1. **Project Background**
   a. Gates
   b. Contamination/Clean Up
   c. Last Rail Stop on First Line
   d. Cherokee Development Plan
      i. Market falls out/TIF clock starts
      ii. Infrastructure necessary to support densities was speed bump
Context

Public sector interest in neighborhood redevelopment, connectivity and public realm, good urbanism

Cost of infrastructure born by private developer, but invest is dependent upon ROI of development

Horizontal developer vs. vertical developer

Developer wants flexibility

Transit agencies want continuity and operational certainty, coordinated timing, accessibility
Keys to Success

Stakeholder / Land Owner Alignment

Neighborhood Support

Financial Investment

Continuous Transit Operations

Customized to this site

Plan based upon economic realities

Physical plan, partnerships, next steps, implementation

Public planning process prior to private development planning
**TOD Principles**

**Connect**
- **Entry Point** – access to the regional economy
- **Last/First Mile** – walk, bike, bus to the station
- **Access to All** – connect to new and existing neighborhoods

**Innovate**
- **Sustainable** – economic, social, environmental
- **Equitable** – opportunities for all
- **Global Economy** – compete on the world stage

**Efficient**
- **Location** – one place for live, work, and play decreases need for regional trips
- **Shared Resources** – reduce cost of infrastructure per household
- **Balance** – jobs and homes nearby reduce travel times and long commutes
- **Active** – promote safety and visual interest
- **Vibrant** – bring together people and activities

**Place**
- **Destination** – public life happens in the streets and open space

**Mix**
- **Choice** – housing, jobs, shopping, transit options
- **Diversity** – mix of incomes and age groups
- **Resilient** – stands up through changing economic conditions

**Shift**
- **Car Free/Car Lite** – becoming non/less car dependent for most trips
- **Public Space** – more room for pedestrians and bikes, less for cars
- **Reduce and Energize** – carbon emissions go down, healthy living goes up
TOD Station Typology

Urban Center rail stations typically serve or are planned to serve as a destination for surrounding neighborhoods with strong transit use and a high level of pedestrian and bicycle activity. Urban Centers have a mix of uses, with mid-to-high-rise multi-family residential integrated with mixed-use commercial buildings. The intended high intensity nature of urban centers positions these stations as regional employment hubs. Buildings front sidewalks with consistent pedestrian entrances and are located within a pattern of regular, smaller blocks and linear streets. Many urban center stations have one or more major land owners.

1. **Shared Structured Parking**
   A majority of parking is typically structured due to the intensity of development and high land values. Urban Centers have a strong mix of complimentary uses, which present opportunities to utilize parking management strategies such as shared and joint parking agreements.

2. **Employment Focus**
   Urban Centers may be regional employment hubs where companies looking for urban amenities and frequent transit service locate. As a result, high density multi-family residential and hotel uses are also found in urban center stations.

3. **Smaller programmed plazas & open spaces**
   High quality urban open space is key to making urban center stations desirable places to live, work, and play. Activating public open spaces helps make TOD areas become a focus point and destination for the community.

4. **Higher Ease of Use Bicycle Infrastructure**
   The high intensity nature of Urban Centers creates the possibility of using high ease of use bicycle infrastructure such as protected bike lanes and cycle tracks to reduce conflicts between multiple modes of travel.

5. **High Frequency Transit**
   Key to facilitating a dense development pattern where one can move about without an automobile is the availability of transit throughout the day. Urban Centers not only have high frequency rail service, but are typically transfer points for multiple high frequency bus lines.

6. **Pedestrian Infrastructure**
   Strong pedestrian access to rail stations from all directions increases the density and activity levels of urban center stations. Infrastructure such as pedestrian bridges that cross over the rail line is typical at urban center stations.
Station Area Plan Outline

Typical Outline

• Plan **Vision** and **Principles**
• Strategy **Framework**
• Recommendations for:
  • Land Use
  • Mobility/Connectivity
  • Urban Design
  • Sustainability/Open Space
• **Transformative** Concepts
• **Implementation** Steps
Station Area Plan Outline

Typical Outline

• Plan **Vision** and **Principles**
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  • Urban Design
  • Sustainability/Open Space
• **Transformative** Concepts
• **Implementation** Steps
Plan Relationship

Comprehensive Plan 2000

Blueprint Denver

Station Area Plan / Small Area Plans

Zoning

General Development Plan
Public Outreach
Work Process.

