Orchard Station Subarea

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THE ORCHARD STATION PLANNING SUBAREA

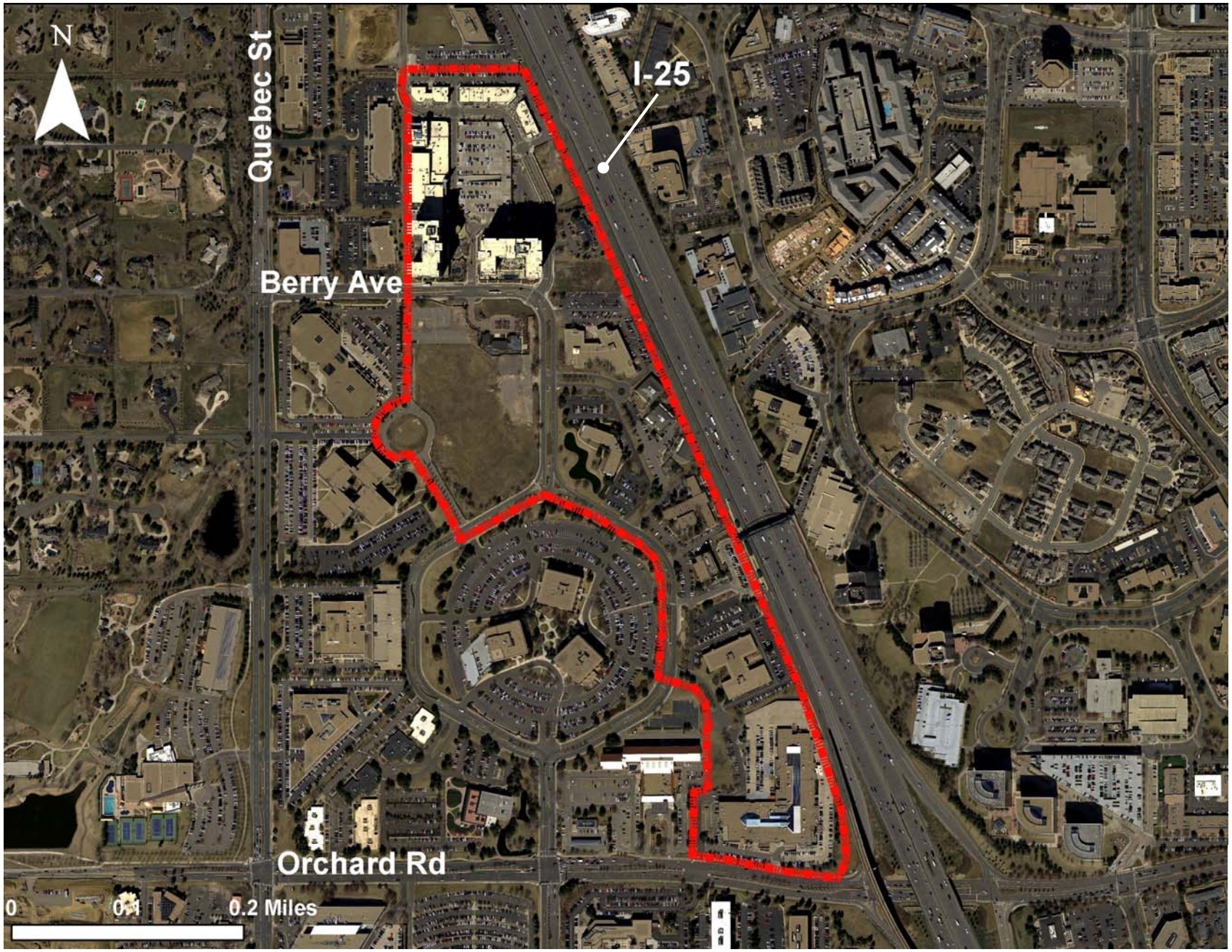
The Greenwood Village community desires an identifiable center in the Corridor Planning Area that serves as a social gathering place for all Greenwood Village residents. The Orchard Light Rail Station presents an opportunity to explore and evaluate options for transit-oriented redevelopment that can achieve the vision of a gathering place for the Village. In order to attract the best workers, employers are seeking work environments with more amenities, activity, and experiences. The redevelopment of the subarea is an opportunity to both create a community gathering place and continue to attract high quality employers and jobs to Greenwood Village.

The primary goal of the Orchard Station Subarea is to create a vibrant, active focal point that leverages the existing light rail stop. The Village believes that this will best be accomplished by the development of a balanced mix of uses, including office, residential, hospitality, and retail. The first phase of this balanced mix of uses was established with the Landmark development at the northern edge of the subarea. The Orchard Station Subarea Plan seeks to build upon and enhance the success of Landmark.

Orchard Station should be unique when compared to transit-oriented development within the Denver RTD system in terms of both user experience and visual character. At the same time, all aspects of the built environment should be of the highest quality to ensure that the subarea is reflective of Greenwood Village design values. The greatest emphasis on the experience, character, and quality should be found in a network of great public spaces, streetscapes, parks, plazas, and greenways. Any public space can be well-designed, but it only becomes truly great when it attracts and is activated by people on a regular basis. The Orchard Station Subarea should be activated by a balanced mix of workers and residents in the area to ensure vitality and safety within a comfortable environment. The public spaces within Orchard Station should address key qualities of successful public spaces: access and linkages, amenities, sense of place, uses and activities, and opportunities to socialize.

