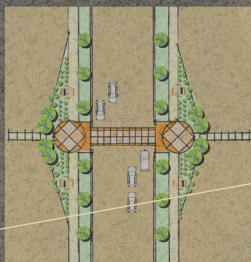
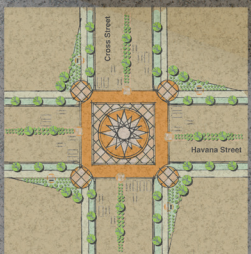
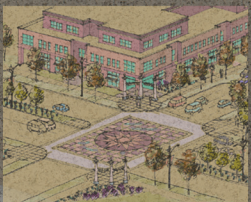


# HAVANA District

## DESIGN CONCEPTS PLAN



CITY OF AURORA





## ACKNOWLEDGMENTS

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## INTRODUCTION

Havana Street has long been a key corridor in Aurora, both in terms of commercial activity and as a locus of vibrant residential neighborhoods. As Aurora has expanded eastward and, particularly as development of the E-470 corridor has gained momentum, concerns have been raised about the future of the Havana Street area.

Following the November 2003 elections, the new Aurora City Council initiated a project to re-examine the Havana Street District. The word “District” is used advisedly to emphasize the fact that Havana Street and its neighborhoods, extending from 6<sup>th</sup> Avenue on the north to Dartmouth Avenue on the south, is more than a place to drive through but is a strategic area with its own identity and function within the larger city.

The study of the Havana District began in a context of renewal, opportunity and enthusiasm:

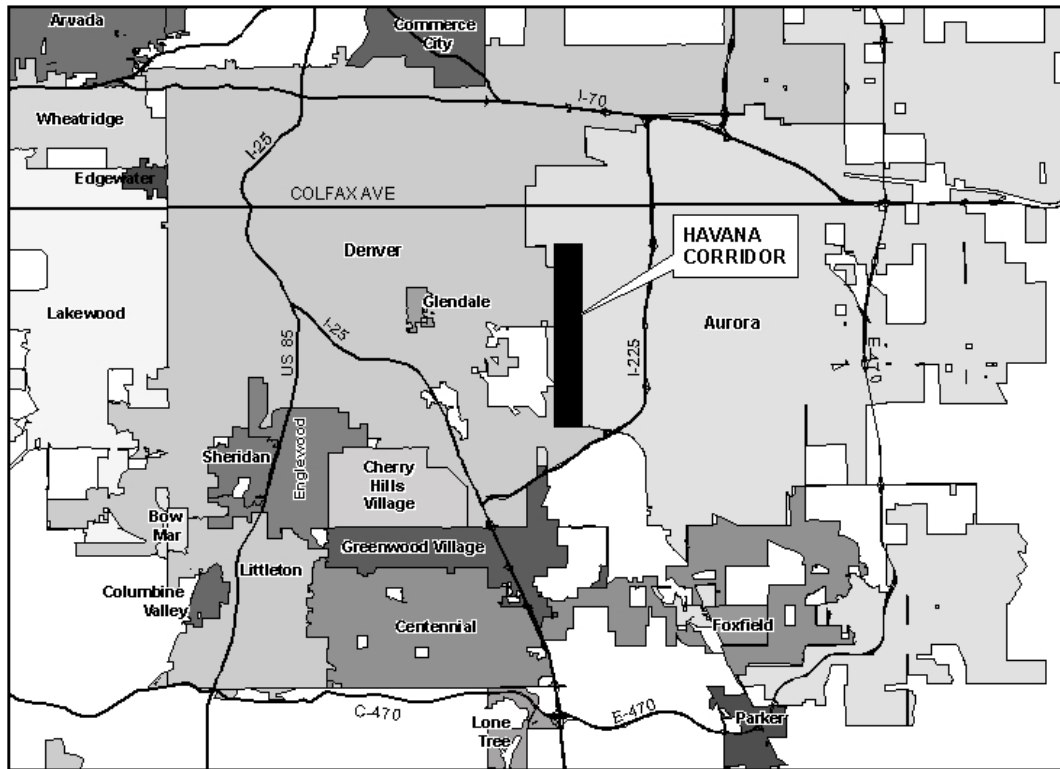
- Major redevelopment, both residential and commercial, has been underway for several years at numerous individual locations up and down Havana Street.
- The District has the potential to build on its traditional role as a major contributor to the city’s retail tax base.
- Significant new residential projects in the District create new potential for commercial development.
- The District’s two primary potential activity centers, Fan Fare and Buckingham, are both beginning master planning efforts that will lead to their redevelopment.
- The District sits adjacent to the Lowry redevelopment project. Lowry combines with the nationally-recognized projects at Stapleton and Fitzsimons to create the Opportunity Triangle – a large area of multiple neighborhoods on the cusp of significant change. The District has the potential to become the “Fourth Corner” to an expanded area of revitalization.



- A significant number of other properties remain vacant, underdeveloped or are primed for redevelopment.

This report summarizes and presents the results of a special project undertaken in the fall of 2004 to develop design concepts that would –

- Begin to develop a unified image for the District
- Add visual identity and attractiveness with distinctive public signage, lighting, banners, and other artistic elements
- Create a framework for the development of the District’s primary activity centers
- Provide venues for community-gathering, e.g., pocket parks, trails, plazas, and places to enjoy outdoor art
- Demarcate the District boundaries with enhanced intersections and gateway features



Location of Havana Corridor in the Region

Fig. 1





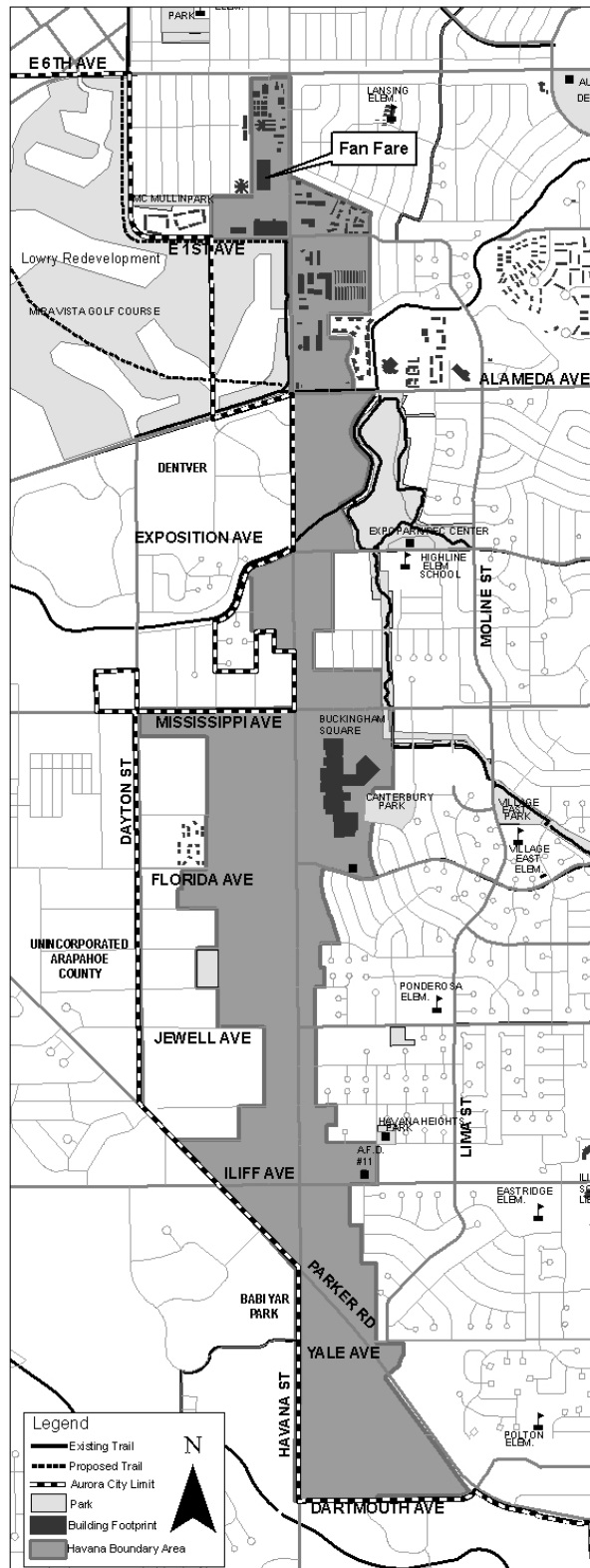
- Suggest ways to improve pedestrian safety
- Identify needed improvements to the District’s circulation system – vehicular, pedestrian, and bicycle
- Provide preliminary concepts for improving the aesthetics of the District focusing on the Havana Street corridor
- Explore potential means for funding public improvements that would carry out the purpose of the selected design concepts, and
- Stimulate economic opportunity and poise the District to compete favorably with other retail/residential corridors such as Arapahoe Road

A note about terminology:

- “Havana Corridor” refers to Havana Street itself and the properties fronting the street.
- “Havana District” refers to a larger area several blocks either side of Havana Street including residential as well as commercially-zoned properties. The District extends from 6<sup>th</sup> Avenue on the north to Dartmouth Avenue on the south.

See Figures 2, 3 and 4.





Context Map

Fig. 2

Note: Havana Boundary Area defines one potential special taxing district



### Havana District — Recent Development Activity

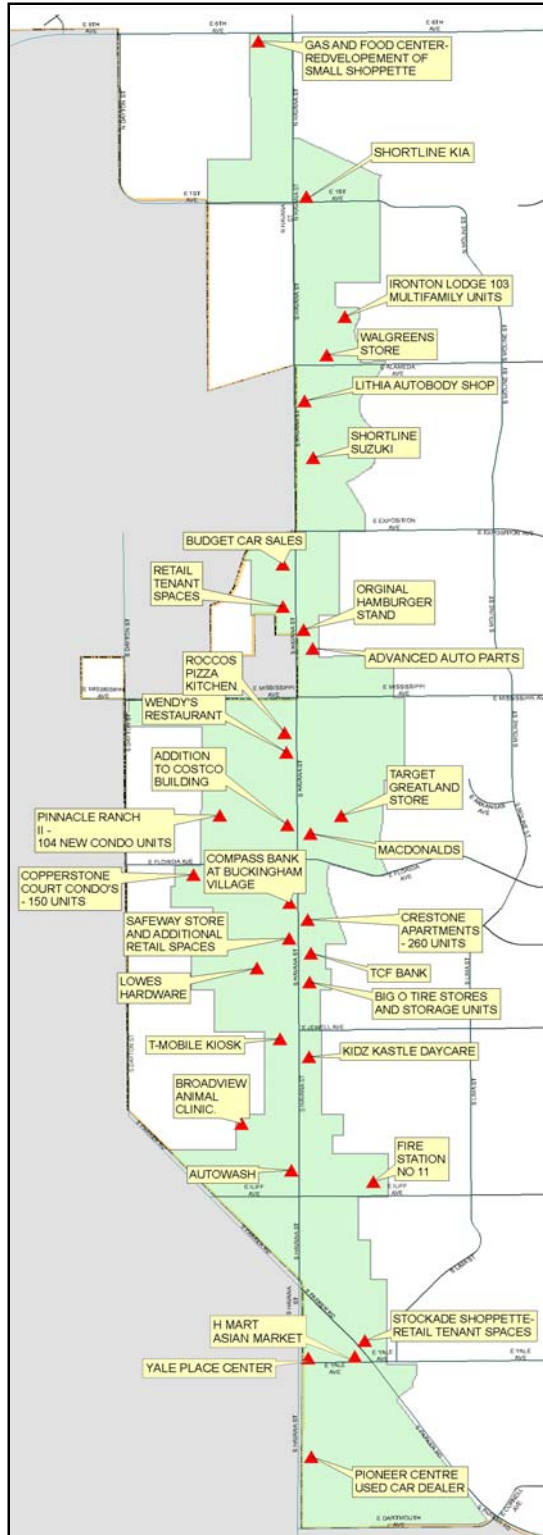
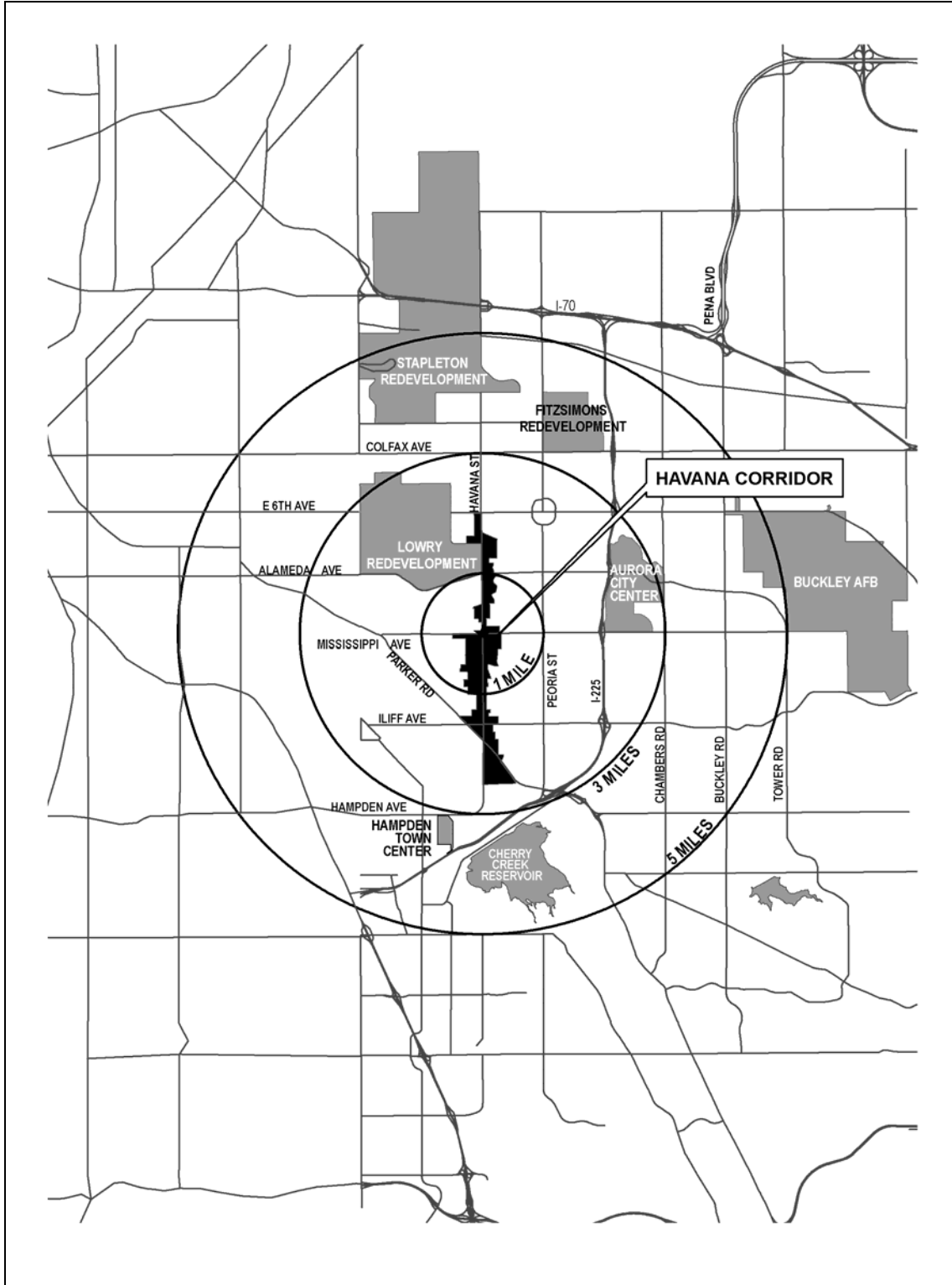


Fig. 3







Havana District's Proximity to Major Activity Centers

Fig. 4



## HAVANA STREET – PRESENT and FUTURE



Fan Fare Building

Circa 1970

The role of Havana Street as one of the two primary commercial streets in Aurora has changed with economics and shifting population centers. Echoes of Havana's former role in the city remain.



