



*Property Map Showing Perceived Campus Boundaries.*

## Campus-Wide Planning Principles

The principles within this chapter are designed to guide the planning for DU's University Park campus over the next twenty years.

### Land Ownership

Much of university growth anticipated in the Land Use Plan will occur on land currently owned or to be acquired within the following area:

- West of University Boulevard
- South of Interstate 25
- North Harvard Avenue on the south
- East of High Street (excluding the land to the west of Race Street and south of Iliff)

The Land Use Plan recommends acquisitions within this area to accommodate the growth and development of facilities to support the mission of the University and to continue stable relationships with neighbors.

The Land Use Plan does not foresee the need to acquire property north of Buchtel Boulevard or west of High Street to meet any defined University expansion. However, since these properties are so close to the campus, it is recommended that DU seek to influence the use and design of the area's redevelopment. The University could encourage faculty and staff to live in neighborhoods within walking distance of the campus and thereby reduce vehicular demands on local streets and on the campus' parking resources. The fraternities, sororities, and ancillary University facilities east of University Boulevard along Columbine and Josephine Streets will continue in their present use. The Land Use Plan recommends no extensive land acquisition in these neighborhoods.



*Over the long term, strategic land acquisitions need to address the awkward relationship that exists between the campus and neighborhood such as this alley off Wesley Avenue.*

Land Use

*Campus Community and Undergraduate Facilities*, including the Driscoll Center, classroom buildings, and University administration should be located in the core of campus within a five-minute walking distance from Penrose Library.

*Graduate/Professional Schools*, oriented more toward commuter students, should be located near regional traffic corridors or on land beyond the undergraduate core, such as the area identified south of Wesley Avenue. Sites for these uses are identified along University Boulevard (near the intersections of Buchtel Boulevard, Asbury Avenue, Evans Avenue, Iliff Avenue) and near the intersection of Evans Avenue and High Street.

*Recreation/Athletics* should continue to be located adjacent to the Ritchie Center.

*Undergraduate Student Housing* should be proximate to the campus core. The Plan recommends undergraduate housing zones along the east side of High Street in two areas: from the northeast corner of High and Warren to the intersection of High and Iliff, and at the northwest portion of campus, including Centennial Towers and Centennial Halls.

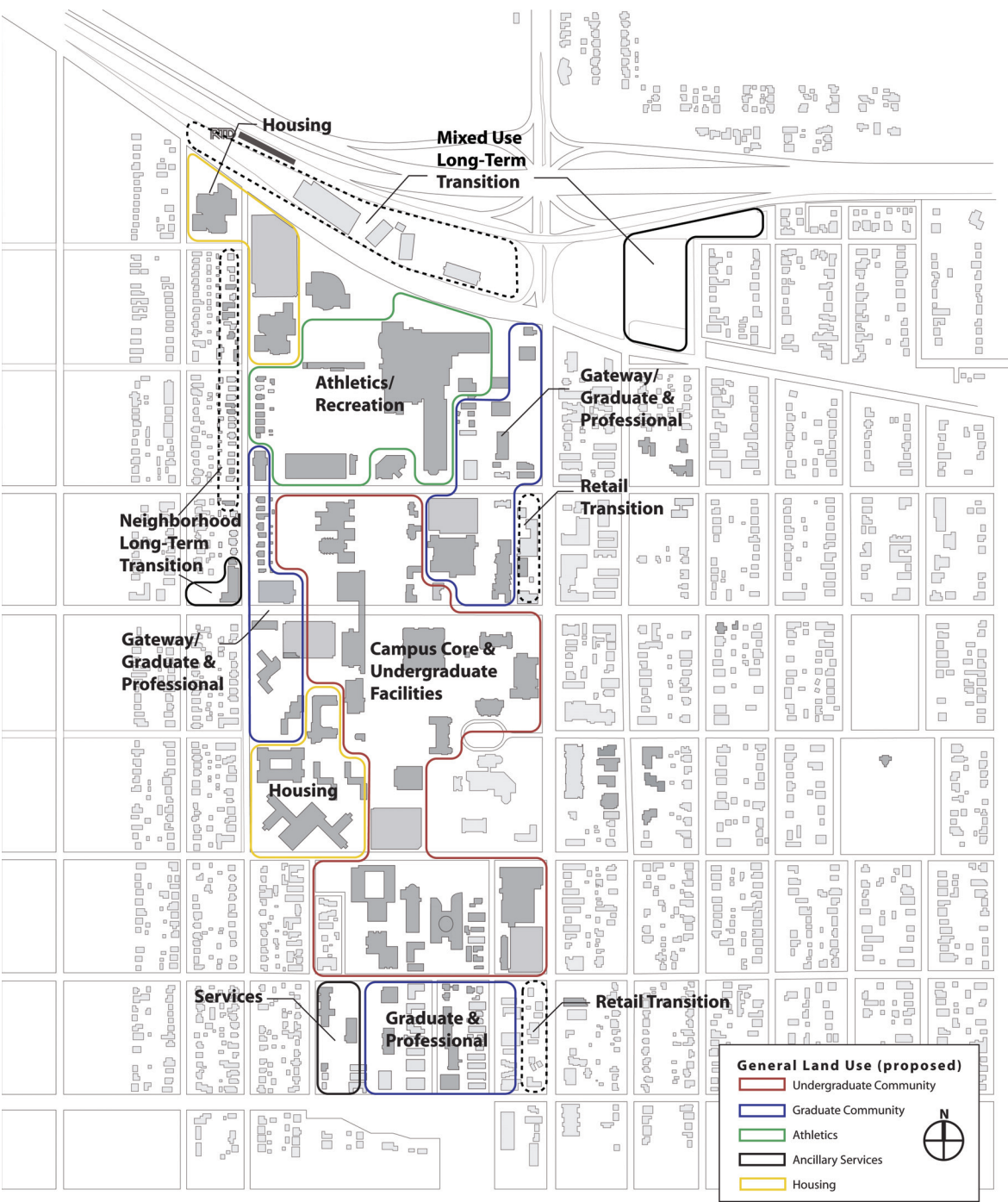
In most cases, *Graduate Student Housing* should have a perception of independence from the University while allowing convenient access to campus facilities. Some opportunities for graduate student housing may exist along High Street north of Evans and also north of Buchtel Boulevard. Complementary independent

