker Road and the east leg of Victorian Drive should be a minimum of two and a maximum of four stories for the parcel on the southeast corner of Mainstreet and Parker Road should be minimum of three and a maximum of five stories.					X		X				X
4.13	OT	On the south side of Mainstreet, including the PACE Center and the municipal campus, require two to three stories with up to 20% of the Mainstreet façade in front of the PACE Center being allowed to consist of small one-story elements to emphasize height variation.					X						
4.14	OT	Allow a maximum of one story on the eastern portion of the Plan area immediately adjacent to the Parker Vista neighborhood.											
4.15	PA	For development not abutting Mainstreet, buildings should be a minimum of two and a maximum of five stories.						X					
4.16	OT	All new buildings in Old Town shall adhere to a zero lot line on their Mainstreet frontage. Outdoor dining or merchant zones may be setback a maximum of ten feet with appropriate 42" tall fencing for dining areas. Doors should be recessed.					X			X			X
4.17	OT	All new buildings in Old Town shall have primary, active pedestrian entrances facing Mainstreet.					X			X			X
4.18	OT	Ground floor elevation of all new buildings in the Old Town shall have universal access.					X			X			X
4.19	OT	Drive-thrus, gas station and automobile repair of any configuration are not permitted on Mainstreet-abutting buildings in Old Town.					X			X		X	X
4.20	OT	Gradually transition new Old Town development using height and massing to existing, adjacent single-family residential development.											
Architectural Character													
4.21	PA	New development should emphasize architectural authenticity in place of adhering to a prescribed style.					X			X			

Table 2 Urban Form Recommendations

West End Goals							Old Town Goals							
W-1	W-2	W-3	W-4	W-5	W-6	W-7	O-1	O-2	O-3	O-4	O-5	O-6	O-7	O-8
Establish West End character	Foster partnership	Create Pedestrian Amenities	Provide new open space	Preserve BRT potential	Improve land use mix	Promote active ground floor uses	Improve land use mix	Promote active ground floor uses	Preserve historic character	Foster partnership	Promote multi-modality and events	Build on existing assets	Provide parallel E-W routes	Manage parking
									X			X		
									X					
								X	X			X		
								X	X			X		
								X	X			X		
									X			X		
X												X		

Table 2 Urban Form Recommendations

Plan Order	Plan Area	RECOMMENDATION	Plan Area Goals										
			P-1	P-2	P-3	P-4	P-5	P-6	P-7	P-8	P-9	P-10	P-11
			Attract Desirable Uses	Solicit Public Support	Foster partnerships.	Build on Existing Assets	Create cohesive + distinctive character	Year-Round, 24/7 Activity	Create gateways	Emphasize quality design.	Promote multi-modality	Enhance pedestrian safety	Enhance ped/bike connexns
4.22	PA	New development should not mix architectural character themes within a single building.								X			
4.23	PA	Use high quality materials and prohibit faux veneer finishes.					X			X			
4.24	PA	All new buildings shall have a minimum of 60% transparency at the ground level, and 30% transparency on upper levels.					X			X			
4.25	PA	All glass shall be transparent and all windows must have lintels and ledges where they are appropriate and consistent with the architectural style of the façade.					X			X			
4.26	PA	All new construction should provide architectural lighting to create visual nighttime interest.					X			X			
4.27	PA	All architectural lighting shall comply with local energy efficiency and Dark Skies requirements.								X			
Sidewalk and Streetscape													
4.28	PA	Differentiate Mainstreet and other downtown streets through the use of wider, attached sidewalks.					X			X			
4.29	PA	Evaluate and inventory all ramps within the plan area. Upgrade missing and sub-standard/inconsistent ramps to meet Town of Parker and ADA standards, with an emphasis on consistency in the plan area.									X	X	
4.30	OT	In tandem with redevelopment of the adjacent property, redesign the eastern intersection of Pine Drive and Mainstreet to be more pedestrian friendly including important design elements such as pedestrian refuges, reduced curve radii, directional ramps, crosswalks on all four sides of the intersection, stop lines and a higher level of finish and design for crosswalks.									X	X	
4.31	PA	Create a consistent higher level of finish and design for all crosswalks at Mainstreet intersections.					X			X	X	X	X
4.32	PA	Work with CDOT to make improvements to the intersection and crosswalk at Parker Road and Mainstreet to improve pedestrian safety, comfort and convenience.					X			X	X	X	X

Table 2 Urban Form Recommendations

West End Goals							Old Town Goals							
W-1	W-2	W-3	W-4	W-5	W-6	W-7	O-1	O-2	O-3	O-4	O-5	O-6	O-7	O-8
Establish West End character	Foster partnership	Create Pedestrian Amenities	Provide new open space	Preserve BRT potential	Improve land use mix	Promote active ground floor uses	Improve land use mix	Promote active ground floor uses	Preserve historic character	Foster partnership	Promote multi-modality and events	Build on existing assets	Provide parallel E-W routes	Manage parking
X									X			X		
X									X			X		
X									X			X		
X									X			X		
X									X			X		
		X									X	X		
		X									X	X		