The convenience of automobile travel has come with a price – along many arterial streets such as Havana, visual quality and the pedestrian environment have been sacrificed.





Where urban development has been based exclusively upon the automobile, the design environment is unbalanced.



In some places along Havana Street, the existing environment is not inviting.



In other places, the street environment is more hospitable.





Improvements to the street environment change the look and feel of the pedestrian setting and invite people to shop and visit. Good quality redevelopment stimulates other investors.





Aurora City Place

Redevelopment in the Havana District should be more balanced...



Lowry Town Center

...and take advantage of opportunities to mix residential and commercial uses



Mixed use edge development on an arterial street



Emeryville, CA







The street environment will take on a sense of a place to be rather than just a place to pass through.



In a coherent district, streets become connectors, not dividers. Balanced design encourages redevelopment that favors people as pedestrians.



## BACKGROUND

**Project Origins.** This report is an outgrowth of a Havana District Planning Program that began in February 2004 and was organized around citizen-based work groups.

By May 2004, the Planning Department was given an assignment to develop a conceptual plan for the District and to do it in cooperation with several agencies including the City and County of Denver, the Lowry Redevelopment Authority (LRA), the Regional Transportation District (RTD), and the Colorado Department of Highways (CDOT). The work with CDOT was to focus on the best means to bring about improved safety through means such as improved signage, sidewalks, medians, and pedestrian crossings.

**Planning Context.** The Havana District is a designated strategic area in the City of Aurora Comprehensive Plan, which was adopted by City Council ordinance in October 2003. Strategic areas are physical areas of the city deemed critical to the city's economy and identity, and requiring their own sets of strategies to effect the city's vision.

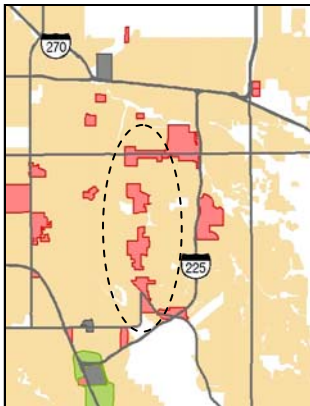


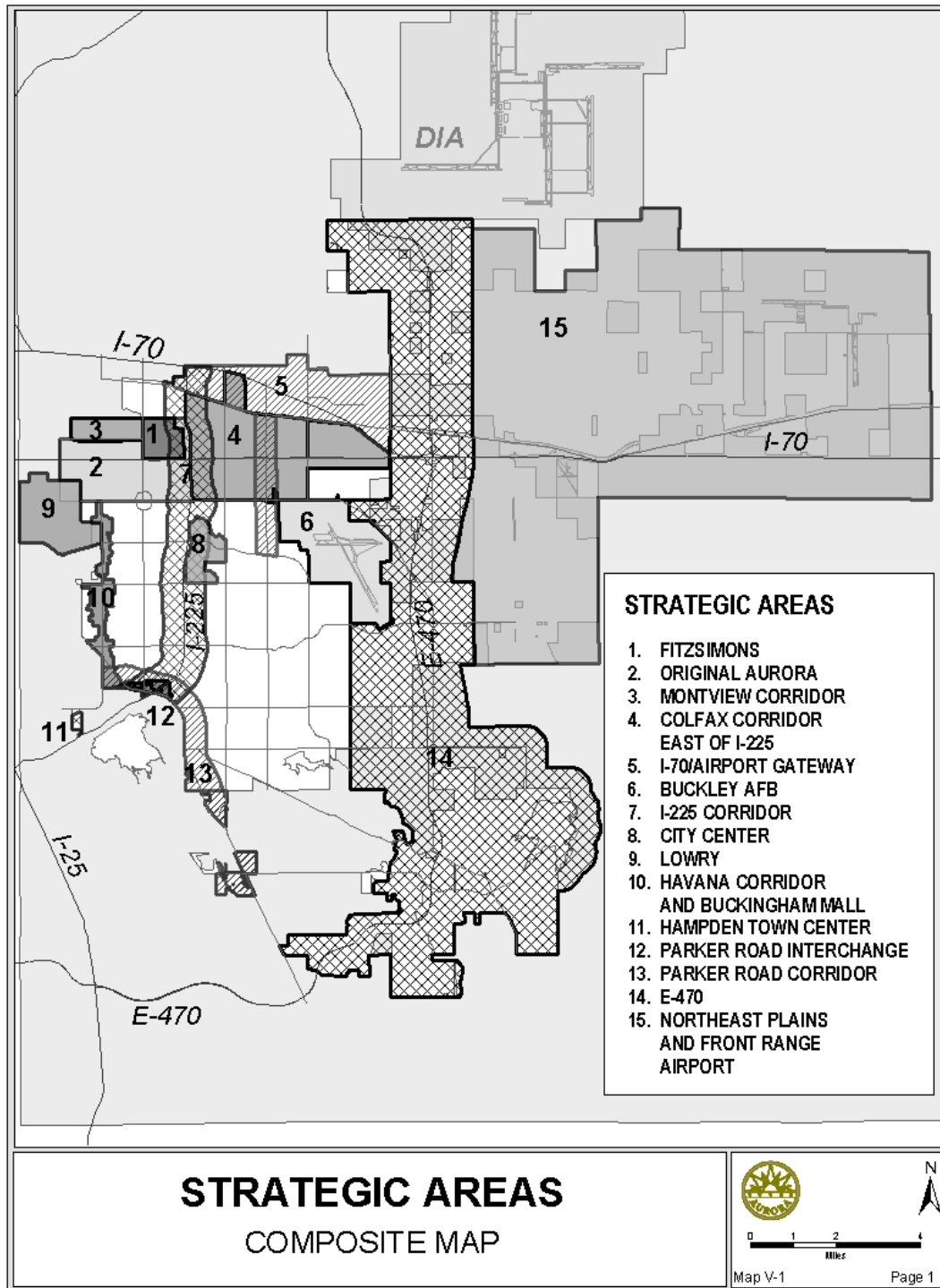
Fig. 5

MetroVision 2030, DRCOG's regional plan, locates four urban centers along Havana Street

In addition, the Havana District has been recognized as a designated "urban center" in the Denver Regional Council of Government's Metro Vision 2030 Plan. This long-range plan for future growth and development in the metropolitan region recognizes that Havana District should serve as an area of concentrated mixed-use development that is pedestrian-friendly, and accessible to a wide variety of transportation modes.

Development of urban centers is one of the key implementation strategies for Metro Vision and will be encouraged through policy as well as financial incentives. The impetus for urban centers received a major boost with the November 2004 passage of FasTracks, the regional mass transit plan that will be implemented by the Regional Transportation District (RTD). The Havana District will benefit from the new light rail service to 9 Mile Station and by the redeployment of bus service made possible by increased transit funding.





Map from 2003 Aurora Comprehensive Plan

Fig. 6



## VISION

When the goals of the city are achieved...

- A mix of high quality retail, employment, and residential uses will exist along the corridor.
- There will be major mixed-use centers in the corridor at the Buckingham Mall site and in the vicinity of the Fan Fare building.
- The corridor will feature a high quality and consistent streetscape along its length.
- Physical and signalization improvements will be installed to facilitate and improve pedestrian and bicycle travel.
- Safe, comfortable, and attractive transit stops will be installed at appropriate intervals along the length of the corridor.
- Established neighborhoods bordering the corridor will continue to be highly attractive places to live.

Vision statement for Havana District Strategic Area,  
excerpted from 2003 Aurora Comprehensive Plan





## PROCESS

**Havana Work Groups.** The Havana District Planning Program began in February 2004. A project kick-off meeting was organized by Neighborhood Organizations Along Havana (NOAH), a coalition of neighborhood associations, and by Businesses Organized Along Havana (BOAH), NOAH's commercial counterpart. The meeting was also attended by local residents, City Councilmembers, business and property owners, and city staff.

Work groups met from February through April, organized around four topic areas:

- Development and redevelopment
- Transportation
- Artistic-visual issues, and
- Economic issues

The Work Groups presented their report to a City Council policy committee (Planning, Development and Environmental Affairs) in April, and in June to the full City Council. Excerpts of the Work Group Reports are contained in Appendix C. Nine work assignments resulted from this effort. This report is a response to assignment number one.

### Havana Work Groups Summary Recommendations

1. Develop a conceptual plan for the corridor.
2. Create incentives and an architectural elements tool kit for reinvestment in outdated retail centers.
3. Work with Denver, Lowry Redevelopment Authority, CDOT, RTD and others.
4. Work with CDOT on the best means to bring about improved safety, signage, sidewalks, crossings, medians and other street features.
5. Work with RTD on improved transit service.
6. Create a marketing program that encourages international and ethnic business.
7. Explore special financing opportunities, particularly with NOAH and BOAH.
8. Work with Chamber of Commerce, BOAH and others on strategies to initiate redevelopment of Fan Fare and Buckingham.
9. Designate the Havana District.



**Design Concepts Project.** This effort began with a well-attended orientation meeting on July 13. Designers from two consulting firms, Communication Arts and RNL Design, presented examples of corridor and district redevelopment projects from around the country and overseas.



Winter and Company, a Boulder-based urban design and planning firm, was then engaged to facilitate a series of public workshops through the fall, and to illustrate design concepts generated through the interactive process. The project scope included identification of activity centers, creation of a development framework, and development of a general streetscape theme. This report has been prepared by the Aurora Planning Department staff using illustrations created by Winter and Company.

Three public workshops were held, one each in September, October and November. See Appendix A for a list of participants and a written summary of each workshop. Note: additional project information may be obtained at the City of Aurora web site – [www.auroragov.org](http://www.auroragov.org).



All the workshops were held at the Aurora Municipal Center and were well attended. Workshop features included:

- Review of the District's opportunities and constraints.
- Design exercises. For example, participants were asked to identify things they liked and disliked about the District, as well as preferred locations for major features such as activity centers, gateways, pedestrian connections and public gathering or civic spaces.
- Review and comment on preliminary design concepts.

Portions of the workshops were devoted to one-on-one meetings with the Colorado Department of Transportation (CDOT) and also with design teams representing the owners of the Fan Fare and Buckingham Square Mall sites.

#### Workshop #1, Sept. 14 – Vision for the Corridor

Winter and Company provided a slide tour of how the corridor is used today, focusing on circulation routes, land uses, potential activity center locations, and gateways. Participants were asked to identify likes and dislikes by pasting “smiley faces” and “bug” icons on large format maps. Top priorities included redevelopment of the Buckingham and Fan Fare sites as activity centers, improving pedestrian safety, and enhancing the area’s general appearance.

#### Workshop #2, October 14 – Preliminary Design Concepts

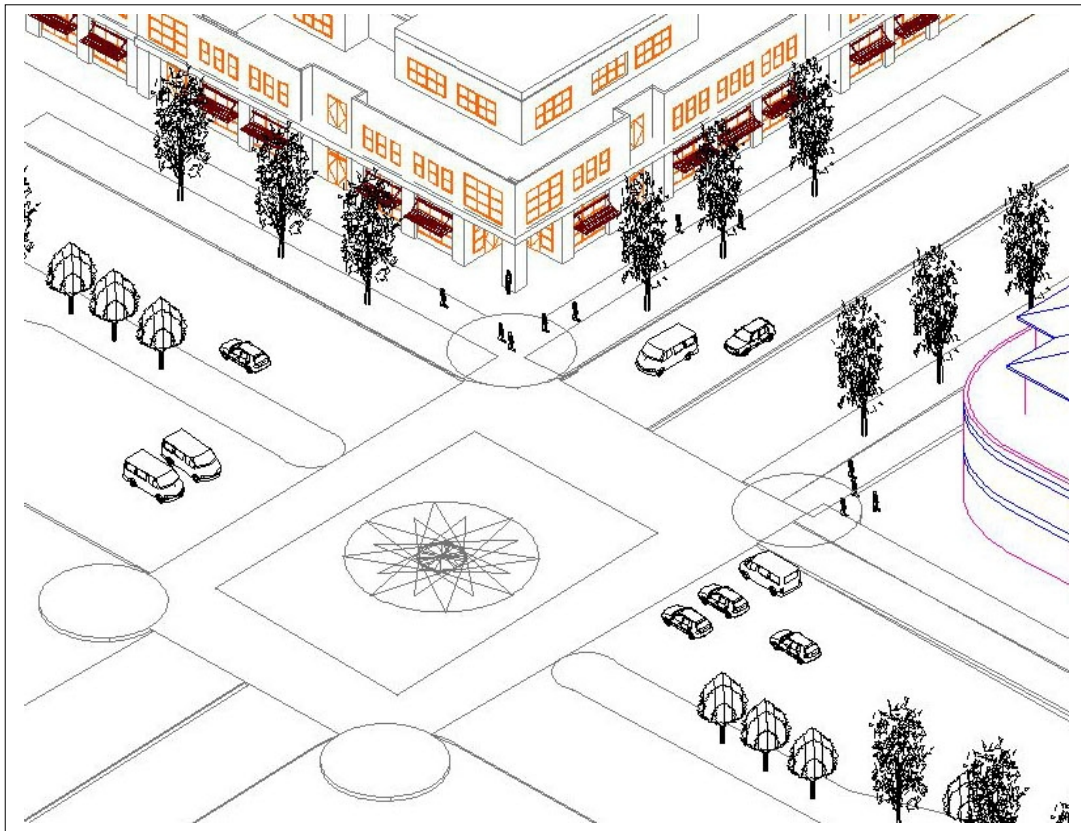
Throughout the day, Winter and Company met individually with District constituents: NOAH, BOAH, the city Parks and Public Works Departments, CDOT, and design teams representing Fan Fare and Buckingham. In the evening, an initial “Design Framework Map” was presented. Attendees participated in an exercise to develop streetscape design themes. Winter and Company presented four alternative “themes”:

- Traditional
- Rocky Mountain Landscape
- High Tech Modern
- City Center

In the course of a lively debate, a new, preferred theme emerged: a melding of City Center elements with High Plains motifs.

