

6 Implementation

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Phasing and Prioritization

The recommendations outlined in the Mainstreet Master Plan will be carried out over the next 20 plus years by a variety of public and private entities and initiatives. Some recommendations are clear and straight-forward, and can be implemented in a fairly short amount of time under the purview of a single department or entity. Other recommendations will require cooperation and collaboration between a larger number of parties, as well as an extended period of time, to implement. As the saying goes, however, the journey of a thousand miles begins with a single step, and the recommendations contained in this document are not intended to be implemented all at once.

The accompanying matrix divides recommendations into five phases:

- 'groundwork'
- Phase 1
- Phase 2
- Phase 3
- 'AA' or 'as appropriate'

Within this broad categorization, the Town will need to establish further refined priorities. This sorting should weigh each action's potential return on investment (ROI) and the projects timing in relationship to other undertakings in the Plan area and order projects accordingly. In the context of the Master Plan, ROI includes both tangible and intangible factors such as: visual/aesthetic impact, enhancement/expansion of existing community assets, economic potential as a development catalyst, and infrastructure standardization or completion.

Groundwork

Groundwork recommendations should receive immediate attention and action; largely policy-based, these elements create the framework of requirements and guidelines to construct the vision established by the Master Plan. These policy changes will establish the rules that future development proposals must follow, and provide critical guidance for current and future Town staff as they work through the development approval process. An example of this 'groundwork' recommendation is the creation of a formal Town policy - whether zoning, overlay district or other mechanism - only allowing ground-floor, Mainstreet abutting space to be active uses. This recommendation is a foundational principle of the Master Plan, and since land use decisions can have long-term impacts, this new policy should be adopted and put in place immediately.

Phase 1 (1-5 years)

Phase 1 elements are intended to be accomplished within the next five years. This group of improvements tend to be those which correct an existing issue or bring existing conditions to a minimum standard. Investigating a special-event parking shuttle is intended to address a pressing, current need and is an example of this type of action.

Phase 2 (6-10 years)

Phase 2 elements represent downtown enhancements of low- to medium-complexity or urgency, intended to be accomplished in a six to 10 year timeframe. These projects contribute to a pedestrian-oriented downtown and will serve to enhance the Town's character and capacity. The redesign of living wheel park as a more active space is an example of this type of action.

Phase 3 (11-20 years)

Phase 3 elements are generally more complex and require significantly more complicated preparation, including public/private partnerships, financing, property acquisition and/or aggregation, or market readiness. These projects are envisioned to be carried out in an 11 to 20 year time frame. The realignment of Stage Run falls into this category since it requires a coordinated design effort and is tied to redevelopment within the area.

As Appropriate

A final category of improvements, identified as 'AA' or 'As Appropriate' are projects with flexible timing. They may be implemented in the short-, mid- or long-term depending upon opportunities to combine with other project or future development. Introduction of Pikes Peak extensions through the existing strip malls east and west of Parker Road fall into this category, since they are dependent on the property owner's redevelopment of private property.

Schedule, Benchmarks and Monitoring

As described above, the accompanying matrix divides recommendations into broad five-year categories. The next step toward implementation is for the Town to create a further refined schedule for groundwork and Phase 1 activities, and to identify specific individuals that will 'champion' each action.

The Town should specifically consider which actions can be accommodated within existing departmental budgets, which will need specific allocation requests at the next yearly budget, and which could be incorporated into or added to current or planned programs and initiatives. Other actions may fall under a grey area, in which they could be executed by public funds or be included as a condition of private development; in this case, the Town may wish to set a date by which the action must be allocated to one or the other. In other words, if it has not been added to a development proposal by a certain date, the Town will move forward with funding and executing internally and seek reimbursement at time of development.

As the 'owner' of the Mainstreet Master Plan, the Town's Community Development Department should schedule a yearly evaluation of plan progress. This evaluation need not be elaborate, but should track which recommendations have been executed, which are in process, and which may need to be updated due to changing conditions. This evaluation should also identify which recommendations should be initiated or completed in the coming year.