housing developments along the edges of the University are underway.

*Special Interest Housing* would remain in its present locations on the east side of the Campus Green and east of the campus on Josephine and Columbine streets.

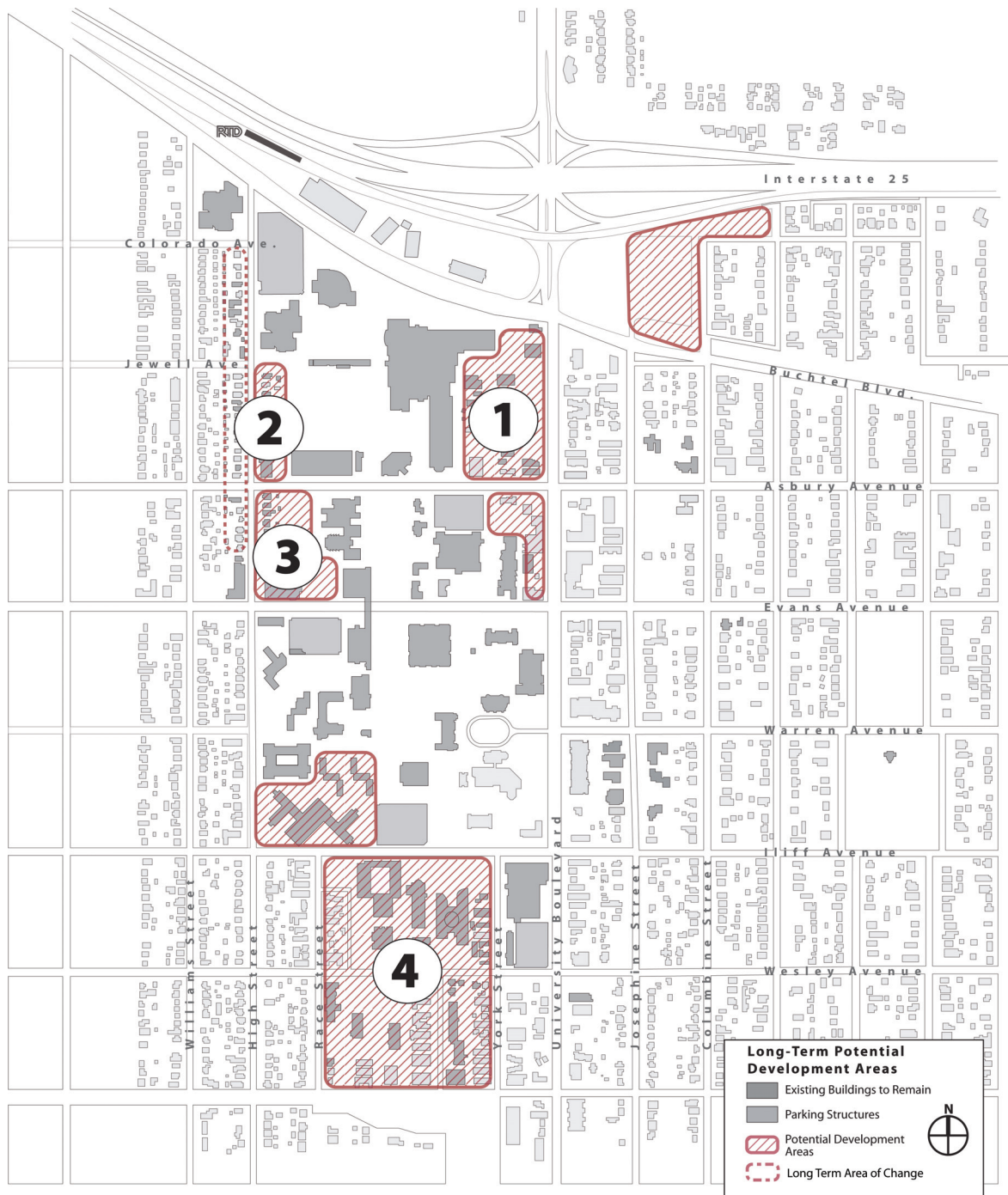
*Campus Retail* is identified along University Boulevard both between Asbury Avenue and Evans Avenue as well as Wesley Avenue and Harvard Avenue, and is intended to support students, faculty, and staff based in the south campus area. Businesses may be privately owned and operated or be an extension of present campus operations.

*Facilities and less public support services* should be consolidated in the southwest corner of the campus in the vicinity of the existing Facilities Service center. Student-oriented support services such as the recently moved Campus Safety and Parking Services to the Evans parking structures benefit from a more accessible public location nearer the campus core.