The goals, objectives, and policies of the Corridor Planning Area shall generally apply to the Orchard Station Subarea. However, when a goal, objective, or policy of this subarea is in conflict with the Corridor Planning Area, the subarea plan shall prevail. The use of the term “public space” throughout the subarea plan applies to spaces intended for the enjoyment and use of the public regardless of ownership or management.

Orchard Station Subarea



Orchard Station Subarea

Land Use

1a. The subarea shall contain an appropriate mix of uses to include office, retail, and hospitality, with the potential for residential.

- *Civic uses should also be considered if they would make a positive contribution to the vibrancy of the subarea.*
- *Office and retail uses should be balanced with residential to ensure a positive revenue benefit to the Village.*

1b. The zoning of the subarea should allow the prescribed mix of uses.

1c. Ground floors adjacent to public spaces should incorporate combinations of uses, including retail, restaurants, and bars, amenities, and architectural design that activate the public space. Where active ground floor uses are desired but not immediately marketable, buildings should be designed so that ground floors can be converted to those uses in the future.

1d. The development of the subarea shall be phased to generally balance the pace of commercial and residential uses.

1e. Residential use within the subarea may consist of a variety of multi-family housing densities and unit types. For sale housing is strongly preferred.

1f. The focus of land use intensity and activity should be the transit station.

Transportation

2a. Redevelopment of the subarea should support and leverage the existing transit service.

2b. Proposed development shall provide mitigation for impacts on the transportation network as determined by a traffic impact study. Development intensity shall be limited by the roadway network capacity, as enhanced by proposed infrastructure improvements.

2c. Development proposals should include a comprehensive and progressive plan for transportation demand management (TDM). This plan should include strategies to maximize incentives for using transit and other alternative modes of transportation among the people who will live, work, and shop within the subarea.

2d. The subarea shall include a continuous network of pedestrian and bicycle ways of a size and quantity to fully meet the needs of anticipated pedestrian and bicycle activity. The network shall make appropriate connections at the perimeter of the subarea and ensure easy access to the light rail station.

2e. Redevelopment of the subarea should include a finer grain of streets and blocks to enhance vehicular and pedestrian connectivity. The large block pattern that was established with initial development of the subarea should be broken down into smaller blocks with additional streets.

2f. Streets, whether public or private, should be designed to accommodate different modes of transportation and to support active street life. The use of the term public space throughout this plan is intended to apply to streets.

2g. Developers should seek opportunities to incorporate wayfinding elements into the design and detailing of both buildings and public spaces. The goal is to provide navigation markers to the public in order to ease wayfinding and minimize the use of signage.

Orchard Station Subarea

Image, Identity, & Quality of Life

3a. A variety of densities are anticipated with redevelopment of the subarea and therefore it should exhibit the best qualities of form and character.

3b. Building setbacks, height and mass should be appropriately designed for the Village setting and provide good transitions between land use intensity.

3c. The impacts of the height and massing of new buildings shall be considered in development proposals in the subarea. In order to fully understand and appreciate view impacts, proposed development shall be required to model the impacts of the development on properties within the view plane from multiple vantage points. Taller buildings should be separated from one another to avoid the appearance of a wall of buildings adjacent to I-25. Building heights should be compatible with existing buildings along the Corridor. Development adjacent to The Landmark residential towers should preserve existing views.

3d. Design and construction within the subarea should minimize the impact of highway traffic noise within both interior and exterior environments.

3e. Design and detailing of building ground floors and public spaces should encourage activity and vibrancy.

3f. Development proposals for individual parcels should demonstrate how they fit into a cohesive plan for the overall subarea.

Image, Identity, & Quality of Life

3g. Where parking structures are visible to public spaces, the visual impact of the structure should be mitigated by wrapping the structure with active uses, screening the structure, and/or employing alternative creative design techniques.

3h. Architectural and landscape design within the subarea should be of the highest quality. Architecture should be functional, well-constructed, emotionally resonant, timeless, and beautiful. Architectural materials for buildings and public spaces should be authentic with a high degree of durability.

3i. Site planning, architecture, and landscape design should strive to create comfortable microclimates in public spaces throughout the subarea.

3j. Refer development applications to Cherry Creek School District and consider the District's comments in development decisions to maintain the high quality of education.

3k. Ensure that new development is designed in a manner that is respectful of and compatible with the natural environment. New development is encouraged to use sustainable development technologies.

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Public Space

4a. The subarea should contain a variety of high quality public spaces that vary in size, use, and experience. They should include a combination of more natural softscape spaces and hardscape courts, plazas, and promenades.

4b. The size and configuration of public spaces should be suitable for a variety of activities, including, but not limited to, performances, markets, exhibits, and celebrations.

4c. Public spaces should be located in a strategic and purposeful manner. The location and design of public spaces should encourage use by residents, workers, shoppers, and transit riders. Public spaces should be connected to one another by trails and well-designed sidewalks with high quality pedestrian furnishings and amenities.

4d. Public space should be provided in an amount that is appropriate for the Subarea. The vast majority of open space shall include areas that are usable and effective for the usage described in this section.

4e. Public space amenities should be evenly distributed and connected to each other by clear pedestrian promenades that promote easy wayfinding throughout the subarea.

4f. Public spaces should be enhanced with public art and/or other visual amenities.

4g. Public spaces should be made comfortable and desirable places to spend time by ensuring they are safe and clean, and contain a variety of seating options.