Funding

The funding for a plan of this magnitude will come from a variety of sources, including federal, state and local funds, as well as private and public grants and individual contributions. Some potential sources of funding for public improvements, private development and individual business development include:

Federal

- Allocations for transportation improvements or enhancements
- Housing assistance
- Public infrastructure grants

State

- Strategic Fund Incentive program
- Enterprise Zone mechanisms (tax credits)
- Colorado Creative Industries grants
- State lottery funds

Local

- Local car and bed tax
- Capital improvement tax
- Business Improvement districts
- Special Improvement districts
- On-going monies allocated for operations and maintenance
- Tax increment financing
- Parker Authority for Reinvestment

Private

- Private foundation grants
- Angel networks
- Venture capital firms
- Small Business Investment Companies (SBIC)
- Donations from individuals and groups

Plan Order	Plan Area	RECOMMENDATION	Potential Mechanism										Lead Department / Organization	Phase
			Zoning or Overlay District	Incentives	Other Policy Update (Plans, Engineering Details)	Marketing / Promotion	Business Recruitment	Design / Approvals Process	Publicly Funded Project	Privately Funded Project	Public Private Partnership	Further Study / Design		
Land Use Recommendations														
Future Uses														
3.1	PA	Promote active ground-floor uses of Mainstreet-abutting building to only retail, restaurants and other active uses.	x	x		x	x						Economic Development, Council, Community Development	Groundwork
3.2	PA	Encourage creative-industry uses such as cafes, art galleries, music stores and unique shops.		x		x	x						Chamber, Economic Development, Cultural, Parker Arts Council	AA
3.3	OT	(Aspirational): Promote an opportunity for an artisan/'makers' market in Old Town.		x		x	x						Chamber, Economic Development	AA
3.4	PA	Seek opportunities for pulling active ground floor uses 'around the corner' at Mainstreet intersections.	x		x			x					Community Development, Economic Development	AA
3.5	PA	Promote increased residential uses throughout the plan area, with a focus on higher-density multi-family products.	x										Community Development, Planning Commission, Council	1
3.6	PA	Limit development of ground-floor residential to side and secondary streets.	x							x	x		Community Development, Planning Commission, Council	1
3.7	OT	Redevelop existing Town and Country Townhomes adjacent to Mainstreet to higher-density, vertically mixed use development in the long-term.		x						x	x		PPP, Economic Development	AA
3.8	OT	Encourage redevelopment of the Parker Park-n-Ride with increased density and intensity of land uses to create a transit oriented development.	x	x						x	x	x	Economic Development, Council, Community Development	
3.9	PA	Continue to promote office as an upper-floor use throughout the Plan area; direct development of ground-floor office uses to side and secondary streets.	x	x		x	x						Community Development, Economic Development, Council	AA
3.10	PA	Diversify the inventory of office space to include larger floor-plates and more flexible configurations.	x				x						Economic Development, Council, PPP	1
3.11	PA	Actively pursue higher density office employment areas and educational/institutional uses that support a daytime economy.	x	x			x						Chamber, Economic Development, PPP	1