#### Workshop #3, November 18 – Revised Designs and Project Implementation

An afternoon open house permitted interested parties to meet with the project team to offer comment on the evolving designs. In the evening, a revised Design Framework Plan was presented. The consultant led a discussion identifying desirable public improvements and how these might be prioritized and implemented. City staff reported on efforts of a “Financing Group” to develop possible funding mechanisms including the option for a general improvement district (GID) to contribute public dollars to selected improvements.



Early sketch for a gateway feature



## DESIGN CONCEPTS

These are best summarized in the two project posters included in this report. The posters contain a District-wide Design Framework Map along with drawings of individual features and explanatory text. Individual graphics are reproduced throughout this report at various scales to enable more detailed review.

Note: Design is a multi-step process. Due to budget and time constraints, these are design concepts only. They need to be elaborated and refined before they can serve as the basis for construction projects. However, the concepts are already in use as the city reviews development proposals in the District.

**Key Ideas.** The “Corridor Concepts” text box catalogues the variety of design ideas generated through a collaborative process during the public workshops organized for this project. They are important to the attractiveness, identity, and function of the Havana District.

### Corridor Concepts

- Activity Centers
- Village Centers
- Village Streets
- Gateways
- Enhanced Intersections
- Art Parks
- Pedestrian & Bicycle Connections
- Transit Service
- Improved Streetscape
  - ✓ Landscaped Medians
  - ✓ Improved Pedestrian Crossings
- District Identity
- Urban Design Guidelines
- Civic Uses

- The district must be recognizable as a part of Aurora with its own character. Within the public realm this can be accomplished by means such as gateway features and a streetscape that balances continuity with diversity. Streetscape elements include signage, lighting, landscaping, and street furniture.

- Mixed use commercial villages are needed to act as venues for intense retail, entertainment and social interaction. The corridor has opportunities for activity centers and commercial “village streets” located at right angles to Havana Street — which is simply too wide and vehicle-dominated to function as a traditional downtown main street. The creation of a series of neighborhood-serving centers will reinforce the identity of the area as a district. Potential locations for these village centers are indicated on the Design Framework Map (following pages).

These centers should be complemented with art parks, village streets, public plazas, improved transit facilities, and civic uses to provide District visitors and neighbors more options and more reasons to come and shop. Successful centers can change the perception that people must get into their cars to obtain services.



### DESIGN FRAMEWORK MAP (North Half)

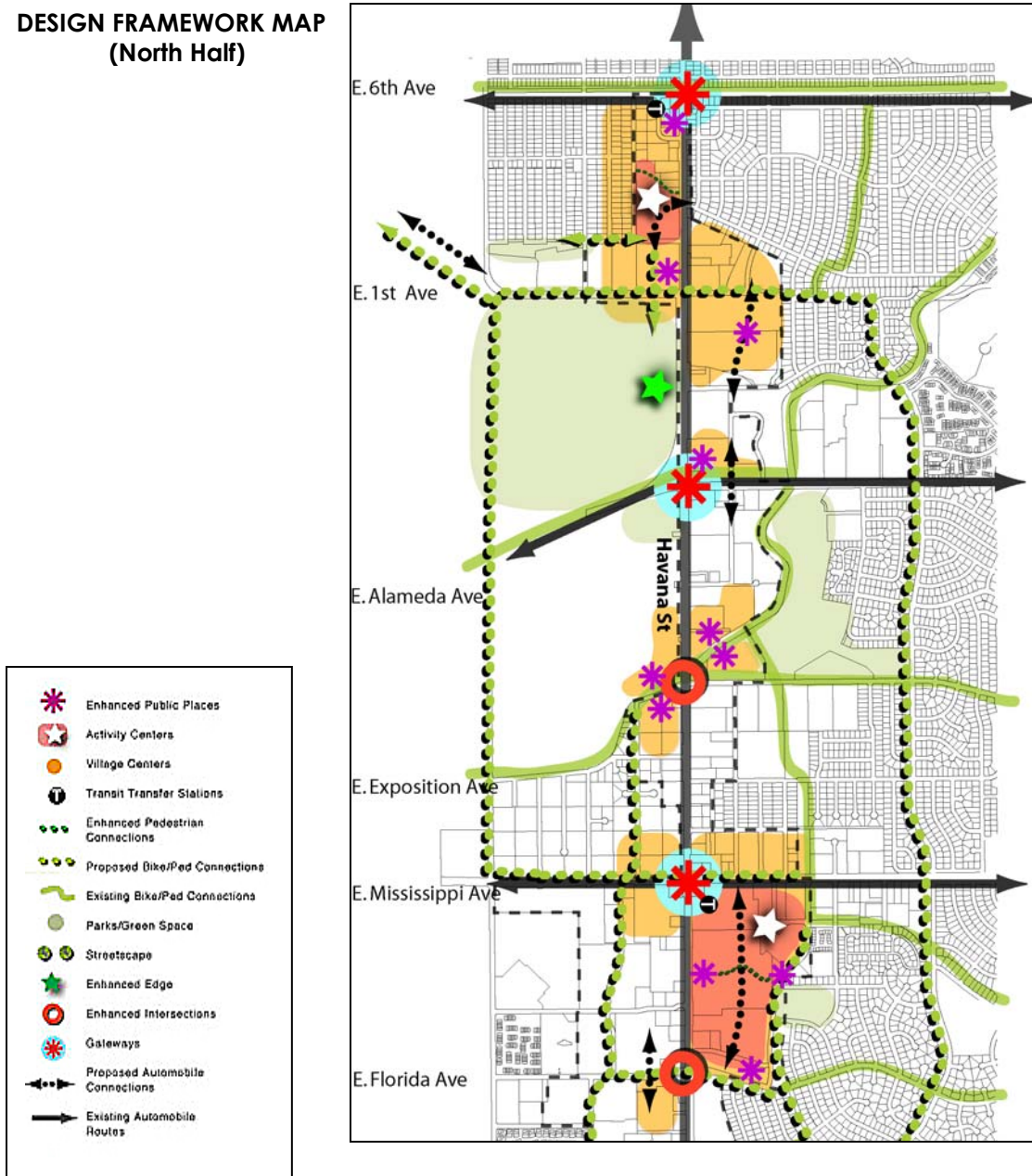


Fig. 7



**DESIGN FRAMEWORK MAP  
(South Half)**

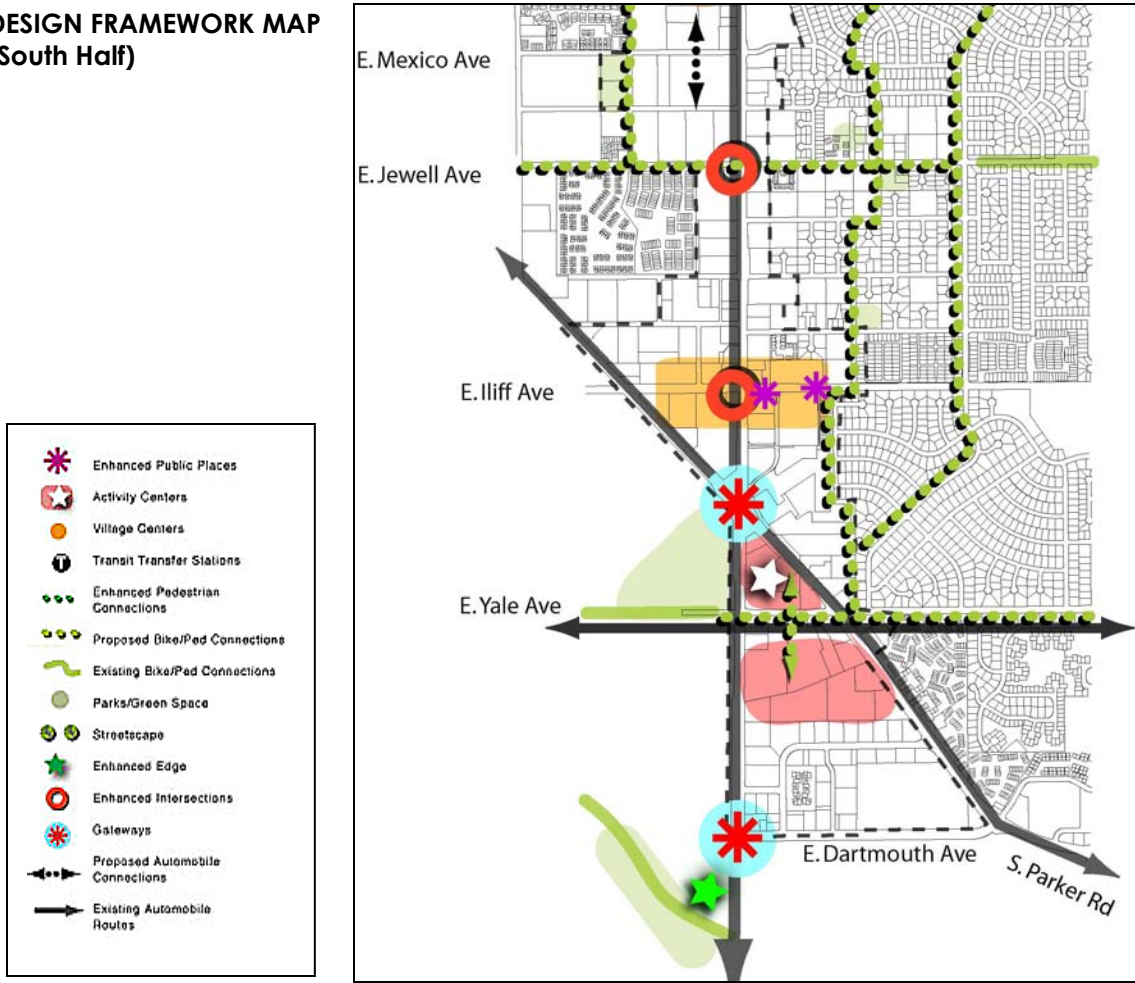


Fig. 8



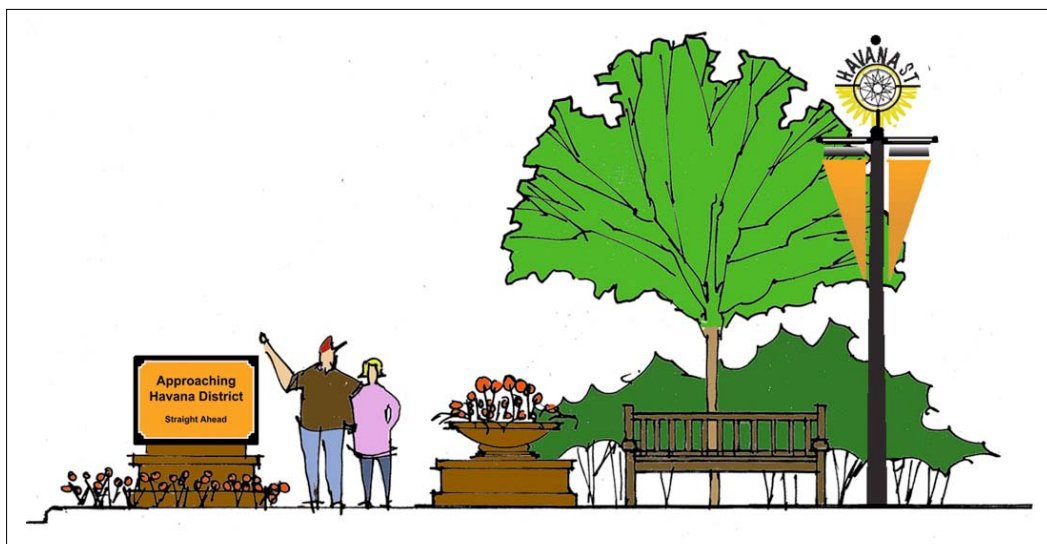
- The District needs to be better connected to its surrounding neighborhoods as well as to Denver and to the regional trail system.
- The District needs to become a safer and more inviting place for the pedestrian through means such as detached sidewalks, refuge islands, improved lighting and enhanced intersections.

Individual concepts are discussed below.

### Activity Centers

These create a focal point for activity and visual interest in the District. They have the greatest potential for reshaping the image of the District. They exhibit higher density, a mix of uses, and pedestrian-orientation. They connect well to adjacent neighborhoods and should include public gathering places. Architecturally, the buildings in a center should have a strong street presence.

Three large activity center sites have been identified. Fan Fare and Buckingham represent tremendous opportunities for redevelopment to embody activity center design principles. The third identified activity center site, located north and south of Yale Avenue between Havana Street and Parker Road, is a stable area that has been largely developed. Long term, it could benefit from better internal



Havana Streetscape





connectivity including pedestrian paths and sidewalks.