3 cycles

Client Team Work Sessions → Steering Committee → Technical Working Group → Public Workshop

Land Owners + Consultant Team
Public Workshop 1:
Walking Analysis / Opportunities + Constraints
Public Workshop 3:
Plan Elements | Preferred Frameworks | Transformative Projects

The I-25 and Broadway Station Area Plan creates a Connected, Resilient, Vibrant and Transformative Multi-Modal Hub that reknits the Station Area into the fabric of the City.

A CONNECTED Broadway Station links adjacent neighborhoods to the station and each other.

A RESILIENT Broadway Station exemplifies best practices for urban infill, brownfield redevelopment, green infrastructure, and transit-oriented design.

A VIBRANT Broadway Station is an 18-hour, mixed-use district that is the heart and gathering place for adjacent neighborhoods and a regional destination.

A Transformative MULTI-MODAL HUB integrates all modes of transportation safely and efficiently.

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Reknit the Urban Fabric
Improve Walkability and Bikeability
Create A Network of Parks and Open Spaces

Promote Economic Resiliency
Encourage Environmental Sustainability
Enhance Social Sustainability

Promote Urban Center Densities
Incorporate High-Quality Urban Design
Create A New & Distinct District

Provide Convenient & Accessible Transit
Promote Alternative Transportation
Enhance Regional Connectivity

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TRANSFORMATIVE PROJECTS

Mississippi Improvements
Vanderbilt Parks East & West
Exposition Avenue (West of CML)
I-25 Underpass Improvements

Broadway Station Plaza
Signature Silo
Exposition Avenue (East of CML)
East/West Corridor
Context + Understanding
Station Area

- Alameda
- Mississippi
- Evans
- Federal
- Santa Fe
- Broadway
- Downing
- I-25

N
registered neighborhood organizations
max heights
Recommendations
+
Transformative Projects
A RESILIENT Broadway Station exemplifies best practices for urban infill, brownfield redevelopment and transit oriented design.

A RESILIENT I-25 and Broadway Station is envisioned as a dense, mixed-use, transit oriented community. Redevelopment of this Station Area should establish a local and national precedent for the transformation of former industrial property into a sustainable urban development of the future.

This Plan provides recommendations intended to guide urban infill redevelopment and transit-oriented design by promoting economic resiliency, environmental sustainability and social sustainability for the Station Area.

RECOMMENDATIONS

1. Promote Economic Resiliency
   1.1 Expand office employment opportunities.
   1.2 Continue to support industrial land uses.
   1.3 Address the need for commercial services.
   1.4 Create strategic public/private partnerships to reach common goals.
   1.5 Actively recruit new and innovative businesses.
   1.6 Create a framework that is phaseable.

2. Encourage Environmental Sustainability
   2.1 Promote alternative transportation and mass transit.
   2.2 Promote green building and site design.
   2.3 Explore alternative energy sources.
   2.4 Mitigate noise and air pollution impacts of I-25.
   2.5 Utilize sustainable stormwater management practices.

3. Enhance Social Sustainability
   3.1 Provide a range of housing options.
   3.2 Increase access to housing.
   3.3 Increase access to jobs.
   3.4 Strengthen outreach on development projects.
   3.5 Empower RNO’s to champion improvements near the station.
   3.6 Create healthy communities.
A VIBRANT Broadway Station is an 18-hour, mixed-use district that is the heart and gathering place for adjacent neighborhoods as well as a regional destination.

I-25 and Broadway Station is poised to become a new epicenter of culture and activity in the City and Region. The Station Area Plan identifies strategies and recommendations to create an 18-hour mixed-use district that will become the heart and gathering place for the surrounding neighborhoods and a regional destination. This plan moves the station beyond its current utilitarian function of a transfer station to a vibrant new urban center along the already lively South Broadway corridor. It should be redeveloped as an exemplary urban, transit-oriented community that elevates urban and architectural excellence in Denver and nationwide, while respecting the history, culture and needs of the existing community.

RECOMMENDATIONS

1. Promote Urban Center Densities
   1.1 Encourage a variety of uses to activate the Station Area.
   1.2 Incorporate higher densities near the station.

2. Incorporate High-Quality Urban Design
   2.1 Shape urban form to create a human scale environment.
   2.2 Design public realm for pedestrians.
   2.3 Design architecture that is authentic to the time and place.

3. Create A New and Distinct District
   3.1 Create a sense of place.
   3.2 Create a unique identity within the City and Region.
RECOMMENDATIONS

1. Provide Convenient and Accessible Transit
   1.1 Improve transit interface.
   1.2 Enhance first/last mile connectivity.