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3.12	PA	Encourage creative industry tenants such as architects, artists, designers, publishing, software and marketing to locate to Plan area.		x		x	x							Chamber, Economic Development, Parker Arts Council	AA
3.13	PA	Update existing planning and development policies in order to attract viable office/commercial business and activities.	x											Community Development, Economic Development, Planning Commission, Council	Groundwork
3.14	PA	Develop regulatory and other incentive tools that encourage development and redevelopment consistent with recommendations in this Plan as well as the Parker Transportation Master Plan and the Parker 2035 - Master Plan	x	x	x							x		Community Development, Economic Development, Planning Commission, Council	Groundwork
3.15	OT	Design the Civic Centre new park and plaza as a special event-ready venue.							x					Community Development, Parks	1
3.16	OT	Integrate a plaza space into future development and display art, as an intimate outdoor programming venue							x			x		Community Development, Cultural, Parks, PPP	AA
3.17	WE	Redesign the existing 20 Mile and Living Wheel Parks to promote activity within the parks and create a pedestrian-friendly street edge.									x	x		Community Development, Parks	2
3.18	WE	Construct a new public open space abutting Stage Run, in tandem with development.							x			x		Community Development, PPP	2
3.19	WE	Improve the gravel parking area south of Bar CCC Park, on the west side of 20 Mile Road to act as a public parking reservoir for the West End.									x			Public Works, Parks	2
3.20	WE	Evaluate the potential for the future conversion of Bar CCC Park into an active or passive, but unprogrammed, park.											x	Community Development, Parks	3
3.21	OT	Complete an O'Brien Park expansion master plan to establish a comprehensive vision and design for improvements to the park and expansion area.									x		x	Parks, Public Works, Community Development	1
Opportunities to Realign Development with Land Use Vision															
3.22	PA	Modify existing policy to guide redevelopment of parcels that are inconsistent with the land use vision.	x											Community Development, Planning Commission, Council	Groundwork

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3.23	PA	Seek opportunities and utilize incentives to support property development and redevelopment that is consistent with the Plan's vision.		x											Economic Development, Council	AA
Priority Parcels																
3.24	WE	Promote redevelopment of the NW corner of the Mainstreet/Parker Road intersection.		x		x	x					x	x		Economic Development, Chamber, PPP	AA
3.25	WE	Actively promote development of the Stage Run Center parcel, south of the existing movie theater.		x		x	x					x	x		Economic Development, Chamber, PPP	AA
3.26	OT	Capitalize on existing strength of the Mainstreet/Pikes Peak Drive intersection.		x		x	x					x	x		Economic Development, Community Development Chamber, PPP	1
3.27	OT	Capitalize on current redevelopment at the Mainstreet/PACE Center Drive intersection.		x		x	x			x	x	x	x		Economic Development, Community Development Chamber, PPP	AA
3.28	PA	Promote unity and cohesion along the entire length of Mainstreet, regardless of development phasing.	x							x					Community Development, Public Works	1
Urban Form Recommendations																
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												Community Development, Planning Commission, Council	Groundwork
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									Community Development, Planning Commission, Council	Groundwork
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												Community Development, Planning Commission, Council	Groundwork
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												Community Development, Planning Commission, Council	Groundwork

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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												Community Development, Planning Commission, Council	Groundwork
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				x						Community Development, Planning Commission, Council	Groundwork
4.7	WE	All new buildings in the West End shall have primary, active pedestrian entrances facing Mainstreet.	x												Community Development, Planning Commission, Council	Groundwork
4.8	WE	Ground floor elevation of all new buildings in the West End shall have universal access.	x												Community Development, Planning Commission, Council	Groundwork
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												Community Development, Planning Commission, Council	Groundwork
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						Community Development, Planning Commission, Council	Groundwork
4.11	PA	Minimize setbacks from both roadways on the Parker Road/Mainstreet corners.	x						x						Community Development, Planning Commission, Council	AA
4.12	OT	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												Community Development, Planning Commission, Council	Groundwork
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												Community Development, Planning Commission, Council	Groundwork
4.14	OT	Allow a maximum of one story on the eastern portion of the Plan area immediately adjacent to the Parker Vista neighborhood.	x						x						Community Development, Planning Commission, Council	Groundwork