**Fan Fare Activity Center.** The redevelopment schedule for the Fan Fare site may be sooner rather than later. A rezoning application for the site submitted to the city in the fall of 2004, during the course of this project, was approved in early 2005. It proposes, on the west side of the site, twin, multi-story residential towers placed atop structured parking. Two-story retail/office buildings would front Havana Street and frame the entry to the development at the 4<sup>th</sup> Avenue alignment. The initial site plan largely conformed with the design concepts generated for this project, including:



Proposed Residential Towers  
at Fan Fare Site

- A mix of uses within the entire development and within individual buildings, when feasible
- A major residential component that would add to the demand for goods and services, and support activities beyond the 8-5 workday
- Limited automobile access points to reduce the number of curb cuts
- Parking located internally or to the side of buildings
- Pedestrian connections to the adjacent neighborhood
- Potential locations for public spaces (e.g., art park, public plaza)



Redevelopment at Fan Fare – Mixed-use Retail Fronting  
Residential Towers

Fan Fare Drawings by Riski  
Renando for Norris Dullea



The redevelopment at Fan Fare could reinforce plan objectives for a “Village Center” in and around the Havana St./3<sup>rd</sup> Avenue intersection. This plan calls for developing “main streets” at appropriate cross-streets up and down the Havana corridor. While Havana Street will always be automobile-dominated, significant potential exists to create a main street experience at 3<sup>rd</sup> Avenue and elsewhere along Havana. The Fan Fare site plan reserves space for mixed-use, retail/office buildings to front on 3<sup>rd</sup> Avenue.



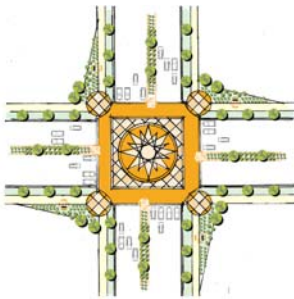
**Buckingham Activity Center.** At the September 2004 public workshop, a design team representing the owners of the Buckingham Square Mall announced that they had been hired to create a redevelopment plan for the site. That team, along with neighborhood residents and other stakeholders, articulated the following design goals for Buckingham:

- To divide the existing “superblock” into smaller redevelopment sites, potentially with a different character block by block.
- To make the entire development walkable.
- To define several entry points with art, signage or other means.
- To establish one or more walkable Main Streets within the project.
- To extend connections for pedestrians and automobiles to adjoining neighborhoods.
- To organize some portions of the site interior around civic or public uses such as an art park, plaza, transit center, recreation center, or library.
- To line big box retail buildings with smaller retail spaces or architectural features such as display cases, and other activities to animate them on all sides.
- To functionally extend Canterbury Park into the east side of the site terminating it in a public park or plaza that could be used for multiple purposes (e.g., Farmers Market).

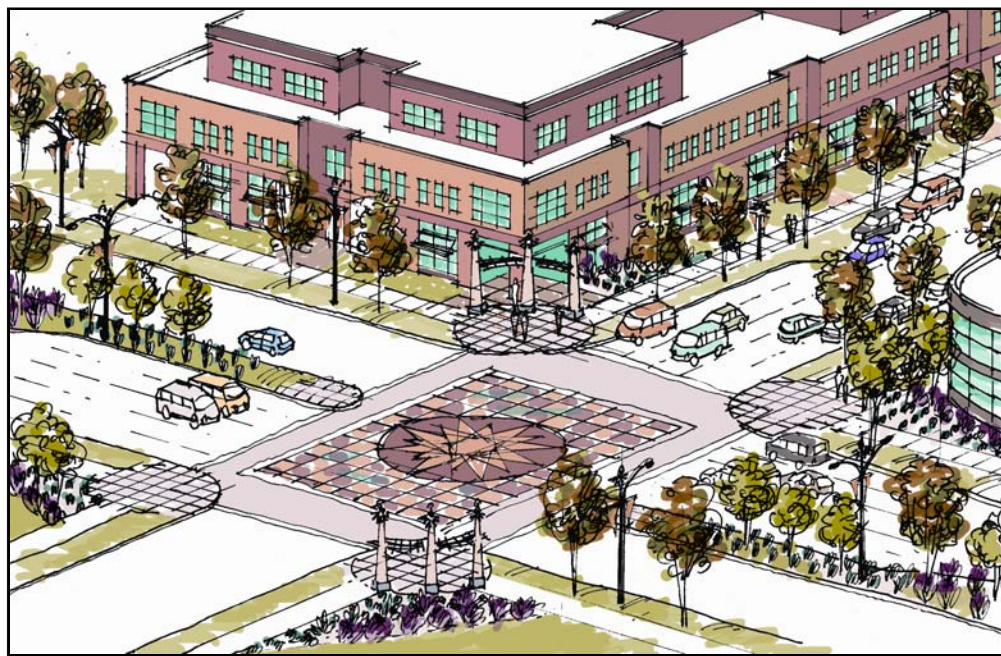


Note: the Buckingham Mall development team (Miller Weingarten Realty) informed the city in the fall of 2004 that any physical redevelopment of the site would not start before 2006 when Dillard’s will relocate to the Aurora Mall. Team members said that a preliminary analysis indicates the site will redevelop in phases, incrementally, and may embody features similar to the Aurora City Place and Lowry Town Center retail projects, both of which were developed by Miller Weingarten.

Gateways



Gateways are designed to create a sense of entry to the District at key locations, to send visual clues to motorists and pedestrians that they are entering a special district and/or neighborhood. Gateways can also be used to create entries to the Activity Centers. Gateway attributes should include both vertical elements (e.g., public art, signage, pedestrian lights, street lights, landscape materials) and horizontal elements (e.g., ornamental paving). Streetscape elements should be designed and located to create consistency but, at the same, allow for flexibility to celebrate unique neighborhood and/or intersection characteristics.



Gateway Concept

Fig. 9

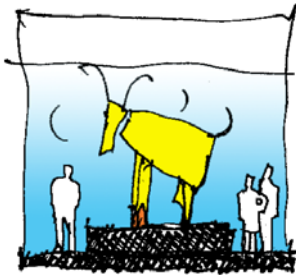


## Enhanced Intersections

These exhibit many of the features found at Gateways but without the special signage and monumental art. They gain their effect by occurring at regular intervals the length of Havana Street in the District.

Both *Gateways* and *Enhanced Intersections* should include pedestrian-friendly elements that will encourage people to move about on foot, elements such as signalized crosswalks, landscaped medians, refuge islands and textured paving.

## Art Parks



The nature of public art is to provide accent in the urban fabric, to help to distinguish individual spaces as unique and to enrich the cultural experiences of a community. There are no preset rules regarding size or configuration of an “art park”. The idea is simple: a publicly-accessible outdoor space devoted to the enjoyment of art, either as freestanding pieces or as an entire composition. Parks can take advantage of underutilized lots or can be designed as an integral part of a redevelopment project.



Aurora City Place

Note: Though the term “park” often conveys an image of a city-owned and maintained public space, arts parks in the Havana District are not envisioned as traditional parks and may be publicly or privately-owned.

The art itself may embrace a wide range of topics and employ a variety of media. The city may seek to maintain a sense of visual continuity throughout the corridor and to





celebrate cultural diversity in specific sub-areas of the district. When public art is located in the public right-of-way, installation should be guided by broad urban design and planning objectives.

Installations of artwork in public areas provide a means of personalizing a specific district. Freestanding sculptures, wall murals, and decorative paving are a few examples of artistic media often exhibited in public plazas and pedestrian corridors. Other interesting forms of public art include wind, water, earth forms, plant material, and sound. A series of public art installations should accent the Havana corridor and activity centers, resulting in unique and attractive environments for pedestrians.

Design guidelines can be developed for the frequency and placement of public art along the Havana corridor. The solicitation and selection of artwork should be performed by a commission to ensure that the Havana District components are in keeping with citywide goals for the acquisition and placement of art throughout the city. This group could be a new commission or the existing Art in Public Places Commission.



Art Park in Emeryville, CA

## Pedestrian & Bicycle Connections

A high-traffic corridor can create the sense of a place to travel through instead of a destination to enjoy. Establishing a network of connections between uses and the surrounding neighborhoods can help change the perception of a corridor into one of a cohesive district. The connections can be built of many elements:



Highline Canal Trail

- Improved bicycle and pedestrian routes paralleling Havana Street and connecting to neighborhoods and regional paths. There are numerous opportunities for more prominently identified trail heads and providing amenities such as signage, shade, parking and drinking water. Where the Highline Canal intersects Havana Street, site constraints will allow only limited improvements until and unless more land is acquired. Improvements will need to be coordinated with property owners including CDOT and the Denver Water Board.
- Village main streets perpendicular to Havana Street at intervals along the length of the corridor.
- Improved connections between the District and the Lowry redevelopment area. Note: Lowry is considering a proposal to connect 1<sup>st</sup> Avenue to Yosemite Street. Such a corridor would facilitate stronger pedestrian and bicycle connections. The connections would expand the Havana District market area.
- Improved pedestrian crossings of District streets. The width of a street greatly influences the pedestrian's perception of safety. In several locations along Havana Street, landscaped medians could be installed without impacting vehicular access to existing businesses. Such medians are desirable because they provide temporary respite for pedestrians crossing several lanes of vehicular traffic.

### Below Code

As of spring 2005, only 8% of the Havana Street frontage met city arterial street standards for detached sidewalks (10' wide), tree lawn (10' wide) and street trees (one every 40').

Additional measures could include pedestrian “count-down” signals, and improved cross-walk design (e.g., more visible striping, textured paving, “pork-chop” islands). On side streets and village streets, narrower



street widths and mid-block crossings could be added to the mix.

Pedestrian connections should contain pedestrian-scale lighting, pedestrian signalization (where feasible), and ornamental paving.

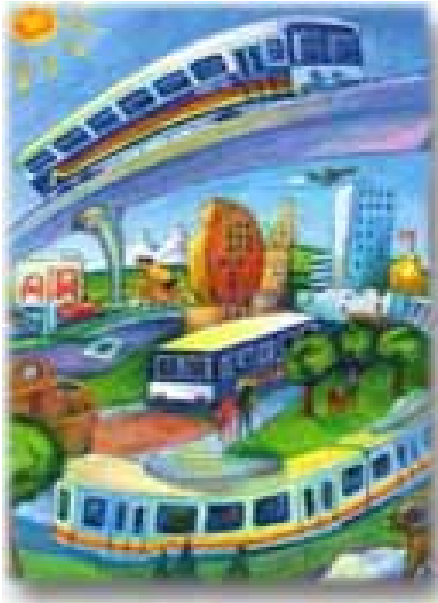
### Transit Service

The Havana District is well-served by RTD bus routes. That is fortunate because the Havana District has a very high concentration of seniors, teenagers, and households with zero automobiles (Aurora Public Transportation System Study, June 2003). Transit research confirms that these demographic segments are most likely to use transit to complete a majority of trips.

Taking advantage of the area's street grid pattern, five local routes and three express routes cross the district. Bus stops occur at regular intervals along Havana Street and on major cross-streets. The Smoky Hill Cut-off park-n-Ride is located just north of Alameda Avenue on the east side of Havana Street. As the FasTracks system develops, the city will pursue stronger transit connections from the District to the Hampden Town Center and 9 Mile light-rail transit stations. This might be accomplished with more frequent local route service or with a new service such as an area circulator, which could better connect Havana to the Lowry, Fitzsimons and Stapleton redevelopment projects.

Currently, RTD is working with city staff for the implementation of a pilot call-n-Ride service to serve Heather Gardens, Aurora City Center and the areas east of Havana District. With the future development of Havana District, this pilot call-n-Ride service may be expanded to cover the Havana District.

As the transit service intensifies, bus stops and transit center facilities themselves should be upgraded to better serve patrons and to keep pace with the improving visual character of the district. There may be an opportunity to locate a new transit hub when the Buckingham Square Mall site redevelops into a mixed-use activity center. A transit hub at Buckingham could be combined with a public plaza or art park that could reflect architectural themes created for the overall redevelopment project.



### Improved Streetscape

Project participants consistently identified an improved Havana District streetscape as one of their primary goals. Detached sidewalks were deemed the most essential element along with regularly spaced street trees, a curb lawn, distinctive signage and lighting, and landscaped islands. Viewed District-wide, the goal is to create diversity within unity by varying elements of the streetscape design by subarea or by block. This can be accomplished by varying signage, seasonal plantings, and by celebrating the District’s international flavor in public art at gateways, plazas and art parks.

Stylistically, workshop participants wanted to create an identity for the District by combining elements of the existing City Center identity package with a “High Plains” theme. Elements include the Aurora sunburst icon, native and drought-tolerant plants, natural stone, shaded arbors, scored and dyed concrete, and public art.

Note: this emerging Havana District style was preferred over other alternatives such as a “Rocky Mountain” or a “High Tech” theme.



Elements of a Havana District Streetscape Theme





### HAVANA STREET TREES & MEDIANS

Street trees can immediately improve an area's image and provide functional benefits (e.g., shade, buffer from fast-moving vehicles).

Primary species can be consistent the length of the corridor with secondary species adding variety by changing at each subarea.

Planted medians support the beautification and functional benefits of curb lawn trees. They can also provide refuge islands for pedestrians crossing Havana Street. Their perceptual narrowing of Havana Street can help moderate vehicular speeds.

Note: The graphic in Fig. 9 illustrates a preliminary concept for street trees and medians. Further study is needed to develop a functional and aesthetic plan that addresses access control issues.