2. Promote Alternative Transportation
   2.1 Improve the pedestrian environment.
   2.2 Improve bicycle connections.
   2.3 Plan for a variety of transportation options.

3. Enhance Regional Connectivity
   3.1 Improve multi-modal connectivity.
   3.2 Mitigate the impacts of the I-25 and Broadway Interchange Reconstruction Project
   3.3 Create a parking management strategy.

A Transformative Multi-Modal Hub integrates all modes of transportation seamlessly and efficiently.

I-25 and Broadway Station is Denver’s second most important multi-modal transit hub after Union Station, linking five light rail and five RTD bus routes with an average of 7,500 people accessing the station daily during the week. As Denver grows and matures, so too should Denver’s transit stations. Although located in an urban environment, the station currently operates as a commuter park & ride station. In addition, the surrounding vacant land creates a void in the city fabric that disconnects the neighborhood from surrounding neighborhoods. This plan envisions I-25 and Broadway Station transforming into an urban multi-modal TOD, creating a center for the community and a ‘place’ within the city.

The multi-modal network in the proximity to this station must be inclusive and inviting for all modes of transportation. The success of light rail transit, coupled with the desire to improve and accommodate bicycle and pedestrian activity and link between these modes, makes redeveloping this I-25 and Broadway Station Area an incredible opportunity for local and regional success.

I-25 and Broadway Station Area Plan | PRINCIPLES
STREET FRAMEWORK
Connect the Station Area to the existing city grid.

OPEN SPACE FRAMEWORK
Establishes a network of existing and future parks and open spaces connected to the neighborhoods, one another, and the Station.

PEDESTRIAN AND BICYCLE FRAMEWORK
Recommends primary and secondary pedestrian and bicycle connections.

LAND USE FRAMEWORK
Blueprint Denver identifies 14th and Broadway Station as an Area of Change and recommends TOD Mixed Use in the vicinity of the station. The land use framework further Blueprint Denver's concepts by recommending a sub-set of TOD land uses based upon market analysis, physical site characteristics, and input from property owners and the community.
Transformative Projects

PROJECT KEY & LOCATIONS

1. Mississippi Avenue
   1A. South Broadway to Santa Fe Drive
   1B. Mississippi Ave Bridge
   1C. Lipan to Platte River Drive
2. Exposition Avenue (west of CML)
3. I-25 Overpass
4. Exposition Avenue (east of CML)
5. Vanderbilt Park
   5A. Vanderbilt Park East (VPE)
   5B. Vanderbilt Park West (VPW)
6. Urban Plazas
   6A. Transit Plaza
   6B. Civic Plaza
7. Signature Shared-Use Street
8. East/West Connectivity
   8A. Pedestrian Bridge over CML
   8B. Multi-Modal South Platte River Bridge
   8C. Signature Pedestrian/Bike Bridge
Explore opportunities to create a more human-scale and active environment that is safe and welcoming to pedestrians and cyclists in order to facilitate non-automotive trips to and from the station from the north.

- Incorporate pedestrian-scale paving materials, lighting, benches and amenities.
- Incorporate art and dramatic lighting elements under the I-25 overpass to activate the space.
- Create a safe and comfortable connection between Alameda Station and I-25 and Broadway Station along the LRT ROW.
- Explore the possibility to incorporate free or low-cost retail space below the overpass to activate the space and provide “eyes on the street.” These spaces could be included in the ground floor of a future parking structure or as unique free-standing art studios or small food vendors such as a coffee, produce, flower or sandwich stands.
- Encourage a bicycle repair shop, bicycle parking, and bicycle facility to locate below the overpass.
- Locate bicycle storage facilities below the overpass to minimize bicycle activity immediately adjacent to the station.
- Explore the opportunity to relocate RTD bus drop-off areas under the overpass in order to create a pedestrian-friendly environment adjacent to the station.
- Consider incorporating an architectural canopy over bus drop-off area to create a more comfortable and inviting environment.
- Install signage and wayfinding elements congruent with the overall Broadway Station aesthetics and RTD graphic standard to link overpass improvements with the transit plaza.

A pedestrian friendly, human-scale environment under an overpass designed to activate the space.

Locate bicycle repair shop or retail uses below overpass to activate the space.

Utilize art and lighting to create a safe and interesting environment.

Existing conditions under the I-25 overpass.
8A: Pedestrian Bridge over CML

The I-25 and Broadway Station is currently only accessible from the east. Along its west side lies the CML, one of the major freight rail access corridors into the City, which imposes a major barrier. The creation of a pedestrian connection from the station to the west will greatly expand station accessibility to future development and neighborhoods west of the CML.