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4.15	WE	For development not abutting Mainstreet, buildings should be a minimum of two and a maximum of five stories.	x		x										Community Development, Planning Commission, Council	Groundwork
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												Community Development, Planning Commission, Council	Groundwork
4.17	OT	All new buildings in Old Town shall have primary, active pedestrian entrances facing Mainstreet.	x												Community Development, Planning Commission, Council	Groundwork
4.18	OT	Ground floor elevation of all new buildings in the Old Town shall have universal access.	x		x										Community Development, Planning Commission, Council	Groundwork
4.19	OT	Drive-thrus, gas station and automobile repair of any configuration are not permitted on Mainstreet-abutting buildings in Old Town.	x												Community Development, Planning Commission, Council	Groundwork
4.20	OT	Gradually transition new Old Town development using height and massing to existing, adjacent single-family residential development.	x						x						Community Development, Planning Commission, Council	AA
Architectural Character																
4.21	PA	New development should emphasize architectural authenticity in place of adhering to a prescribed style.	x						x						Community Development, Planning Commission, Council	Groundwork
4.22	PA	New development should not mix architectural character themes within a single building.	x						x						Community Development, Planning Commission, Council	Groundwork
4.23	PA	Use high quality materials and prohibit faux veneer finishes.	x						x						Community Development, Planning Commission, Council	Groundwork
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						Community Development, Planning Commission, Council	Groundwork
4.25	PA	All glass shall be transparent and all windows must have lintels and ledges consistent with the architectural style of the facade.	x						x						Community Development, Planning Commission, Council	Groundwork
4.26	PA	All new construction should provide architectural lighting to create visual nighttime interest.							x						Community Development, Planning Commission, Council	Groundwork

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4.27	PA	All architectural lighting shall comply with local energy efficiency and Dark Skies requirements.								x					Community Development, Planning Commission, Council	Groundwork
Sidewalk and Streetscape																
4.28	PA	Differentiate Mainstreet and other downtown streets through the use of wider, attached sidewalks.			x										Public Works, Community Development	AA
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		Public Works	1
4.30	PA	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			Public Works, Community Development	AA
4.31	PA	Create a consistent higher level of finish and design for all crosswalks at Mainstreet intersections.								x					Public Works, Community Development	AA
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		Public Works, Community Development	AA
4.33	PA	Evaluate and make upgrades to all crosswalks within the Plan area.									x		x		Public Works, Community Development	AA
4.34	PA	Design new development to provide access exclusively off secondary streets or alleys, with no new curb cuts on Mainstreet.							x						Community Development, Public Works	AA
4.35	PA	Work with existing development to evaluate the feasibility of closing existing Mainstreet curb cuts.											x		Public Works, Community Development	AA
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						Public Works, Community Development	Groundwork

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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					Public Works, Community Development	AA
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	x			Public Works, Parks, Community Development	AA
4.39	PA	Locate all furnishings in the amenity zone or behind the sidewalk so as to maintain pedestrian circulation.				x											Public Works, Community Development	1
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					Cultural, Community Development	AA
4.41	PA	Identify locations for permanent and temporary/rotating art installations.													x		Cultural Department, Community Development, Public Works	1
4.42	PA	Locate new utilities and relocate old utilities underground and outside the public realm, as opportunity arises.										x	x	x			Utility Companies, Public Works	AA
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					x		Utility Companies, Public Works, Community Development	AA
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	x			Public Works, Parks, Community Dev	AA
4.45	OT	Widen sidewalk and install trees at southwest corner of Pine Drive and Mainstreet with development.											x	x			Public Works	AA
4.46	OT	Install trees at 30 feet on center behind the sidewalk along the entire frontage of the Mainstreet Center.										x					Public Works, Parks	1

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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				Public Works, Parks, Community Development	1
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				Public Works, Community Dev	2
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			Public Works, Community Development	AA
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			Public Works, Community Development	2
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	Cultural, Community Dev, Public Works	1
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				Cultural, Community Development, Public Works	AA
4.53	OT	The gateway monument at Pine Drive and Mainstreet should include an archway element over Mainstreet Located north of Town Hall.									x				Cultural, Community Development, Public Works	AA
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				Cultural, Community Development, Public Works	AA
4.55	PA	Coordinate wayfinding signage with other urban design elements in the Plan area.			x										Community Development	1
4.56	PA	Introduce wayfinding based on information level so that all signage is complete and useful at every phase.									x				Community Development	1