Generalized Land Use Map for Future Development





Future development sites identified in the Land Use Plan.

### Growth and Redevelopment Areas

The Land Use Plan identifies six potential areas for new building projects and/or redevelopment of existing buildings.

The following four areas are within the previously noted “campus” zone:

1. The west side of University Boulevard between Buechel Boulevard and Evans Avenue
2. The east side of High Street north of Asbury Avenue
3. High Street between Asbury Avenue and Evans Avenue
4. Iliff Avenue to Wesley west of the Newman Center for the Performing Arts

The next two are areas that may provide potential mixed-use and transitional facilities that benefit both the University and its neighbors:

5. The west side of the campus core
6. The south campus area between Iliff Avenue and Harvard Avenue

### Parking and Vehicular Traffic

DU needs to provide adequate parking to meet the needs of its students, faculty, staff, and visitors. However parking lots and structures should not overwhelm the campus landscape. As with many campuses, a very significant land area remains dedicated to parking. The University continues to strive to control the amount of land area that is dedicated to parking. Nelson Hall, the Daniels College of Business, the Stapleton Tennis Pavilion, and the parking below the Ricketson Law Building all provide good examples of combining building program and parking without sacrificing campus open space resources.

The University of Denver is committed to providing adequate numbers of well maintained and safe parking spaces to the DU Community at affordable rates. Through maintenance of parking and prudent establishment of parking rules and procedures DU strives to minimize the impact of on-street parking in the neighborhoods immediately adjacent to our campus.

DU, as a primarily pedestrian-oriented campus, will judiciously place parking areas around the periphery of campus in locations that lend themselves to serving the parking needs of our various venues.

As DU continues to evolve we anticipate our parking will transition steadily from the current mix of structure (high-density, multi-level) and surface parking to a greater percentage of structure. By doing so we will maximize the use of our available space allowing for more green areas, linked by walking paths, and reduce the amount of surface asphalt and it’s problematic runoff.

The City and County of Denver classifies streets as either a local, a collector, or an arterial. Local streets are intended to have low traffic volumes, low speeds, and to provide access and parking to residences fronting the street. Collector streets are more continuous than local streets and typically have higher traffic volumes and speeds. Typically, residences do not face a collector street and collectors provide limited access and parking for residences. Arterials are intended to move traffic from one area of town to another and typically have higher volumes and speeds than a collector. Commercial activity is typically concentrated along arterials with parking prohibited along the street and focused to adjacent parking lots.

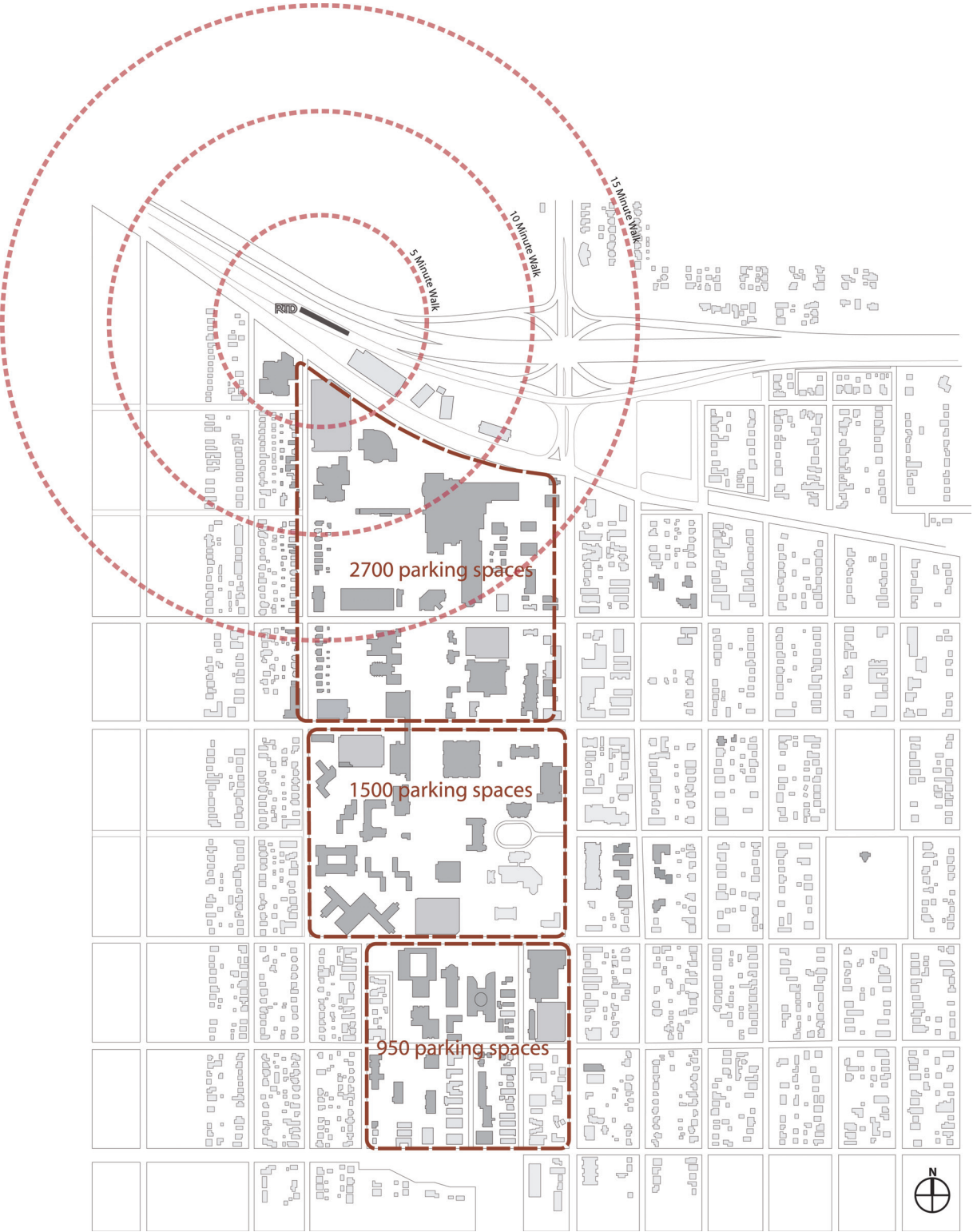
In and near the University, local streets are currently Wesley Avenue, Race Street, York Street, Jewell Avenue, and Colorado Avenue. Collector streets are Iliff Avenue, Buchtel Boulevard, and Franklin Avenue. As advocated in the 2002 Land Use Plan to support definition of the University’s edges as well as to acknowledge transit improvements relative to the newly opened Light Rail Station, portions of High Street, Wesley Avenue, and Asbury Avenue adjacent and through the University are becoming collector streets. The recent installation of a traffic diverter at High & Wesley and the closures installed at Jewell and Colorado west of High street have proven to be effective in calming traffic within the neighborhoods to the west of the University while at the same providing improved University oriented circulation around and through the campus. Arterial streets continue to be University Boulevard and Evans Avenue. Buchtel Boulevard, while having some characteristics of