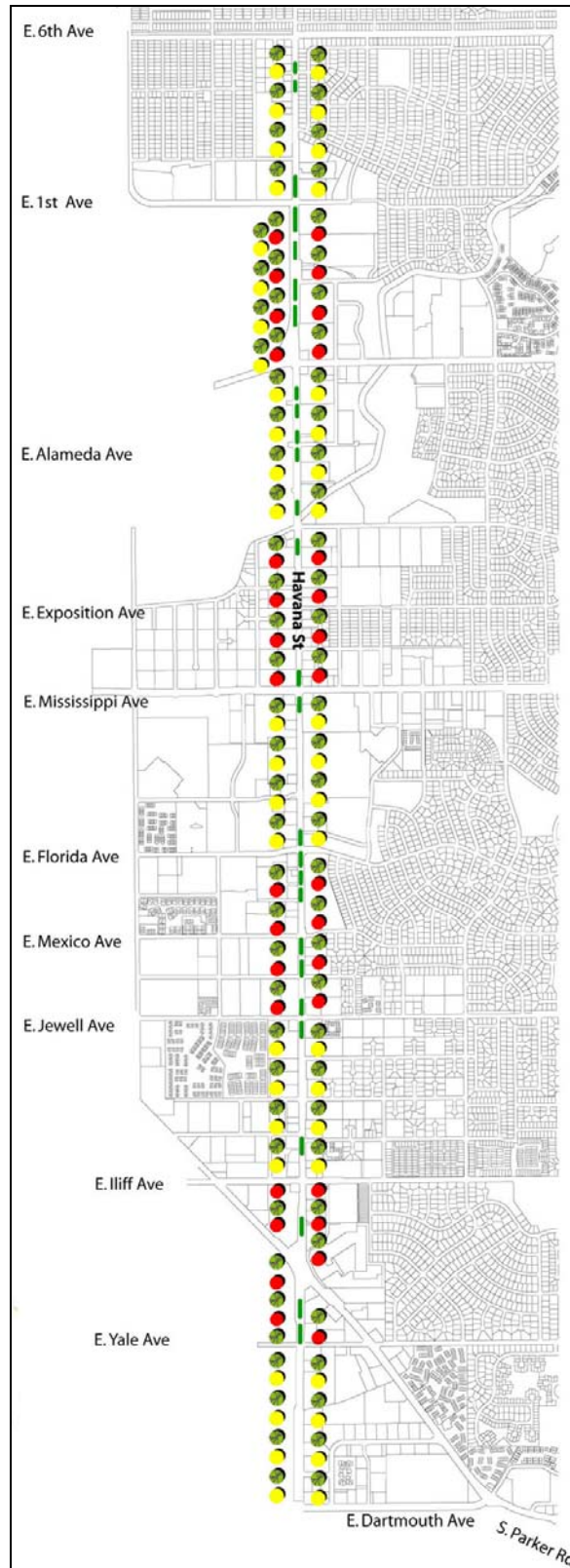
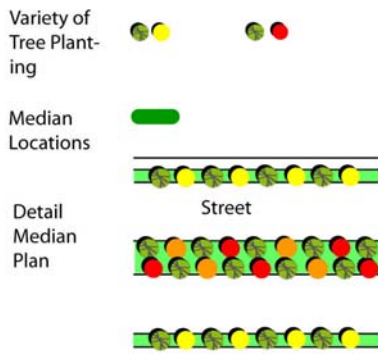
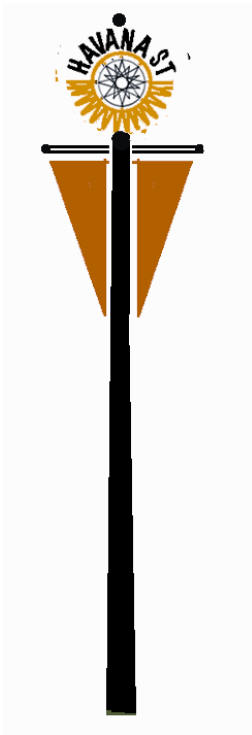


Fig. 9



## District Identity

To establish an identity for the Havana District as a specific urban area, specific design elements and combinations of design elements can create a unique character. The design elements can be fabricated to include icons or logos and can be used in tandem with other elements to create a palette of items, which can be distributed throughout a specific area. Design elements include, but are not limited to:



- **Lighting Fixtures:** pedestrian and vehicular light fixtures are large, vertical elements that greatly impact an area's overall character. Height, design, color and location are important variables in lighting design, which results in a rhythm of poles and light patterns. There are also opportunities to integrate specific graphic elements into the design of a light fixture that contributes to the overall character of a special district and/or corridor.

- **Signage:** a hierarchy of signs can be developed to denote specific destinations and/or civic and public facilities. Signs can range in size from large, monument-style signs (often used to indicate municipal boundaries) to pole-mounted signs of varying sizes. Some communities mount custom-tailored signs to standard poles and others use custom styled or painted poles.

- **Plant Material:** Street trees and ornamental plantings can be specified and arranged to create interesting landscapes. Deciduous shade trees that have mature canopies are often planted in linear rows to create strong sight lines along busy urban corridors. Ornamental, flowering trees can be located and grouped to create seasonal interest. Native plantings and xeric plant material are recommended to create memorable landscapes that are visually interesting and water-wise.

- **Paving Materials:** A variety of paving materials are available in a wide range of colors, which can be used and/or combined to create interesting patterns in highly visible, public spaces that are used by both pedestrians and vehicles.

*Concrete:* Standard concrete is now being augmented by a variety of techniques that allow for unique patterns and fun,



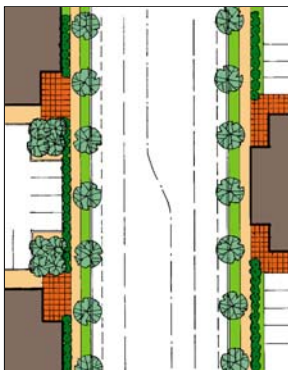
whimsical designs. Stamped concrete has been widely used to replicate brick and/or unit pavers, but stamps can also include unique shapes such as leaves, animal tracks, human handprints and other forms to create unexpected, interesting impressions in sidewalks, plazas and other paved services. Color can also be added to concrete and combined with intricate scoring designs. Concrete finishes are another important element that can be used to create unique patterns.

*Unit Pavers:* Unit pavers can be used to denote special districts or points of interest and are often used in intersection design to delineate crosswalks. Unit pavers are available in a wide variety of colors and a number of installation patterns are available.



• **Street Furnishings:** Street furnishings are an important component to streetscape improvement projects, which aim to create safe and comfortable pedestrian environments. A palette of street furnishings should be identified and strategically located along the corridor to unify the District. Individual elements belonging to a streetscape furnishings palette include:

- Benches
- Trash Receptacles
- Bicycle Racks
- Bicycle Lockers
- Planters
- Newspaper Box Screening
- Bollards
- Drinking Fountains
- Decorative Fencing



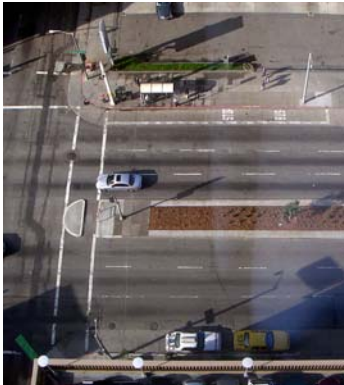
### Urban Design Guidelines

This project did not formally address building architecture or land use issues. Even so, project participants identified a number of design concepts that can help remake the district image. These should be used in designing and evaluating each and every project in the District:

1. Create pedestrian-friendly streetscapes along Havana Street with detached sidewalks and tree lawns (curb lawns).



2. Provide an enhanced street edge through storefronts, plazas and a consistent, distinctive streetscape design.
3. Place parking internal to sites or to the side of buildings, always screened from Havana Street. (“Screened” doesn’t mean invisible. It means being less visibly prominent through such means as discreet location, and the use of berms, plantings and hood-high screening walls).
4. Use plazas and courtyards as public gathering spaces at corners, in activity centers, at parks, and where pedestrian routes connect.
5. Construct median landscaped islands at appropriate locations to beautify the corridor, to direct traffic and to improve pedestrian safety. This can be done in selected locations without disrupting business access.
6. Provide for continuous handicapped access to major destinations in the District including street crossings, public gathering spaces and building entrances.
7. At redevelopment sites, create walkable blocks with an outdoor orientation; avoid super-blocks which turn inward and focus pedestrian activities indoors.
8. Frame the edge of a site with buildings and plazas to provide activities and interests to pedestrians.
9. Create street level interest with pedestrian-level windows and pedestrian-scale signage.
10. Encourage vertical mixed-use buildings where feasible. Retail and office uses can be placed along the street at ground level, with some residential above.
11. Use buildings to create an “outdoor room” along cross-street Main Streets. Locate retail and other “pedestrian-friendly” uses and design treatments at the sidewalk edge.
12. Use “four-sided architecture” to provide a “pedestrian-friendly” character on all sides that face a street or adjacent properties.



Pedestrian Refuge  
Island



13. Ensure that buildings adjacent to residential neighborhoods complement the established scale and character.
14. Locate residential uses adjacent to existing residential neighborhoods. Higher density residential development should be located in the interior of a site.
15. Require larger parcels to include gathering spaces, e.g., a park in a residential development, or a publicly-accessible plaza in a commercial development
16. Require a master plan approach for larger parcels on multi-tenant developments or redevelopments to ensure coordinated design approaches for the project.

### Civic Uses

Locate civic uses along Havana Street. These increase the mix of uses, draw people to the District and can help stabilize projects by providing a steady stream of visitors and clients. Such uses might include a branch library, a recreation center, a community center, or a school. (The feasibility of establishing these new uses is currently very low given current public agency funding constraints). Transit stops should be enhanced with more attractive and functional shelters and other features. They could be co-located with plazas or art parks. Art parks can be features that are “adopted” by individuals or groups, helping create a sense of pride and ownership in the District.



## RECOMMENDATIONS & STRATEGIES

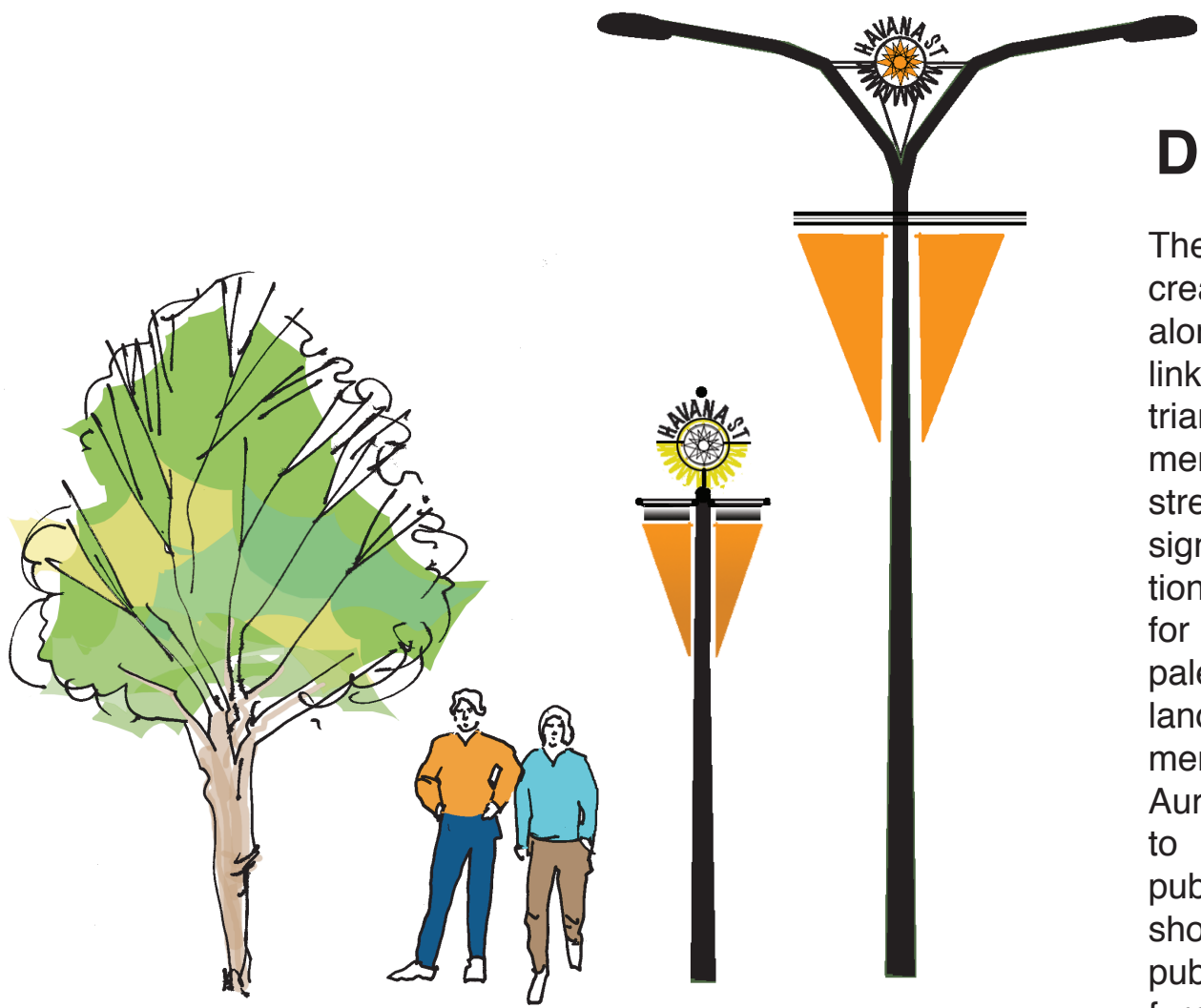
1. This Design Concept Plan is recommended for formal acceptance by the Aurora City Council. Upon acceptance, this plan will be used to guide the review of development applications in the District as well as the formulation of city capital improvements programming in the District.
2. The city will actively explore opportunities for funding selected public improvements by all means possible including existing city funding sources, and new taxing entities such as a general or business improvement district, which could levy a property tax mill levy for the construction and maintenance of improvements.
3. As funding becomes available, the city will proceed to final design of selected public improvements including:
  - a district logo or brand
  - landscaped medians
  - pedestrian crossings
  - gateways
  - enhanced intersections
  - art parks, and
  - streetscape elements including street furniture, street light accessories, pedestrian lighting, signage, landscaping, and transit facilities including shelters.
4. The city will develop a prioritized action list of public improvement projects from the following set of generic projects identified as desirable and necessary to carry out the purposes of this plan:
  - Streetscape enhancements
  - Pedestrian crossings
  - Landscaped medians
  - Gateway features
  - Public plazas
  - Art parks
  - Signage
  - Lighting
  - Pedestrian and bicycle connections



5. The city will consider the following criteria when evaluating individual projects for implementation in the Havana District (in no particular order):
  - a. Compliance of the project with adopted goals, policies and plans
  - b. Ability of the project to gain the greatest visual impacts for the dollars invested while also serving immediate functional needs
  - c. Ability of the project to create an immediate and direct public benefit
  - d. Whether the project can serve multiple users or interest groups
  - e. Ability of the project to enhance existing improvements
  - f. Location of the project in a designated activity center or other focal point
  - g. Opportunity for the project to leverage private investment and grants
  - h. Whether the project fits within a larger capital improvement project, and
  - i. Availability of funds for continued maintenance
6. The city will use the Design Framework Map, urban design guidelines, and other elements of this Plan in the review of development applications for properties in the Havana District. Such applications include, by way of example, site plans, rezonings and redevelopment applications.
7. The city will develop, in cooperation with CDOT, an access control plan for Havana Street. Such plan shall include proposed locations and conceptual designs for medians, landscaped islands and improved pedestrian crossings including pedestrian refuge islands.
8. The city will pursue, where appropriate, coordination of the design concepts in this plan with the City and County of Denver, and the Lowry Redevelopment Authority.
9. The city will work with the Regional Transportation District (RTD) to evaluate the best location for transit services, transit facilities and stops in the Havana District, and to link the district to transit facilities at Hampden Town Center and 9 Mile Station.