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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					Community Development, Planning Commission, Council	AA
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					Community Development, Planning Commission, Council	AA
4.59	OT	Redesign Pilgrims Place to provide improved pedestrian access to Mainstreet and the strip mall area to the west.													Public Works, Community Development	1

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4.60	OT	Redesign Pilgrims Place as a shared, multi-modal 'flexible' space that can be closed as a special event space.									x				x	Public Works, Community Development, Parks	1
4.61	OT	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.									x					Public Works, Community Development	1
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						Community Development, Economic Development, Cultural	AA
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.														Parks, Community Development	AA
Circulation Recommendations																	
Motor Vehicles																	
5.1	PA	Pursue circulation measures that create and promote alternate routes to Mainstreet and a finer grain, gridded roadway network.			x						x				x	Public Works, Community Development	AA
5.2	OT	Extend Pikes Peak Avenue from Pikes Peak Drive to Parker Road.										x	x	x		Public Works, Community Development, PPP	AA

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5.3	WE	Introduce new east-west segment of Pikes Peak Avenue between Parker Road and the north-south extension of Briargate Lane.									x	x	x	Public Works, Community Development, PPP	AA
5.4	WE	In coordination with development/redevelopment create a four-way, full movement signalized intersection at Mainstreet/Briargate Lane, in tandem with the closure of the adjacent Stage Run intersection.									x		x	Public Works, Community Development	AA
5.5	OT	In coordination with development and redevelopment, extend the east leg of Victorian Drive to Pikes Peak Avenue.									x		x	Public Works, Community Development	AA
5.6	OT	Extend Pikes Peak Avenue to Stonehenge Way.									x		x	Public Works, Community Development	AA
5.7	PA	Signalize the Longs Way and Parker Road intersection.									x		x	CDOT, Public Works	1
5.8	OT	Signalize the intersections of Mainstreet and Victorian Drive.									x		x	Public Works	AA
5.9	WE	In coordination with redevelopment, remove the existing signal at Mainstreet and Stage Run signal in tandem with the installation of the proposed Briargate Lane signal.									x		x	Public Works	AA
5.10	PA	Use marketing and promotional materials for downtown campaigns and event to promote alternate, non-Mainstreet routes for arriving downtown.					x							Chamber, Private Event Coordinators, Communications	1
5.11	PA	Use regional and local directional signage to promote alternate routes to Mainstreet, particularly for motorists driving to non Mainstreet destinations.					x							Public Works, CDOT, Community Development	1
5.12	OT	Maintain existing two-way function of Mainstreet.	n/a										n/a	n/a	
5.13	PA	Promote Twenty Mile Road and Longs Way as alternative, parallel routes to Mainstreet.					x							Public Works, CDOT, Communications	AA

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Bicycles															
5.14	PA	Use pilot projects to introduce new bicycle facilities in a measurable time frame and to fine-tune and test facilities.			x					x			x	Public Works, Community Development	1
5.15	PA	Leave pilot projects in place for a minimum of one year; support pilots with appropriate outreach and well-thought out evaluation metrics								x				Public Works	n/a
5.16	PA	Provide 'spur ' north-south connections for bicycles between Sulphur Gulch Trail and Mainstreet on the following roadways: Dransfeldt Road, Pikes Peak Drive, PACE Center Drive.								x				Public Works, Community Development	AA
5.17	WE	Construct an east-west trail connection over Cherry Creek between Clarkeville Way and Twenty Mile Road.								x				Public Works, Parks, Community Development	3
5.18	PA	When the Parker Road/Longs Way signal is installed, delineate an east-west bike lane along Longs Way connecting the Cherry Creek Trail to Old Town with buffered bike lanes from Twenty Mile Road to Brownstone Drive and bike lanes from Brownstone Drive to Victorian Drive.								x				Public Works, Community Development	Subject to Traffic Light at Longs Way and Parker Road
5.19	OT	Introduce striped on-street bike lanes along the entire length of Victorian Drive.								x				Public Works	2
5.20	OT	Convert existing angle parking on the east side of Parker Station to parallel parking in order to allow for recommended bike lanes.								x				Public Works	2
5.21	OT	Introduce an off-road, shared-use path on PACE Center Drive.								x				Public Works	1
5.22	WE	Introduce an off-road, shared use path on the west side of Dransfeldt Road between Mainstreet and the Sulphur Gulch Trail.								x				Public Works	2
5.23	WE	Introduce an off-road, shared use path on the west side of Dransfeldt Road between Mainstreet and Longs Way.								x				Public Works	2
5.24	WE	Consider introducing sharrows on Stage Run (a private street).								x			x	Public Works, Community Development	2