an arterial is still classified as a collector given its traffic calming “parkway” enhancements and the anticipated increase in pedestrian crossing generated between the station and the Ritchie Center.

In general, loading university traffic onto local streets should be avoided. New parking facilities should have access to collector or arterial streets. However, it continues to be acceptable for parking facilities to access local streets as they run through campus (e.g. Wesley Avenue between High and University or Race Street between Evans and Jewell) where such increased traffic is limited to directly accessing nearby collectors prior to moving into a residential neighborhood.

As stated in 2002, on-street parking by students, faculty, staff, and visitors in adjacent neighborhoods should be discouraged. The three most effective tools to accomplish this are:

- Providing more parking on the campus. Since the 2002 Plan was published 1548 more off street parking spaces have been provided and the University’s traffic consultant indicates that an expected 315 space deficit in 2003 is now reported to be a 113 space excess prior to the opening of Nagel Residence Hall.
- Establishing more stringent enforcement practices in the neighborhoods. Over the last five years the neighborhoods, in cooperation with the City and University, have established parking restrictions within the blocks immediately



*Recommended Parking Distribution (5 and 10 minute walk diagrams indicate distance from DU Light Rail Station; see Appendix F)*



adjacent to the neighborhood. In addition the enforcement of these areas has been dramatically improved.

- Encouraging alternative transportation options such as; Light Rail, carpooling, bicycle use, the DU Shuttle, etc. Since 2002, the University has expanded its cooperative “Eco-pass” program with RTD for students, faculty, and staff. The widening of the pedestrian crossing at Evans Boulevard is one of the most notable enhancements allowing quicker movement of bicycles across campus. In addition, University parking Services is currently exploring “reward” based parking locations for car pools. The DU Shuttle program has grown to five buses operating twenty hours per day with an average head time of twenty minutes.

Expanded parking facilities on campus include:

- The new Evans Parking Structure at the intersection of High Street and Evans Avenue.
- Structures completed since 2002 include The Newman Center for the Performing Arts, the Frank J. Ricketson Law Building and the facility below Nelson Hall.
- Many surface lots have been re-configured to provide improved capacity, better access, and greater ease of enforcement of parking regulations.

Future parking lots and structures will continue to be sited to support the parking demand in different regions of the campus (i.e. Athletics and Performing Arts) to mitigate potential spillover into the neighborhoods during University events.

The University will continue the practice of assessing the specific parking demands of planned development projects, but recognizes that parking facilities are a campus-wide resource to support the overall University population.

Parking management policies continue to be optimized to discourage intercampus car use by students, faculty, and staff.

Detailed strategies for improved enforcement and development of non-car transportation options can further be addressed in a focused investigation of transportation and parking for the campus. The recently completed Evans parking structure houses Parking Services as well as a “retail” office for Transportation Solutions to help highlight alternate means of commuting to and from the campus.

As shown in Appendix F off street parking provided by the University of Denver is now at 5,368 spaces with the completion of the Evans Structure. This number exceeds the recommendation of having 5150 spaces though remains slightly below the R-3 zoning requirement for new construction by 172. Furthermore, some of the excess parking has been built with the intention to serve expected new construction that is expected in the next

few years. The University has approached both a healthy total parking inventory but also has markedly improved the strategic distribution of parking across the campus to serve the varied localized needs.

Pedestrian Circulation

The Land Use Plan emphasizes pedestrian circulation as the preferred mode of movement on the campus because it is flexible, requires limited support infrastructure and has minimal impact on the environment and landscape. As a principle, the Plan recommends a continuous pedestrian circulation system that will connect the Light Rail Station at the northern end of the campus to Harvard Gulch. Detailed design and engineering strategies for the alignment and materials for this system should be developed as part of a focused study for the Promenade. This study should also address the design and alignment for crossings at Buchtel Boulevard, Evans Avenue, and Iliff Avenue.

