

THE ORCHARD STATION PLANNING SUBAREA

Orchard Station Description

The Greenwood Village community seeks to continue to provide excellent employment opportunities. The Village recognizes that quality employers are looking for work environments with more amenities, activity, and experiences. The redevelopment of the Orchard Station subarea is an opportunity to create an attractive work environment that continues to attract high quality employers and jobs to Greenwood Village.

The Village believes that this will best be accomplished by the development of a mix of uses, including office, retail, hospitality, and some residential. The Landmark shall serve as an iconic part of the subarea, and represent the highest point of all development in the subarea.

Orchard Station should be unique when compared to other light rail stations along 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 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 ORCHARD STATION PLANNING SUBAREA

Orchard Station Subarea Plan

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 limited residential. Each residential project shall be evaluated to determine its cost impacts on city resources, including the total revenue generated versus the potential loss in revenue optimization for a project of similar density, to ensure a positive revenue benefit to the Village.*

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

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

1d. *Residential use within the subarea may consist of a variety of housing densities and unit types. For sale housing is strongly preferred.*

1e. *The focus of land use should be the transit station, serving as a convenience for residents wishing to commute around the metro area.*

Transportation

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

2b. *Proposed development shall improve 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.*

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.*

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, with the Landmark Towers remaining the highest point in the subarea. 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.*
- 3g. Parking structures shall be underground where possible and provide adequate capacity for all uses.*
- 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.*

Public Space (Note: no change from original)

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.