Table 4 Implementation

Plan Order	Plan Area	RECOMMENDATION	Potential Mechanism										Lead Department / Organization	Phase											
			Zoning or Overlay District	Incentives	Other Policy Update (plans, Engineering Details)	Marketing / Promotion	Business Recruitment	Design / Approvals Process	Publicly Funded Project	Privately Funded Project	Public Private Partnership	Further Study / Design													
5.25	WE	Continue the future Ridgeway/Mainstreet multi-use trail on the south side of Mainstreet from Twenty Mile Road to Dransfeldt Road.															x							Public Works, Community Development	1
5.26	WE	Introduce improved wayfinding signage, on-street sharrows and widened sidewalks on Pikes Peak Drive.															X							Public Works, Community Development	1
5.27	OT	Study and consider a long term outcome that requires acquiring additional right-of-way, removing on-street parking on one side and introduce on-street bike lanes with improved sidewalks on Pikes Peak Drive.															x							Public Works, Community Development	3
5.28	PA	Designate 'inverted U' racks as the standard for downtown bicycle parking and encourage/incorporate artistic bike racks.															x							Public Works, Cultural, Community Development	1
5.29	PA	Locate bike parking in high-visibility areas within 50 feet of destinations.						x															Public Works, Community Development	AA	
5.30	PA	Install bicycle racks with sufficient clear distances from roadway, other racks, and adjacent vertical elements.						x															Public Works, Community Development	1	
5.31	OT	Consider installation of a bike corral within the core area of Old Town.						x															Public Works, Community Development	1	
5.32	PA	Organize group rides and events to advertise and promote the use of new bicycle facilities.								x													Communication	1	
Pedestrians																									
5.33	WE	Introduce a mid-block pedestrian crossing on Mainstreet between Twenty Mile and Dransfeldt Roads in coordination with development of the park/plaza to the north.															x							Public Works, Community Development	AA
5.34	PA	Introduce additional crosswalk enhancement to increase visibility, safety, comfort and convenience at priority pedestrian intersections.															x							Public Works, Community Development	1
5.35	PA	Work with CDOT to develop pedestrian enhancements to improve the safety, comfort and aesthetics of the Mainstreet and Parker Road intersection															x							Public Works, Community Development	1