General strategies for pedestrian circulation are as follows:

- There should be a well-developed pedestrian linkages from the DU Light Rail Station to the

Ritchie Center near the Cable Museum and across Buchtel Boulevard to High Street.

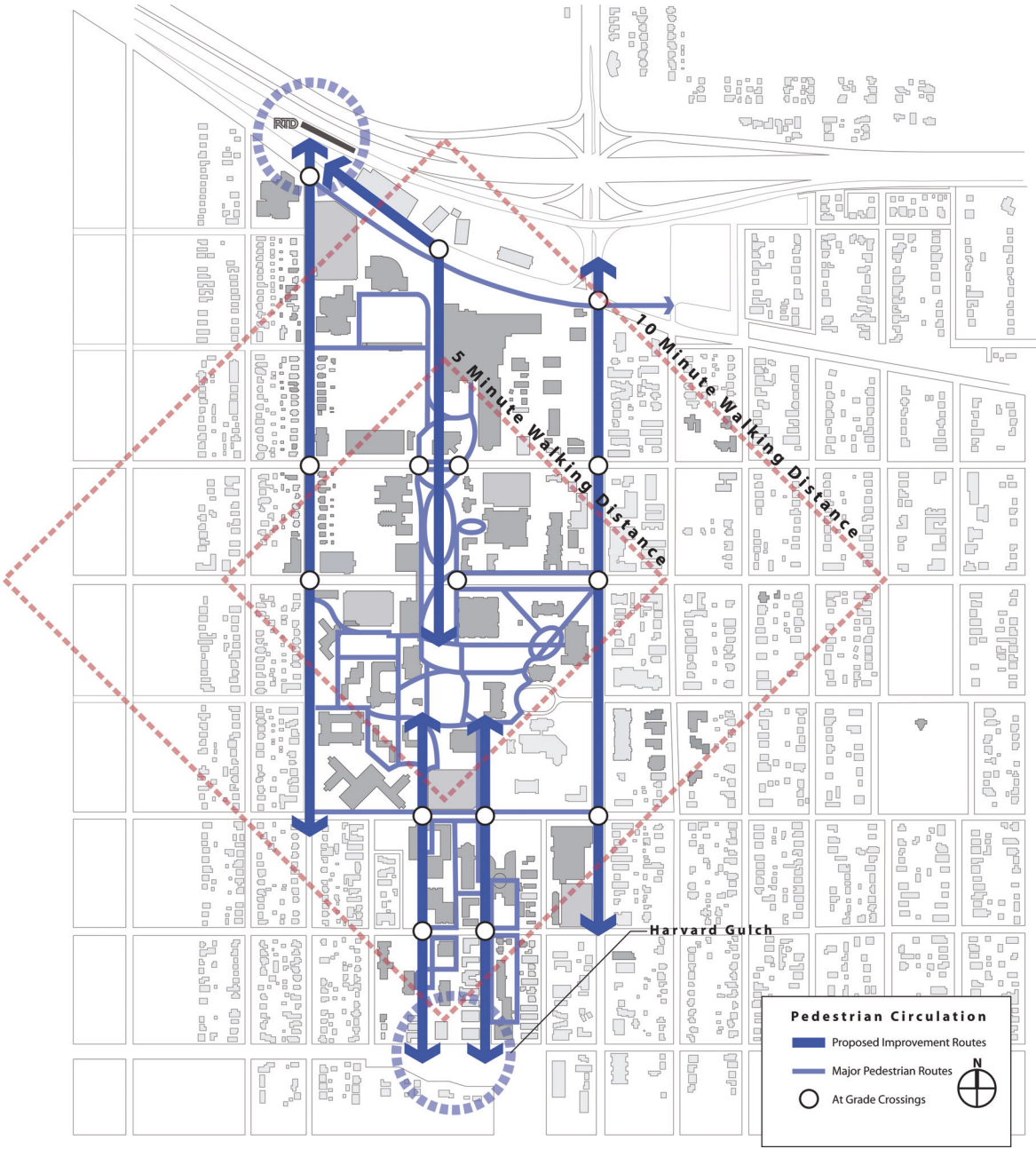
- Pedestrian corridors should be at least 7’-4” wide and in heavily traveled areas may need to be as much as 12 to 15 feet wide.
- Pathways should be continuous and direct.
- Alleys and service drives, when designed well with limited traffic flow, may also serve as pedestrian ways.
- Primary pedestrian corridors should not pass through parking lots or loading areas.
- Primary pedestrian corridors should be animated and pass the most active spaces on campus.



To further reinforce pedestrian orientation, pathways should align with building entries. This example at Washington and Lee University emphasizes this point.