Table 2 Urban Form Recommendations

Plan Order	Plan Area	RECOMMENDATION	Plan Area Goals										
			P-1	P-2	P-3	P-4	P-5	P-6	P-7	P-8	P-9	P-10	P-11
			Attract Desirable Uses	Solicit Public Support	Foster partnerships.	Build on Existing Assets	Create cohesive + distinctive character	Year-Round, 24/7 Activity	Create gateways	Emphasize quality design.	Promote multi-modality	Enhance pedestrian safety	Enhance ped/bike connexns
4.33	PA	Evaluate and make upgrades to all crosswalks within the Plan area.				X				X	X	X	X
4.34	PA	Design new development to provide access exclusively off secondary streets or alleys, with no new curb cuts on Mainstreet.				X					X	X	
4.35	PA	Work with existing development to evaluate the feasibility of closing existing Mainstreet curb cuts.				X					X	X	
4.36	PA	Use the existing lighting fixtures identified and constructed as part of the 2008 Mainstreet Streetscape improvements as the only street/pedestrian light combination to be used throughout the entire Plan area.				X	X						
4.37	PA	Relocate existing Town owned 5-globe lights to medians and Mainstreet intersections and re-pattern their locations within the plan area.					X						
4.38	PA	Install a consistent line of street trees in the amenity zone that are spaced at 30 feet on center, along the entire length of Mainstreet. Where trees cannot be installed adjacent to the curb in the amenity zone, install at the same spacing at back of sidewalk.					X			X			
4.39	PA	Locate all furnishings in the amenity zone or behind the sidewalk so as to maintain pedestrian circulation.					X				X	X	
4.40	PA	Use public art as an additional common thread to tie together the public realm of the West End and Old Town.			X		X		X	X			
4.41	PA	Identify locations for permanent and temporary/rotating art installations.			X		X						
4.42	PA	Locate new utilities and relocate old utilities underground and outside the public realm, as opportunity arises.					X				X	X	
4.43	PA	Consider the effect of the location of underground utility lines and easements on the design of public and private spaces.					X			X			
4.44	OT	Create a consistent streetscape throughout Old Town with a combined sidewalk/amenity zone of 15 – 18 feet. Sidewalk should be attached, with trees in grates at 30 feet on center. Colored concrete banding should follow tree spacing.					X				X	X	

Table 2 Urban Form Recommendations

West End Goals							Old Town Goals							
W-1	W-2	W-3	W-4	W-5	W-6	W-7	O-1	O-2	O-3	O-4	O-5	O-6	O-7	O-8
Establish West End character	Foster partnership	Create Pedestrian Amenities	Provide new open space	Preserve BRT potential	Improve land use mix	Promote active ground floor uses	Improve land use mix	Promote active ground floor uses	Preserve historic character	Foster partnership	Promote multi-modality and events	Build on existing assets	Provide parallel E-W routes	Manage parking
		X									X	X		
X														
									X					
		X										X		
		X										X		
X	X	X								X		X		
X		X												
									X			X		

Table 2 Urban Form Recommendations

Plan Order	Plan Area	RECOMMENDATION	Plan Area Goals										
			P-1	P-2	P-3	P-4	P-5	P-6	P-7	P-8	P-9	P-10	P-11
			Attract Desirable Uses	Solicit Public Support	Foster partnerships.	Build on Existing Assets	Create cohesive + distinctive character	Year-Round, 24/7 Activity	Create gateways	Emphasize quality design.	Promote multi-modality	Enhance pedestrian safety	Enhance ped/bike connexns
4.45	OT	Widen sidewalk and install trees at the southwest corner of the western intersection of Pine Drive and Mainstreet with development.					X				X	X	
4.46	OT	Install trees at 30 feet on center behind the sidewalk along the entire frontage of the Mainstreet Center.					X						
4.47	OT	Redesign the sidewalk and streetscape along south edge of O'Brien Park to extend some of the Old Town streetscape elements west towards Parker Road.									X	X	X
4.48	OT	Reconstruct the sidewalk on south side of Mainstreet from Parker Road east to the strip mall drive to extend the Old Town streetscape elements.					X				X	X	X
4.49	WE	Create a consistent streetscape throughout the West End with a 16-foot wide colored concrete sidewalk and trees in 8'x12' cut-outs at 30 feet on center.					X			X		X	X
4.50	PA	Public streets other than Mainstreet should have a minimum 6' sidewalk and 8' amenity zone with trees planted at 30-feet on center in a sod or planted amenity zone.					X			X		X	X
Catalytic and Special Projects													
4.51	PA	Introduce art and other gateway elements at the Parker Road, Twenty Mile Road and Pine Drive entrances to the Plan Area.					X		X				
4.52	PA	Parker Road and Mainstreet should be the primary gateway and the preferred gateway form would be a series of gateway art and/or monument components.					X		X				
4.53	OT	The gateway monument at Pine Drive and Mainstreet should include an archway element over Mainstreet Located north of Town Hall.				X	X		X				
4.54	WE	The gateway monument at Twenty Mile Road and Mainstreet should include art and monumentation that takes it cues from the Pine Drive and Parker Road gateway features.				X	X		X				
4.55	PA	Coordinate wayfinding signage with other urban design elements in the Plan area.					X				X		X