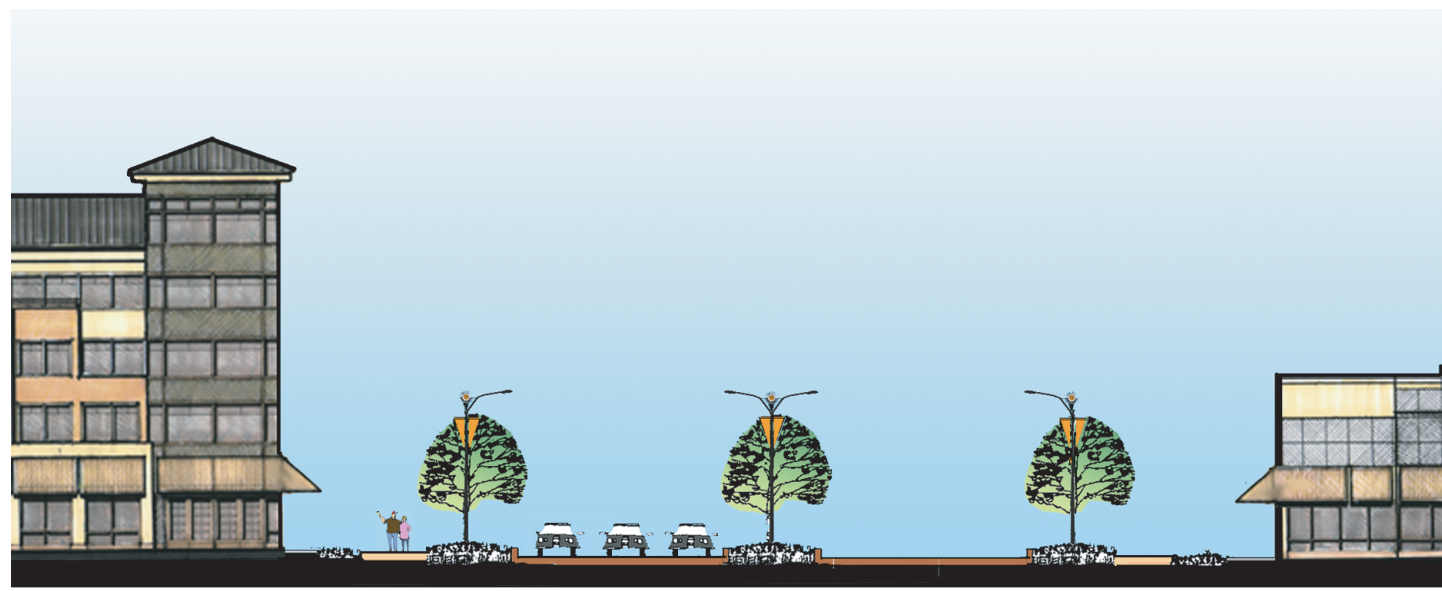




Village and Corridor Lighting

### Design Concept

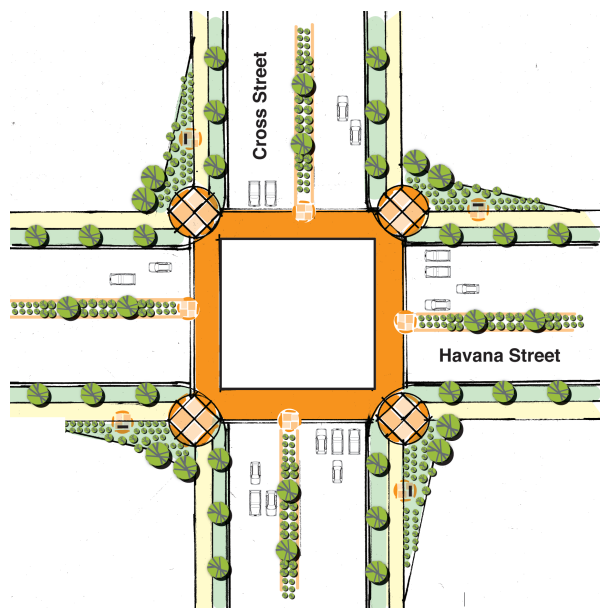
The primary design concept is to create a series of village centers along the corridor. These would be linked by enhanced auto and pedestrian circulation systems. Improvements would include enhanced streetscape, public gathering places, signage, landscaping and intersection designs that would be distinctive for the Havana District. The design palette would include "High Plains" landscaping, integrated design elements from City Center as well as the Aurora sunburst icon. Opportunities to reflect cultural diversity using public art and landscape elements should be provided in gateways, public plazas and streetscape furnishings. A framework diagram for this conceptual plan is provided here, as well as several concepts for design elements.



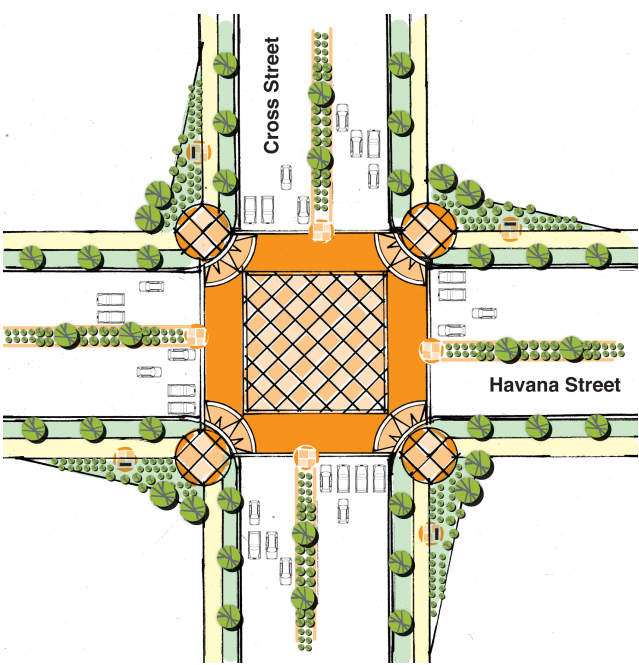
Street Section



Signs



Enhanced Intersection



Gateway Intersection

- Enhanced Public Places
- Activity Centers
- Village Centers
- Transit Transfer Stations
- Enhanced Pedestrian Connections
- Proposed Bike/Ped Connections
- Existing Bike/Ped Connections
- Parks/Green Space
- Streetscape
- Enhanced Edge
- Enhanced Intersections
- Gateways
- Proposed Automobile Connections
- Existing Automobile Routes

Framework Map Key

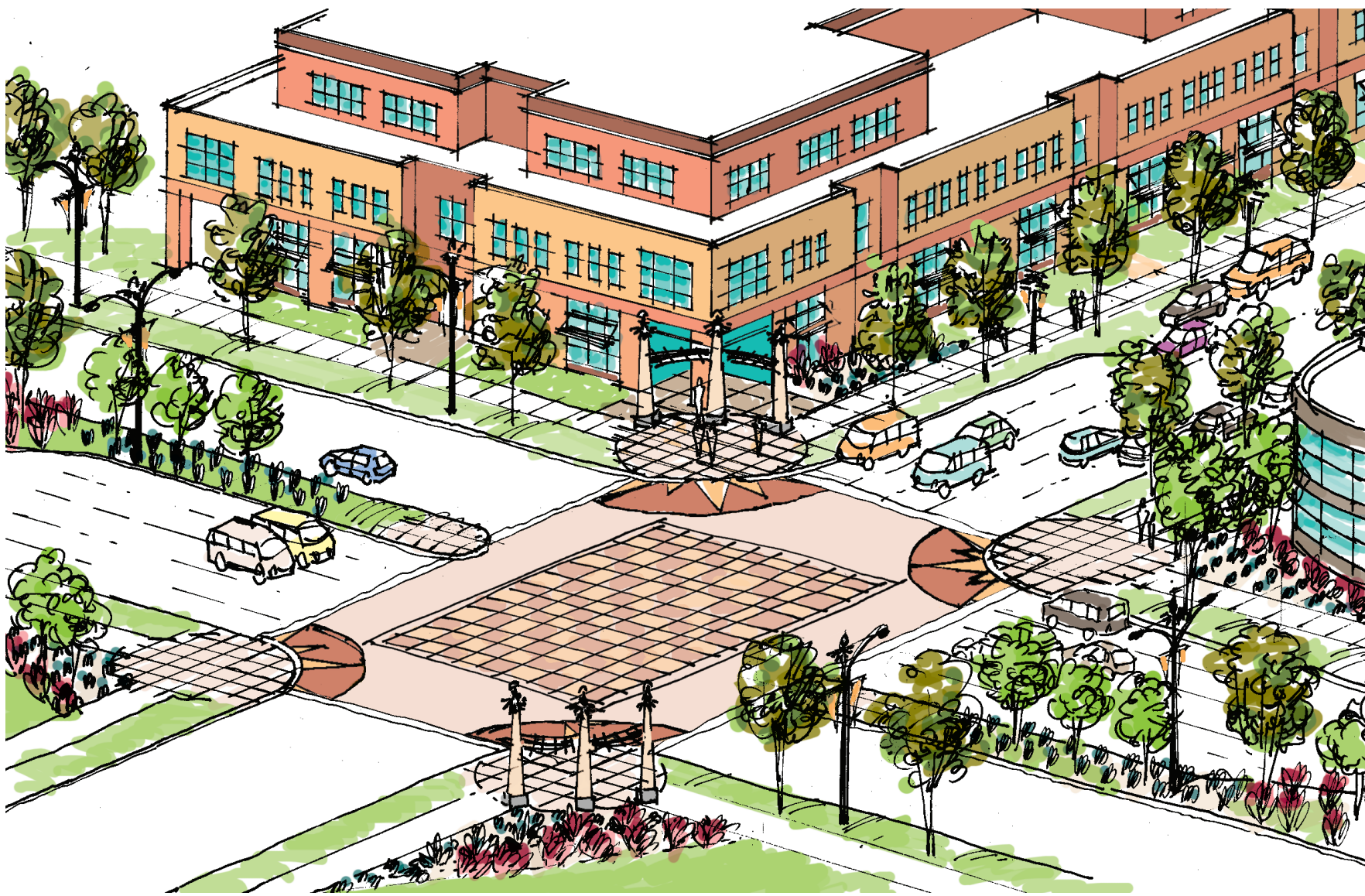


# Havana District Project Aurora, Colorado

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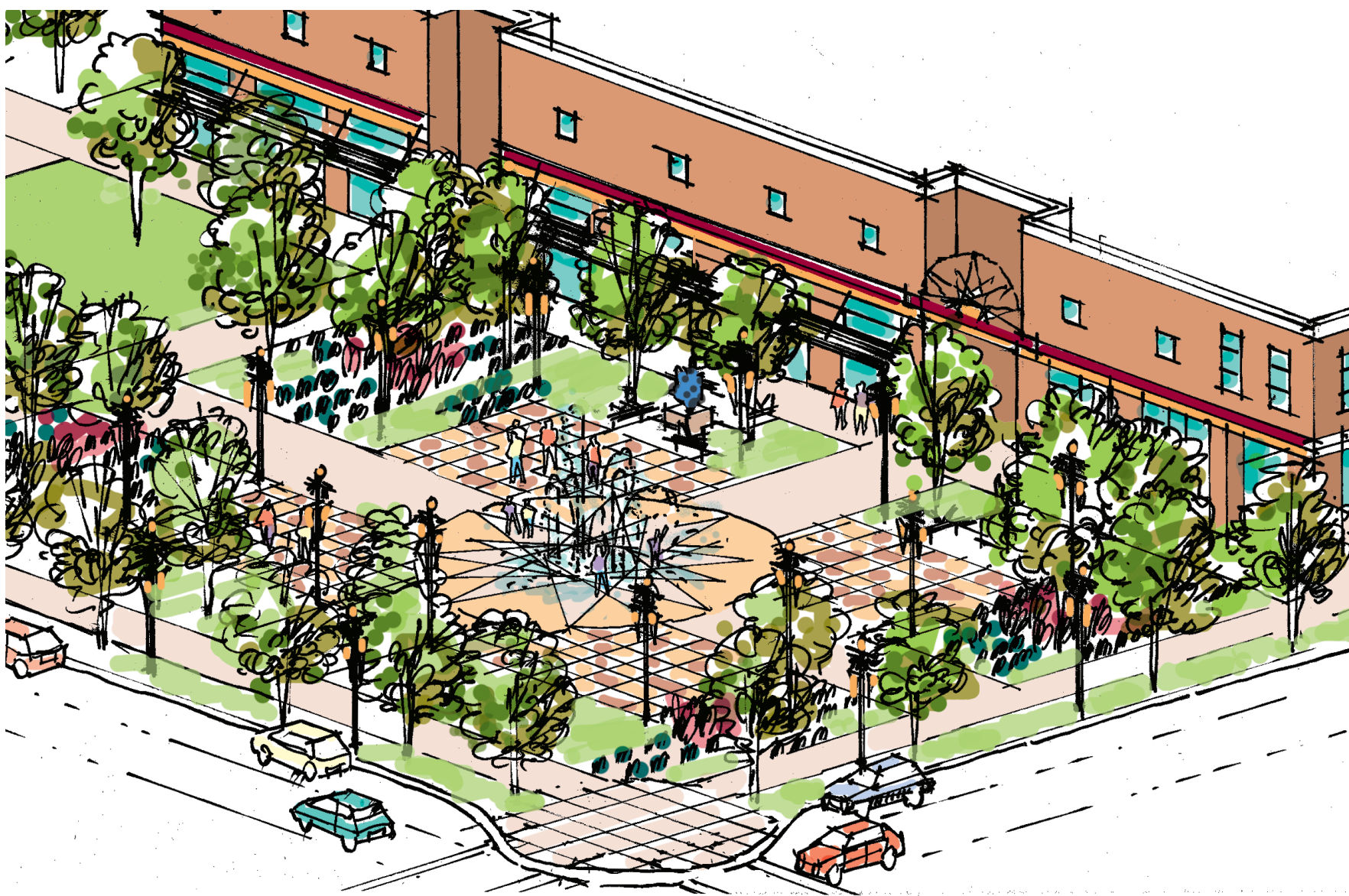


## Gateway Concept

Gateway elements, in various combinations, can occur at Havana Street intersections and at major cross streets.