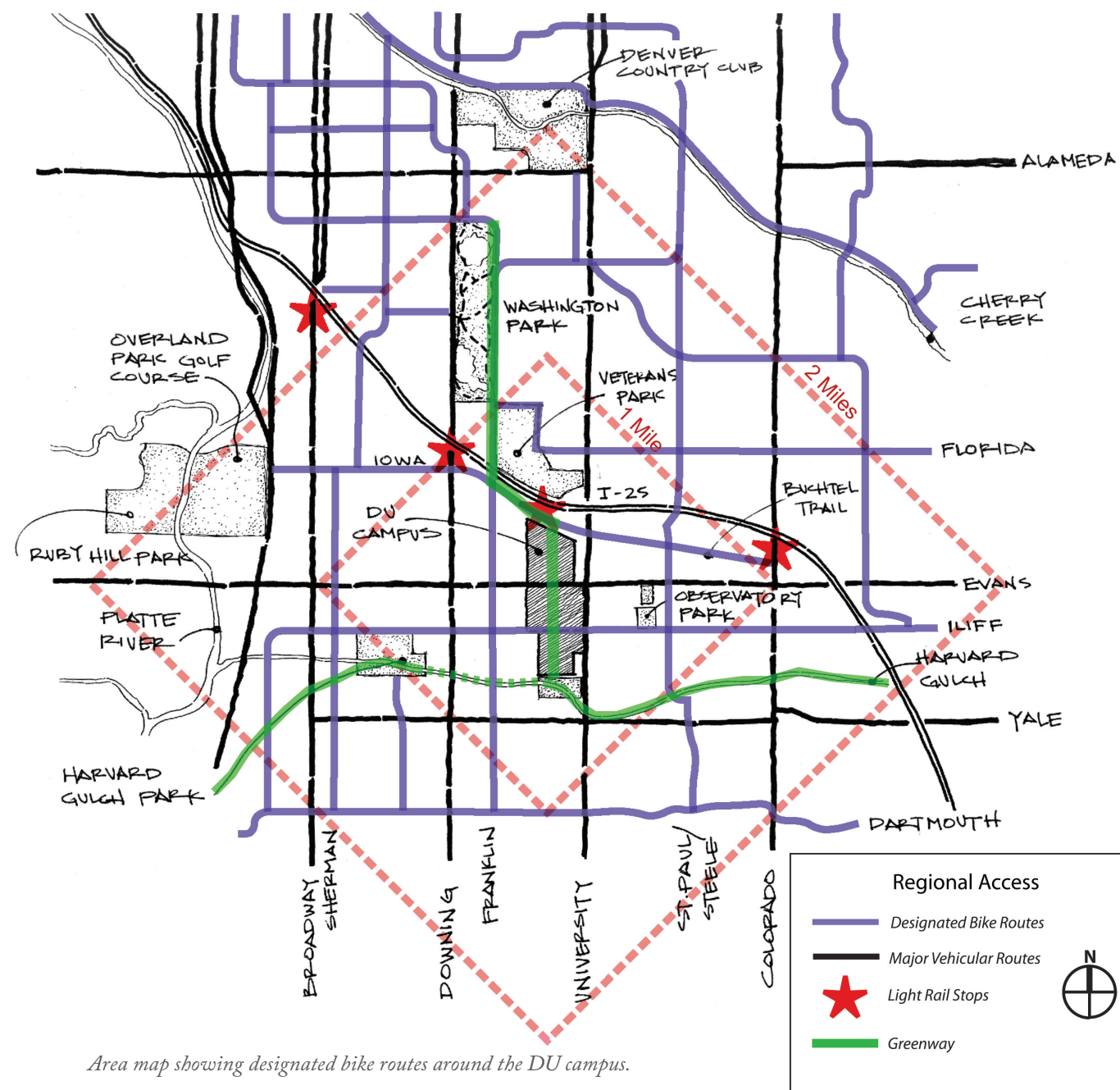


A walk along a campus can be much more inviting if it is animated either by buildings, landscape, or people. In this example from the University of Illinois, trees and pedestrian seating come together to shape a pathway that is welcoming and dynamic.



Pedestrian Circulation Diagram with five- and ten-minute walking distances.





## Bicycle Circulation

Like pedestrian circulation, bicycle use provides a low-impact and convenient option for movement around the campus. Moreover, bicycling is better suited for travel to and from the campus than walking. Typically, a person commuting on a bicycle can travel between three and four miles in a reasonable 20-minute time period. This would suggest that a student, faculty member, or staff person living as far west as Broadway or as far east as Colorado Boulevard could reasonably commute to the campus by bicycle.

- While bicycle rack locations can be a design challenge, to avoid bicycles locked to handrails the University should try to provide racks near main building entrances and major campus destinations (i.e., Ritchie Center, Sturm Hall, Driscoll Center, Penrose Library, Daniels College of Business, University Hall, Olin Hall, and Ammi Hyde). These locations need to be well lit, cleared of snow and ice, and free of abandoned bicycles. Bicycle parking should be designed so that it does not obstruct main building entries.
- The University and City should coordinate on campus bicycle routes with streets and corridors having designated bicycle travel lanes or that are considered safe for bicycle travel.
- Bicycle circulation should be encouraged throughout the campus; however, in the most congested pedestrian areas (i.e., around Driscoll North, Sturm Hall, University Hall, and Mary Reed) cyclists should dismount.
- Campus pedestrian and bicycle routes should be linked directly to the City of Denver's existing or planned routes off-campus.

*Corridors, whether vehicular or pedestrian, are more inviting if they are framed by the landscape or by architecture. To be effective, framing elements need to be of sufficient scale. The Colonnade at Washington and Lee University (right), Newell Drive at the University of Florida (left). District plans need to explore the appropriate design approaches for major corridors along the Promenade, University Boulevard, and High Street, among others.*





Automobile Circulation

For better or worse, society has promoted the continued use of the automobile for personal circulation. Automobile use adversely impacts the environment, and institutions such as DU need to stand out as leaders in the use of more sustainable modes of transportation.