Table 4 Implementation

Plan Order	Plan Area	RECOMMENDATION	Potential Mechanism										Lead Department / Organization	Phase			
			Zoning or Overlay District	Incentives	Other Policy Update (Plans, Engineering Details)	Marketing / Promotion	Business Recruitment	Design / Approvals Process	Publicly Funded Project	Privately Funded Project	Public/Private Partnership	Further Study / Design					
5.36	PA	Re-align Kieffer's Crossing to allow an unobstructed line of sight from one end to the other, reconfigure entries to integrate into adjacent context and provide more prominent wayfinding signage.										x				Public Works, Community Development	1
Public Transit and Shuttles																	
5.37	PA	Explore the potential for a shared-use Park-n-Ride/public parking structure more convenient to Mainstreet.												x	x	Council, Community Development, RTD, PPP	1
5.38	WE	Maintain enough right of way to allow for two lanes and wide sidewalks along the potential BRT route in order to allow for construction of the future facility.	n/a										n/a	n/a			
5.39	PA	Investigate potential special-event shuttle route in tandem with a temporary parking management plan.													x	Public Works, Community Development, Communications	1
5.40	PA	Consider introduction of a Downtown Shuttle once sufficient use and user density has been reached.													x	Public Works, Community Development	AA
Parking																	
5.41	PA	Maintain existing public parking locations and quantities until parking structure is built.	n/a										n/a	n/a			
5.42	PA	Continue to evaluate shared parking opportunities as new development is proposed.								x					x	Community Development	AA
5.43	OT	Close the Mainstreet access drive to Mainstreet Center parking in coordination with the extension of the east leg of Victorian Drive south of Mainstreet.										x				Public Works, Cultural, Community Development	AA
5.44	OT	Close the Mainstreet access drive to the parcel on the northeast corner of Mainstreet and Victorian Way in coordination with redevelopment.										x				Public Works, Community Development	AA
5.45	OT	Close the Mainstreet access drive to the parcel on the southeast corner of Mainstreet and Pikes Peak Drive.										x				Public Works, Community Development	AA
5.46	WE	Introduce an alley curb cut in the West End in tandem with expansion of pedestrian uses to the Mainstreet right-of-way edge.										x				Public Works	AA

Table 4 Implementation

Plan Order	Plan Area	RECOMMENDATION	Potential Mechanism										Phase		
			Zoning or Overlay District	Incentives	Other policy Update (Plans, Engineering Details)	Marketing / Promotion	Business Recruitment	Design / Approvals Process	Publicly Funded Project	Privately Funded Project	Public Private Partnership	Further Study / Design		Local Department / Organization	
5.47	PA	Prepare a strategic special event parking plan that includes consideration of the following: <ul style="list-style-type: none"> • Temporary event parking on the Town-owned parcels • Valet parking locations and management for events • Shuttle bus service from outlying lots 											x	Community Development, Police, Communications, Public Works	1
5.48	OT	Investigate a formal jointuse agreement for weekend use of the RTD Park-n-Ride lot.											x	Community Development, RTD	1
5.49	PA	Evaluate a parking cap or structured parking requirement for new development.			x								x	Community Dev	1
5.50	PA	Commission a full parking study to analyze current parking utilization, appropriate short term management strategies and long term parking solutions. This parking study should include, but not be limited to, consideration of the following: <ul style="list-style-type: none"> • Introduce time limits on street parking, with appropriate enforcement • Installation of real-time dynamic parking signage showing parking availability • Valet parking • Parking wayfinding signage • Evaluation of a parking cap or structured parking requirement for new development • Evaluation of a parking district or fee based system for new development • Evaluation of the size, location, configuration and timing of a future parking structure 			x								x	Community Development, Public Works	1

Table 4 Implementation

Plan Order	Plan Area	RECOMMENDATION	Potential Mechanism										Lead Department / Organization	Phase
			Zoning or Overlay District	Incentives	Other Policy Update (Plans, Engineering Details)	Marketing / Promotion	Business Recruitment	Design / Approvals Process	Publicly Funded Project	Privately Funded Project	Public Private Partnership	Further Study / Design		
5.51	PA	Track land use, property sales and development proposals which may present opportunity for or preclude a future parking structure.	n/a										Economic Development	Groundwork

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

Phases

- Groundwork: Immediate
- Phase 1: 0-5 years
- Phase 2: 6-10 years
- Phase 3: 11-20 years
- AA: As Appropriate/As Opportunity Arises

Notes:

1. Policy Change: policy changes are assumed to be absorbed into normal staff and Council workload and have no additional cost.
2. Marketing Task: marketing/promotion is assumed to be absorbed into normal tasks and budget of Town, Chamber and other similar entities.
3. Private Development: non-site specific private development or public-private partnership cannot be estimated without site and use information.

Table 4 Implementation