Elements of a gateway can include:

- Landscaped medians
- Entry arbors
- Public art
- Ornamental paving
- Special lighting and banners



## Public Plaza/Art Park with Water Feature

### Activity Sites Key

	Village Centers		Outdoor Activity Area		Enhanced Public Places
	Civic/Public Use		Visual Connection		Transit Transfer Stations
	Commercial Use		Site Area Defined		Proposed Bike/Ped Connections
	Residential Use		Gateway		Existing Automobile Routes
	Existing Buildings		Proposed Automobile Connections		
	Existing to be Rehabilitated		Enhanced Edge		

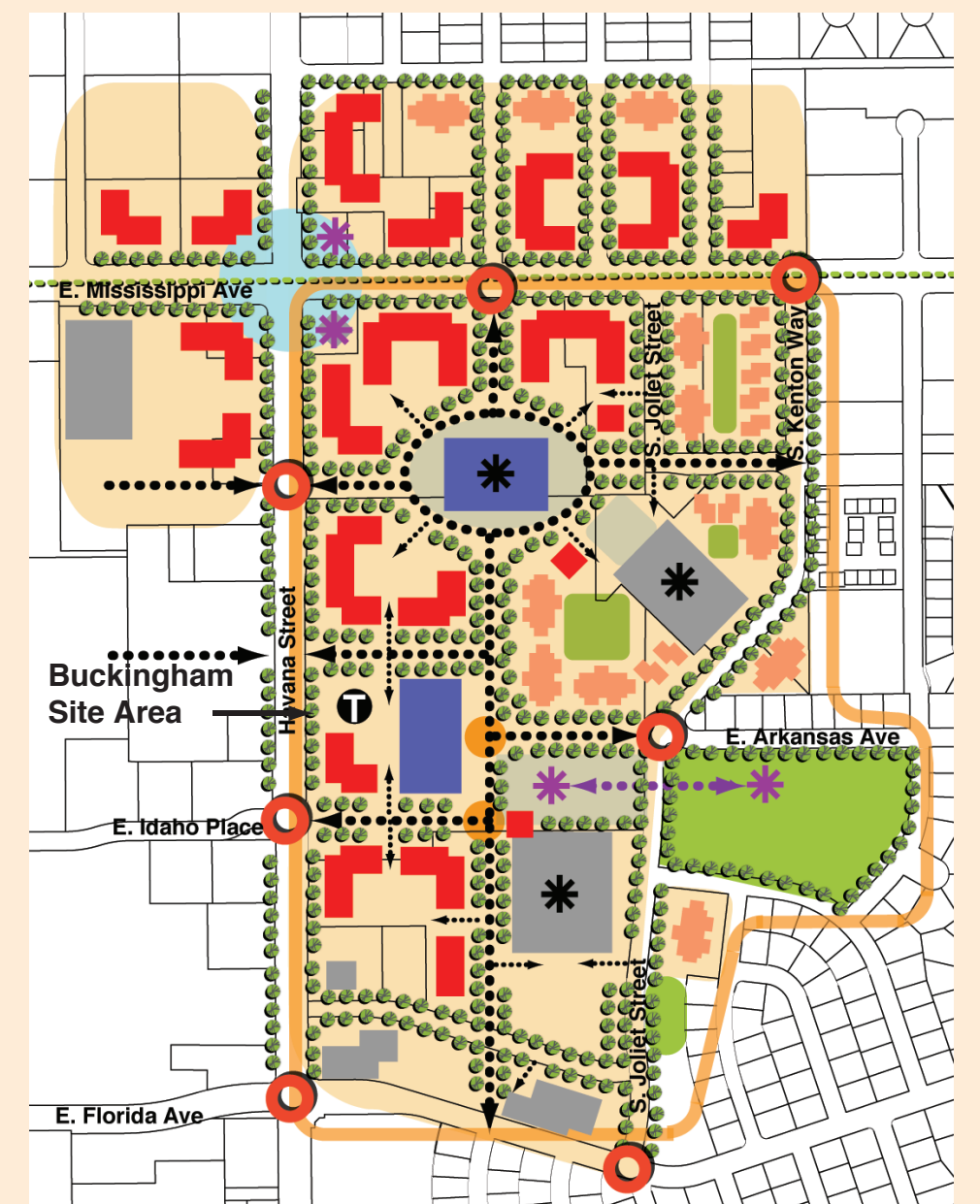
## Havana Corridor Design Principles

- Organize mixed use development around civic/public spaces and uses
- Create pedestrian and vehicular connections to adjacent neighborhoods
- Include "liner buildings" which frame street edges to generate pedestrian activity
- Place retail buildings at a zero setback on cross-streets to define the street edge and create a traditional, pedestrian friendly Main Street Character
- New development should complement the scale of existing residential neighborhoods
- Service areas should be located internally
- Parking should be internal or located to the sides of development. Structured parking is desirable



## Fan Fare Activity Center

- Minimize curb cuts along Havana by consolidating automobile access points
- Locate a publicly accessible park to the east of the development site



## Buckingham Activity Center

- Define several entry points and divide parcel into a series of walkable blocks
- Extend existing park on the east into the site and terminate with a civic plaza
- Ensure big box architecture is animated, using display cases and other architectural detailing on all sides of the building

## Village Center

- Sensitive placement of specific uses within a mixed-use development should include retail and office uses at ground level and adjacent to the right-of-way with upper story residential units
- New development adjacent to existing residential neighborhoods should complement established scale and character and step down to match existing building heights at the edge of the parcel.



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## APPENDIX A



### Havana District Project

#### Workshop #1 Summary

*A “Vision” is a general description of what the community wants to be and how it will appear at some point in the future.*

#### ***Overall Project Summary***

The City of Aurora has undertaken the development of a Concept Plan for the Havana District. The plan will address general theming and design concepts for the length of Havana Street from 6th Avenue to Dartmouth. Concepts will include developing visions for the streetscape, pedestrian routes, gathering places, signage, landscaping, and intersection design. It will also consider proposed locations for activity centers and elements envisioned for those centers. The project will be executed through a series of public workshops. The workshops will provide hands-on opportunity for citizens and business owners in Aurora to develop general plan concepts for the corridor. Community participation is the most fundamental concept of this planning effort.

#### ***Workshop #1 Summary - September 14, 2004***

The goal of the evening workshop was to solicit public input regarding specific design elements for the district. The workshop included a sequence of exercises that allowed participants to express ideas and concerns individually and as a group. Gateways, activity centers and potential pedestrian trail connections were identified. Concerns for pedestrian safety while crossing and walking along Havana Street were also raised. The following design issues, opportunities and framework elements are summarized from the worksheets completed by participants.

#### **Key Automobile Routes:**

- Havana Street
- Parker Road
- Alameda Avenue
- Mississippi Avenue

#### **Activity Centers:**

- 6th and Havana
- Buckingham
- Fan Fare
- Parker & Havana Intersection

#### **Gateways:**

- 6th and Havana
- Alameda & Havana
- Parker & Havana
- Dartmouth & Havana

## APPENDIX A

### Workshop # 1 – Continued

#### Issues:

- Pedestrian safety: crossing Havana, discontinuous sidewalks, and lack of special materials at crosswalks
- Safety of motorists: left turns off of Havana, proliferation of curb cuts
- Connections: lack of pedestrian and bike trails, commercial not accessible from neighborhoods
- Appearance: lack of green
- Transit: undefined role
- Redevelopment: whether public sector investment can facilitate private marketplace activity

#### Vision & Opportunities

- Eclecticism/diversity theme
- Multicultural
- Build on what you have
- Pocket parks along Havana
- Pedestrian-friendly Havana
- Commercial uses with public gathering places
- Diverse uses, buildings and streetscape
- Bold corridor graphics
- Public art and open space
- Destination specialty shops and restaurants
- Family & outdoor activities
- "Nightlife"
- Ice rink and YMCA at Buckingham
- Exciting festivals
- Continuous bike paths along and paralleling Havana
- Mixed uses
- Connections to Lowry

## APPENDIX A



### Havana District Project

#### Workshop #2 Summary

### Workshop #2 Summary - October 14, 2004

The goal of the all-day charrette was to develop design concepts that responded to initial information obtained from the first public workshop and to provide stakeholders with an opportunity to discuss in detail issues and opportunities related to design concepts. The day culminated in a public presentation where consultants presented the preliminary plan and participants generated concepts for the thematic character of the District.

#### Design Concept

The primary concept is to create a series of village centers along the corridor. These would be linked by enhanced auto and pedestrian circulation systems. Improvements would include enhanced streetscape, public gathering places, signage, landscaping, and intersection designs that would be distinctive for the Havana District. Theming for the design of these areas would include “High Prairie” landscaping, integrated with elements from “City Center” as well as the Aurora sunburst icon. Opportunities to reflect cultural diversity using public art and landscape elements should be provided in gateways, public plazas and streetscape furnishings. A framework diagram for this conceptual plan has been developed.

Key elements of the plan include:

#### *Locate village centers along key east-west cross streets:*

- 1st and 3rd Avenues
- East Exposition Avenue
- East Mississippi Avenue
- East Iliff Avenue

#### *Develop key activity centers:*

- Buckingham
- Fan Fare
- Parker & Havana Intersection

#### *Provide gateway enhancements:*

- 6th and Havana
- Alameda & Havana
- Mississippi & Havana
- Parker & Havana
- Dartmouth & Havana



## APPENDIX A

### Workshop # 2 – Continued

#### **Action Plan**

The following implementation actions should be considered. Priority should be given to those improvements that can be integrated into projects or road improvements that are currently being developed. The Buckingham and Fan Fare redevelopment projects, and Parker Road & Havana Street, and Havana & Mississippi intersection improvements are examples of active, concurrent projects.

#### **Activity Centers**

These areas should be the focus of new infill development and redevelopment. They should exhibit four-sided architecture that addresses the street and complements adjacent residential neighborhoods. They should feature a building streetwall along Havana Street and village main streets set at right angles to the busy highway corridor. Mixed use is encouraged. The centers should include public gathering spaces and strong pedestrian connections to and through the site. Gateway features should be combined with transit facilities and enhanced pedestrian crosswalks to gain the maximum impact from improvements addressing site identity, accessibility and pedestrian safety. Parking should be provided on-site, and parking structures should be used when feasible. Automobile circulation should be provided through the site and connect to the existing street grid, when appropriate.

#### **Village Centers**

Develop mixed-use village centers along key intersections. These help mitigate the reality that Havana Street will remain an automobile corridor. These centers would be linked to nearby residential neighborhoods and would provide a destination for the many users of the corridor. Conceptually they would reflect a traditional Main Street theme and create a pedestrian safe haven on Havana Street.

#### **Parks**

- Coordinate Havana West Park with other public improvements (e.g., sidewalk connections, Havana District theming).
- Develop trailhead plazas on both sides of Havana where the High Line Canal intersects Havana Street.

#### **Automobile and Pedestrian Circulation Systems**

- Enhance the corridor with landscape and streetscape elements.
- Provide raised landscaped medians where they do not conflict with access to active commercial sites along Havana.
- Provide pedestrian refuge areas at intersections.
- Consolidate automobile access points on redeveloping sites to minimize curb cuts and promote pedestrian safety.
- Develop “public transit transfer stations” as enhanced public places and link to current and future development as it occurs along Havana Street.
- Enhance the High Line Canal/Trail crossings at Havana and Alameda. Evaluate the feasibility of providing a pedestrian underpass for the canal trail at Havana Street.
- Enhance neighborhood connections by providing new bicycle/pedestrian circulation systems that parallel Havana Street. Also, connect and extend existing trail systems throughout the area, including established regional trails.

## APPENDIX A

### **Workshop # 2 – Continued**

#### ***Enhanced Public Places***

Provide opportunities for public places, which should be designed as a key site element in an Activity Center. Others may be designed as small plazas that could be placed at gateways and village centers. They could showcase public art in “art parks” that reflect the area’s diversity. A concept for public places within the Buckingham development may include a series of stormwater detention facilities designed as small gardens or art parks. These areas may also provide an opportunity to transition between larger retail tenants.

#### ***Uses currently envisioned along the corridor***

- Commercial uses with public gathering places
- Destination specialty shops and restaurants
- Family & outdoor activities
- Entertainment venues (nightlife, family focus)
- Ice rink and other recreation facilities at Buckingham
- Festivals

## APPENDIX A



### Havana District Project

#### Workshop #3 Summary

#### **Workshop #3: November 18, 2004**

The Workshop was divided into two primary components:

- 1) a public open house that allowed local residents and stakeholders to informally review and comment on project recommendations, and
- 2) a formal presentation by the consultant team that highlighted the planning process and plan recommendations.

The workshop was followed by an informal question and answer session with meeting attendees. The events were well-attended by local residents, property owners, developer representatives, elected and appointed officials and business owners who expressed their support for initial urban design and planning concepts as well as concern for the timeframe and costs associated with implementation. A summary of the discussion session follows:

#### **Transportation**

- Secondary circulation patterns should be delineated, especially between the Buckingham Mall site and the neighborhood to the east. Buckingham should not have a back side to it. Currently, homes are detached from the retail and commercial uses and not linked or integrated into existing non-residential development
- As elsewhere in the city, the District is not very pedestrian or bicycle friendly. Key missing connections include sidewalks leading to and from the Havana Corridor.
- The High Line Canal trail crossing at Havana Street is dangerous and hard to see. This could be improved with a mid-block crossing jointly funded and supported by Aurora, Denver and CDOT.

#### **Streetscape Improvements**

- Explore opportunities to demonstrate the landscaping palette at three scales (stationary, pedestrian, vehicular). Grouping of landscaping elements is desirable.
- Effective streetscape improvements require vertical elements to draw the eye, e.g., pillars, tall trees, signage.
- Lighting of streets, trails and other public spaces is very important to ensure safety and security of pedestrians.

#### **Implementation**

- How soon can this project get implemented?
- Community education should be a part of project implementation.
- Public relations is a challenge: how to create excitement and enthusiasm for the various projects, how to create the impression that things in the district are “heating up”. The district should be able to draw shoppers from at least five miles away.

## APPENDIX A

### Workshop # 3 – Continued

- Is the “power of the plan” enough to take it to reality? How can compliance with the plan objectives be initiated (e.g., to persuade owners to tear down buildings, where appropriate)?
- Site constraints or parcel configuration can prevent desirable features such as detached walks (e.g., at the new McDonald’s).
- The quality of what is presented in the concept plan and the flexibility it calls for block-by-block are very attractive and should not constrain the timing of redevelopment projects.
- Identify financing mechanisms including an improvement district.
- Another level of design detail is needed before property owners and residents should be asked to consider a tax increase.
- Parks will have a new funding source, i.e., Arapahoe County open space funds. With these and other funding sources, we should look to leverage those funding sources by partnering with other jurisdictions and with private redevelopment efforts.