Despite these issues, we need to recognize that many people have developed lifestyles that are dependent on car travel. Subsequent long-term planning documents should develop incremental strategies for reducing automobile use.

Planning principles for future management and use of the automobile on the campus should include:

- Minimizing vehicular traffic within the core pedestrian zones of the campus.
- Helping mitigate congestion on Evans and University Avenues. Traffic entering and exiting the campus should be encouraged to use signalized intersections, and the use of curb cuts directly onto Evans and University should be reduced or eliminated.
- Integrating roadway, transit, pedestrian, bike-way, and parking elements in a logical manner to serve the needs of the campus and minimize impact on the surrounding neighborhoods.
- Strategically designing traffic and circulation on the campus to utilize the existing public

roadway system without creating significant impacts. To accomplish this, the Plan recommends using routes to campus where arterial and collector roadways exist to accommodate higher traffic flows; locating traffic signals to provide direct access to the campus; designing overall connectivity to the roadway network to avoid concentration of impacts; and minimizing campus-related traffic within adjacent neighborhoods.

Public Transportation

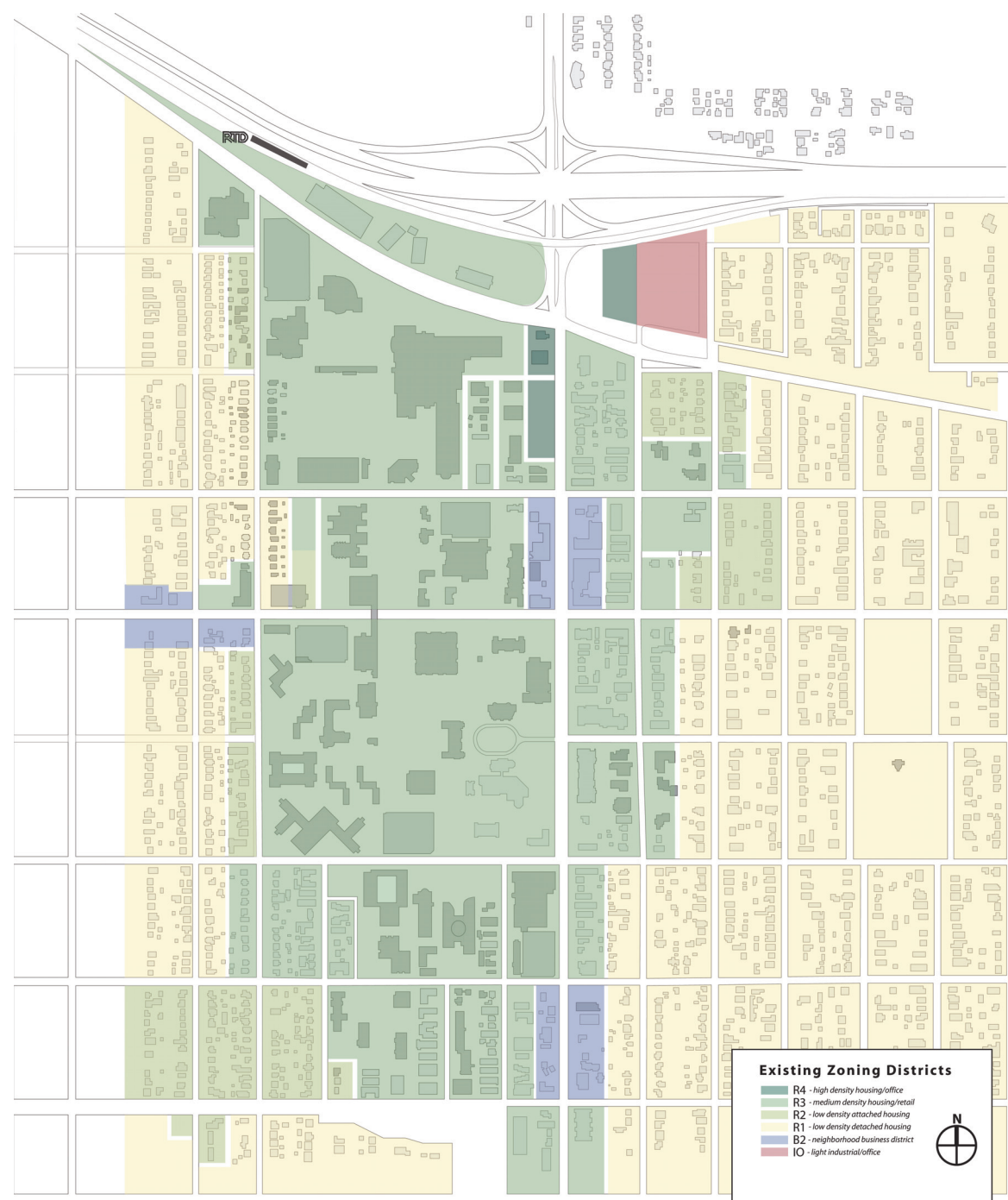
To take full advantage of the benefits offered by the University of Denver Light Rail Station, linkages are being developed for pedestrians, bicyclists, and shuttle bus service to the campus. The following principles should guide development of more detailed implementation strategies in future district planning studies:

- Continue to provide eco-passes for faculty, staff, and students.
- Establish other programs and incentives to increase transit use by faculty, staff, and students.
- Engagement in collaborative planning with RTD on the siting and design of DU’s stations as well as continued review of routes serving the University.