Table 2 Urban Form Recommendations

West End Goals							Old Town Goals							
W-1	W-2	W-3	W-4	W-5	W-6	W-7	O-1	O-2	O-3	O-4	O-5	O-6	O-7	O-8
Establish West End character	Foster partnership	Create Pedestrian Amenities	Provide new open space	Preserve BRT potential	Improve land use mix	Promote active ground floor uses	Improve land use mix	Promote active ground floor uses	Preserve historic character	Foster partnership	Promote multi-modality and events	Build on existing assets	Provide parallel E-W routes	Manage parking
									X			X		
									X			X		
												X		
X		X												
									X			X		
X														
X														
									X			X		
X														

Table 2 Urban Form Recommendations

Plan Order	Plan Area	RECOMMENDATION	Plan Area Goals										
			P-1	P-2	P-3	P-4	P-5	P-6	P-7	P-8	P-9	P-10	P-11
			Attract Desirable Uses	Solicit Public Support	Foster partnerships.	Build on Existing Assets	Create cohesive + distinctive character	Year-Round, 24/7 Activity	Create gateways	Emphasize quality design.	Promote multi-modality	Enhance pedestrian safety	Enhance ped/bike connexns
4.56	PA	Introduce wayfinding based on information level so that all signage is complete and useful at every phase.									X	X	X
4.57	WE	The following design principles shall provide direction for future Crossroads shopping center redevelopment: (1) provide signature architecture and massing at the Parker Road/Mainstreet intersection, (2) provide an architectural edge along the entire Parker Road edge of the property, (3) use building placement and design to integrate existing parks into the development and provide park programming and activation, (4) provide a significant plaza/gateway treatment at the west portal of Kieffer's Crossing.								X			
4.58	WE	The following design principles shall provide direction for future Stage Run plaza design: (1) align the plaza to provide visual and physical connection between Mainstreet and the existing movie theater site, (2) provide visually interesting uses compatible with the underground utility easement, (3) provide 'rooms' or areas within the larger plaza with a particular eye to event programming, (4) provide scale, activity and enclosure through an architectural edge on the east and west sides of the plaza, rather than surface parking.								X			
4.59	OT	Redesign Pilgrims Place to provide improved pedestrian access to Mainstreet and the strip mall area to the west.									X	X	X
4.6	OT	Redesign Pilgrims Place as a shared, multi-modal 'flexible' space that can be closed as a special event space.						X					
4.61	OT	Widen the sidewalk and add street trees and street amenities to create an urban public realm in front of the townhomes adjacent to Mainstreet.					X			X			
4.62	OT	The following design principles should provide direction for future PACE Lot 2 redevelopment: (1) maximize pedestrian access from Mainstreet to the PACE Center and to new development, (2) ensure active, ground-floor uses abutting Mainstreet, (3) incorporate public space and public art into the development, (4) provide primary facades on all four sides of new development and (5) utilize an architectural style that complements but does not duplicate or compete with the PACE Center.	X	X	X	X	X			X			
4.63	OT	Explore options to activate the southeast corner of PACE Center Drive and Mainstreet, giving priority to active uses that complement PACE and library activities.	X			X	X	X		X			

Table 2 Urban Form Recommendations

West End Goals							Old Town Goals							
W-1	W-2	W-3	W-4	W-5	W-6	W-7	O-1	O-2	O-3	O-4	O-5	O-6	O-7	O-8
Establish West End character	Foster partnership	Create Pedestrian Amenities	Provide new open space	Preserve BRT potential	Improve land use mix	Promote active ground floor uses	Improve land use mix	Promote active ground floor uses	Preserve historic character	Foster partnership	Promote multi-modality and events	Build on existing assets	Provide parallel E-W routes	Manage parking
X		X	X		X	X								
X		X	X		X	X								
												X		X
											X	X		
							X	X		X		X		
												X		

Table 2 Urban Form Recommendations

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