### Suggested Priorities

- Existing green spaces along the corridor are not enhanced.
- West side of Havana Street adjacent to the Mira Vista Golf Course: think of it as a “view park” or as a “linear park”. The Lowry Redevelopment Authority is committed to improving that frontage in exchange for not locating development there.
- Babi Yar Park provides similar opportunities (although located in Denver).
- The High Line Canal crossing of Havana Street needs to be made visible and celebrated in the short term. In the long term, this site could include businesses that thrive on traffic from the canal.
- Havana Street from 6th Avenue to Fan Fare (possibly to 1st Avenue) might be the place to start and would help other property owners buy into the plan for the District.
- Consistent street and pedestrian lighting are a low cost way to create district identity immediately, especially when combined with a District logo. Lighting also enhances safety. “If you light it, they will come”.

### Next Steps:

The Nov. 18th gathering was the third and final public workshop under the city’s contract with Winter and Company. City staff will prepare a final report for public review and City Council consideration in the first quarter of 2005. A Financing Group (comprised of City Council members, neighborhood representatives and city staff) will continue to evaluate implementation priorities and potential funding options. Among those options are a general improvement district (GID). Formation of a GID and imposition of a property tax require voter approval. A GID could provide initial capital and ongoing maintenance funds for public improvements along Havana Street. A similar option is to create a business improvement district (BID), which would limit property tax to commercial properties. A BID can also undertake cooperative marketing on behalf of business owners.



## APPENDIX B



### Havana District Project

#### Record of Participation in Project Meetings

Allabashi, Carolyn	Bish, Curt	Dickenson, Michael	Force, Monty
Allen, Jeff	Bleifuss, Diane	Dickenson, Paul W	Forsythe, David
Allen, Marilyn	Bowman, Craig	Dodds, Bradley	Franks, Justin
Ames, David	Brown, Ruth	Dodds, Lew	Freed, Nancy
Ancel, Avi	Caldwell, Milena	Donaldson, Melvin	Frey, Dell
Anderson, Bob	Caldwell, Nadine	Douglas, Bill	Furstenberg, Frank
Anseteth, Dick	Callison, Mac	Dubler, David	Gelrand, Louis
Arends, Eddy	Calloway, Joe	Dubowitz, Flo	Gibson, Tim
Aryan, Hooman	Carabello, Zeb	Dutton, Bruce & Barbara	Gillespie, Lisa
Aslin, Debbie	Chamberlain, Dan	Duwaik, Sharon	Gleave, Bob
Bachman, Dave	Ciminelli, Rick	Eframo, Frederick	Goodwin, Scott
Baird, Susan Edwards	Close, Clifford	Elliot, Shannon (Officer)	Golin Gass, Alan
Batchelor, Tim	Close, Mary & Jim	Emick, Holly	Gradisar, Gloria
Bauer, Ron	Cloyd, Roger (Capt.)	Ensey, Eric	Grandison, Larry
Beadslee, Fred	Cook, Bobbie	Farrington, Lana	Gray, Chris
Beer, Larry	Cooper, Catherine	Fenstermacher, John	Greelee, Jim and Carol
Beery, Rob	Cooperman, Lee	Fenstermacher, John	Greene, Donna
Belef, Ellen	Copeland, Gary & Katie	Fenstermacher, John	Greenlee, Jim
Bell, Judy	Costerus, Alec	Fernandez, John	Hall, Jennifer
Bender, Julie	Criter, Kew	Fitzgerald, Bob	Hanson, Lyle
Benedict, James	Dawe, Pat	Fitzpatrick, Chester	Harding, Dexter
Best, Tom	Deacon, Jane	Flanagan, Lori	Hart, Mona

## APPENDIX B

Havercamp, Dick	Lambert, Laura	Miller, Deana	Ringeis, Inge
Hayutin, Greg	Lane, Mary Lou	Miller, Ron	Rockwell, Jan & Jay
Hess, Geri	Lapp, Eric	Mraz, Louis	Roettger, Al
Hicks, Don	Lathrop, John	Mueller, Phil	Rossmiller, Marie
Hill, Aprille	LaVassani, Abe	Nguyen, Sum	Roth, Eric
Hillegas, Barry	Lehmann, Joan	Nielsen, Cindy	Rup, Lorraine
Ho, Bongil	Lehmann, Peggy	Odell, Channing	Ryan, Paul
Holgiun, Lisa	Leonard, Rick	Owens, Janet	Sanchez, Cesar
Horton, Melody	Lerew, John	Pachner, Marcus	Sandoval, Kathy
Hougen, Kevin	Lewis, Dave	Page, Nancy	Sassetti, Bob
Jacobs-Koehn, Helga	Lindeman, Ingrid	Paolillo, Rosemary	Scardina, Frank
Janoviak, Jim	Litvak, Nancy	Pastor, Amy	Schieferecke, Mary
Jensen, Bob	Loss, John	Paul, Mark	Schultz, Arnie
Jetchick, Gayle	Lumerman, J.	Peck, George	Scott, Shirley
Jones, Larry	Luppes, Elizabeth	Peek, Paul	Seneca, Jim (Officer)
Jones, Michael	Macleavy, Fran	Pence, June	Shah, Muraffar
Kaufman, Tom	Markert, Molly	Pierce, Brad	Shane, Rochelle & Dan
Kennedy, Karen	Martin, Linda	Pierce, James R.	Sheldon, Michael
Kirkendall, Brad	Matis, Bud	Pierce, Terry L	Short, Paul
Kiros, Chris	McBrayer, Mary	Pliley, Dianne	Singer, Keith
Knowlton, Floyd	McDermott, Marno	Premack, Ellen	Skogen, Sean
Koehn, Gaylord	McLean, Rich	Pugh, John	Slaughter, Phyllis
Koslosky, Bonnie	McMullen, Bill	Rael, Diana	Smith, Susie
Krauklis, Al	McNally, Jim & Kathy	Ramirez, Nick	Sopranuk, Lt. John
Kreger, Mark	McNeil, Jan	Rawles, Mel	Sorrentino, Tony
Kumagai, Vince	McQuaid, Bob	Reed, Linda	Spurling, Rosemarie
Kutzer, Susie	Michaelis, Jerry	Rice, Joe	
Lacey, Neil	Miller, Chris	Riecks, Dick	

## APPENDIX B

Stanton, Susan	VonLuhrt, Rich
Steine, Bob	Vossman, Elena
Stevens, Chris	Waddelow, Linda
Strawn, Lisa	Wade, Maureen
Stuart, Darla	Walpo, Alaine
Stukes, Joseph	Walsh, Bill
Suss, Jim	Wang, Fang
Suss, Paul	Ward, John
Swann, Decker	Wedel, Harry
Taninaki, E. Vicki	Weirich, Jack
Tauer, Kate	Welch, Darrel
Tauer, Paul	Wells, D
Taylor, Dwight	Westblade, Maynard
Tesfay, Mebraeta	Whalen, Toni
Thayer, Gwen	White, David
Thode, Mike (Lt.)	White, Dick
Tierney, Jack	White, Fay
Tobiassen, Tom	White, Jackson
Townley, Dave	White, Richard
Townley, Robin	Wickman, Joan
Trautman, Robert	Williams, Brad
Travis, Cindy	Willis, Jean-Marie
Tucker, Daryl	Willis, Scott
Tynan, Mike	Wisner, Mark
Tynan, Pete	Witter, James
Uhrich, Judy	Zinter, Kathy
Vissering, Mark	
Vogel, Barb	

## APPENDIX C

### EXCERPTS of HAVANA WORK GROUP REPORTS

April 2004

#### I. Havana Artistic and Visual Work Group

##### A. Vision Principles

1. The Havana District will have town centers with mid-rise residential and commercial at the Buckingham Mall and Fan Fare locations.
2. The Havana District will have an international flair.
3. Buildings, lighting and signage (public and private) will have a more uniform identity controlled by city codes.
4. New and effective design elements and development standards that promote pedestrians and bicycle users will be created and implemented in the Havana District.
5. Major sign and entry elements will be located at important intersections.
6. Public and private elements of the Havana District will look better in 5 years and increasingly so after 20 years.

##### B. Action Recommendations

Issue to be Addressed	Recommended Action
Buckingham Mall and Fan Fare sites to be mixed-use activity centers	Plan for well designed and attractive mixed-use activity centers at these two locations
Encourage and promote the ethnic flair emerging in the District	Create a marketing program that focuses on expanding the quantity and quality of ethnic businesses in the District
Signage and lighting in the District is not attractive	Establish design standards for lighting and public and private signage in the District
The Havana area is not safe, attractive or accommodative to pedestrians and bicyclists	Create and implement a plan that promotes a District that is attractive, functional & safe for pedestrians and bicyclists
The Havana District is lacking a coherent identity	Develop and implement unique design standards for buildings, signs, entry features, etc. in the District
Public and private reinvestment in the Havana District is necessary	Create and offer financial incentives for reinvestment, combined with an architectural elements tool kit



## APPENDIX C

### II. Havana Development-Redevelopment Work Group

#### A. Vision Principles

1. The Havana District will be planned as a unified whole with a consistent design theme throughout and with high quality design.
2. A unique business and design theme, such as an international theme, will be established.
3. The Havana District will be among five key redevelopment areas in the eastern metropolitan area along with Lowry, Fitzsimons, Colfax Avenue and Stapleton.
4. Redevelopment of the District will be centered on key nodes including Buckingham Square Mall and the Fan Fare sites.
5. Retail and entertainment businesses will be in the District, including at least one major retailer that can be found only on Havana.
6. The Havana District will have well integrated street and pedestrian routes connecting neighborhoods to commercial areas with multiple bicycle and pedestrian paths.

#### B. Action Recommendations

Issue to be Addressed	Recommended Action
District identity and priority	Rename “Havana District” and establish it as a high priority program
The target area for any planning efforts needs to be defined	Review and define Havana District boundaries
Unified design themes and standards are needed. Conceptual plans are needed for Buckingham and Fan Fare areas before development occurs. Street and pedestrian connections and trails need to be improved or planned.	Develop a conceptual plan for the Havana District that addresses: <ul style="list-style-type: none"> <li>• Design standards for the district</li> <li>• Concepts for key centers that can be implemented in a phased manner</li> <li>• Identify potential gathering places and open space</li> <li>• Street extensions to integrate neighborhoods with new development and to ensure good accessibility</li> <li>• Trail and walkway improvements and extensions</li> <li>• Use public design charrettes to involve neighborhoods, the business community, and property owners in the planning process.</li> </ul>
Outdated retail strip centers	Create and offer financial incentives for reinvestment, combined with an architectural elements tool kit
Zoning will possibly need to be revised based on the Conceptual Plan	Review Havana District Zoning
Need to consider planning for smaller parcels	Require master planning of the larger parcels
Portions of the Havana District are in Denver	Work with Denver on shared portions of the District.
Development at Lowry is key for the District	Work with Denver & Lowry to begin planning the golf course area

## APPENDIX C

### III. Havana Economic Work Group

#### A. Vision Principles

1. Shopping, retail, entertainment and automobile sales will be prominent uses in the Havana District.
2. The Fan Fare site will be redeveloped as a “Front Door” use for the Havana District.
3. New and redevelopment plans for the District will be designed with an out-of-doors element rather than indoors (enclosed malls).
4. The Havana District will include a strong ethnic presence.
5. Older retail strip centers will be upgraded or redeveloped.
6. Denver and Aurora will work together on Havana District efforts.
7. Buckingham Mall area will have a strong retail presence along the District.
8. Demographics and residential density will be conducive to economic reinvestment in the District.

#### B. Action Recommendations

Issue to be Addressed	Recommended Action
The Fan Fare site is a significant and prominent eyesore	The Fan Fare site should be a top priority redevelopment site for the city
The ethnic flair emerging in the District can be a very positive economic element	Encourage and promote the growth and expansion of ethnic businesses in the District
The Havana District should be designed with an emphasis on the out-of-doors	New projects in the District should include outdoor seating, usable open spaces, outdoor connections, promenades, etc., that promote an outdoor flavor
Older retail strip centers are an issue	<ol style="list-style-type: none"> <li>1. Create reinvestment incentives</li> <li>2. Create architectural design tool kit</li> <li>3. Consolidate property ownerships</li> </ol>
Important areas along the corridor are in Denver, including the Lowry Golf Course	Work closely with Denver and Lowry to coordinate efforts for a cohesive District
Several large parcels exist along the corridor	Forward planning needs to be done now for remaining undeveloped parcels and the larger developed parcels
Buckingham Square Mall area is the core of and the most important retail site in the District	Focus on jumpstarting the redevelopment of this site.
Demographics & residential densities may be inhibiting reinvestment along the corridor	<p>Investigate realistic possibilities/opportunities for increased residential densities with an emphasis on home ownership.</p> <p>Promote the Havana District as a desirable place to live.</p>

## APPENDIX C

### IV. Havana Transportation Work Group

#### A. Vision Principles

1. The Havana District will be clean and attractive.
2. The Havana District will have a unified sign program.
3. The City will use the “triage” process of addressing easier and less complicated issues first and solving other issues as opportunities arise.
4. The Havana District will be a place to come to, not through.
5. The City will have improved transit stop locations providing improved access to key uses.
6. The City will use appropriate traffic management tools to control vehicular speed, access points, etc.
7. The City will promote cooperation from and create partnerships with CDOT and others (RTD, Xcel, BOAH, NOAH, Denver, and businesses) to improve travel in the Havana District.

#### B. Action Recommendations

Issue to be Addressed	Recommended Action
Improve communication with other government agencies	Include CDOT and RTD in this project and pursue better communication
CDOT’s control of Havana Street is an obstacle to design elements for pedestrians, landscaping improvements, signage improvements, etc.	Determine whether to pursue control over Havana Street.  City and CDOT to cooperate in improvements to access, signage, maintenance, sidewalks, pedestrian amenities, landscaping, medians, etc.  City and CDOT to cooperate in planning for roadway improvements already in the pipeline
Public transit projects impact pedestrian elements on Havana	Work with RTD for placement of transit stops and how planned transit improvements will affect Havana (especially the Smoky Hill Cut-Off Park-n-Ride).
What other transit options are available to bring more people to the Havana District	Explore transit services that get people to Havana stores/services and future activity areas
Trail and path connections to and within the Havana District are limited	Plan for pedestrian and bicycle friendly elements. Expand path and trail connectivity between neighborhoods and businesses