*The Newman Center for the Performing Arts Parking Structure*



*Existing Zoning Districts*

## Zoning and Land Use Regulation

Several modifications in the current zoning regulations are needed to support the strategies outlined in the Land Use Plan. The intent of these changes is to protect the neighborhoods from encroachment of the University; to promote campus development along the edges that provides an effective transition in size and density with buildings in the neighborhoods; to provide the University greater flexibility for development inside the core of the campus; and to allow for redevelopment of the west side of High Street as attached homes/townhouses (higher density than single family residences).

The actual structure and language for the zoning changes will be the responsibility of the City of Denver, but should be developed in collaboration with the University of Denver and other landowners in the area.

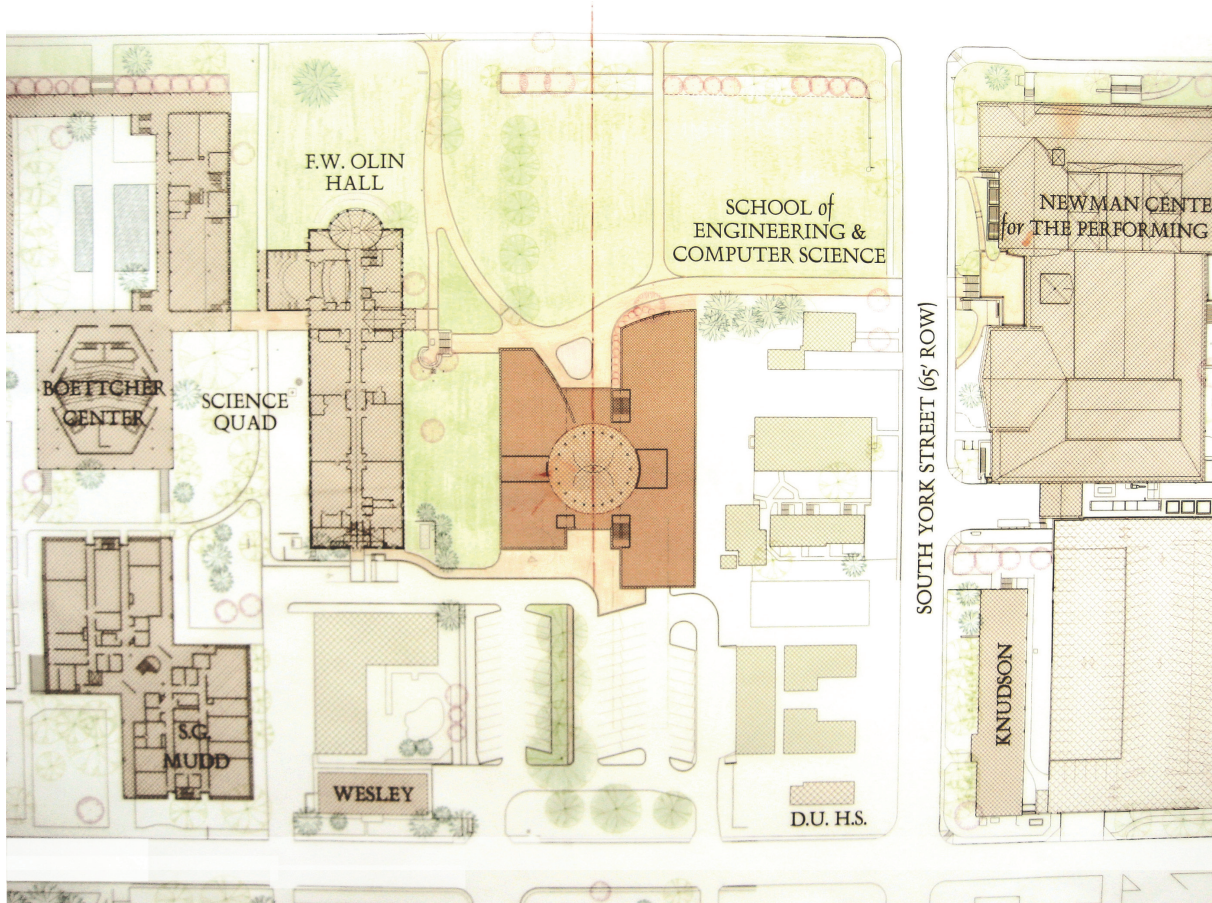
As stated in the 2002 Land Use Plan, the University is working with the city towards rezoning the land on the East side of High Street from R-1 & R-2 to R-3. The portion north of Asbury that includes the Chambers Center was rezoned to R-3 in 2003 and the parking lot near Sturm Hall was rezoned to R-3 in the last few years.

It is possible that the City would want to undertake a more comprehensive set of zoning changes. One example would be to create a “University” zoning designation that would encompass all of DU’s land. Another model would involve creation of a “University Overlay District,” that protects the intent of the present zoning but addresses the special circumstances that relate to University development projects.

DU will need to remain active in discussions with the City on the issue of rezoning. Recommendations for the desired setbacks, building height and density for various areas of the campus are suggested at a conceptual level in the sketches, plans and diagrams in the appendix titled “Design Studies.” As part of future district planning studies, a more definitive set of design and development criteria would be necessary.

Refer to the appendix titled “Existing Zoning Districts” for information on uses permitted in the present zoning ordinance.





*Proposed School of Engineering and Computer Science*



*Rendering of Ruffatto Hall*