- Locate a pedestrian bridge along the Kentucky alignment.
- Create fully accessible bridges that include staircases, elevators and bike troughs.
- Provide a safe and comfortable pedestrian experience and an intuitive bicycle experience.
- Incorporate seating and viewing areas to take advantage of mountain and city views.
- Explore the opportunity for a signature architectural element that creates an identity for the station and the connection.
- Connect with multi-modal bridge facilities over the South Platte River (see 8B).
- Design the pedestrian bridge in a manner that does not preclude the possibility for a future pedestrian/bicycle bridge from the west.

Examples of simple, elegant pedestrian bridge.

Pedestrian bridge designed as linear park.

Bicycle trough at staircases.

8B: Multimodal Bridge over South Platte River

The west side of the former Gates property is isolated and difficult to get to via automobile. This Plan identifies the Core Station Area as an ideal site for office development in proximity to the train station. However, all office development will expect a certain level of automobile accessibility. In order to capitalize on the opportunity to create a mixed-use "Mid-Town", a new multi-modal bridge should be constructed over the South Platte River, at the Kentucky Avenue alignment, to connect S. Platte River Drive to Santa Fe Drive east of the former Gates property.

- Evaluate pedestrian prioritization of signals at the intersections at Santa Fe and S. Platte River Drive. Provide ample crossing time for all users.
- Provide a safe and comfortable pedestrian and bicycle facility that is physically separated from traffic.
- Provide a connection to the S. Platte River Trail.
- Explore the opportunity for an architectural bridge element that creates an identity and address for future development as well as I-25 and Broadway Station.
- Connect the pedestrian and bicycle facility to Vanderbilt Park East and West.

With the very heavy southbound traffic volume, consider a limited “three-quarter” movement type of intersection at S. Platte River Drive that would limit westbound to southbound left-turns. The southbound traffic signal at this intersection could remain "GREEN" until called upon for a pedestrian or bicycle crossing the intersection. Additional study should be completed to fully understand the directional traffic demand that would utilize this new intersection so a least-impact approach can be better developed to maximize safety and enhance, or at least not impact, current traffic operations further.

5C: Signature Pedestrian and Bicycle Bridge

Asthma Park and Ruby Hill lack an easy or comfortable connection to the station. While on-street bicycle facilities are proposed as near-term solutions, the adjacent neighborhoods and the bicycle community strongly desires a high ease of use bicycle bridge that connects bicycle facilities on the east and west sides of the CML and light rail tracks.

- Explore the possibility for a dedicated, grade-separated bicycle and pedestrian bridge that connects Vanderbilt Park West, Vanderbilt Park East and the transit station. Pedestrian bridges over the CML should be designed to reduce the number of bicycle crossings.
- Due to the height of the bridge necessary over the CML, initial planning at the RTD Station should investigate potential ramp locations so they may be incorporated at a future date.
- A Next Steps Study should be performed to evaluate regional bicycle and pedestrian connectivity.
A signature, pedestrian priority “Shared-Use Street” is envisioned parallel to S. Broadway between Kentucky and Mississippi Avenues. The intent is to create a retail and commercial destination unique to Denver and the region. This street is envisioned as an urban promenade that prioritizes pedestrian and bicyclists over vehicular traffic.

- Incorporate a wide right-of-way to allow ample space for pedestrian amenity zones and accessibility for all ages and mobility levels while minimizing space dedicated to vehicular movements.
- Design streets for low vehicle volumes and speed and a high level of pedestrian and bicycle comfort.
- Consider the use of permeable pavers or water quality planters as a means of treating stormwater run-off and showcasing sustainable design.
- Utilize quality paving materials, durable pedestrian lighting and furnishings to ensure longevity.
- Utilize upper story building step-backs to create a more pedestrian-scale streetscape and allow for ample solar access to the street level.
- Front the “Shared-Use Street” with retail and commercial uses.
- Encourage sidewalk cafes and outdoor retail areas.
- Consider unique lighting strategies to create a special identity.
- Utilize hardy shade trees to provide relief from summer heat.
- Consider the use of stoops, porches or outdoor patios to create a buffer between public and private space if ground floor residences front the street.
- Extend the sense of place created by the character of the “Shared-Use Street” through identifiable design elements, color palettes and materiality along Tennessee Avenue and Hoye Place to help activate S. Broadway and announce the District.
- Create a clear, intuitive, pedestrian and bicycle connection to the Mississippi Avenue Underpass at the southern end of proposed “Shared Use Street”.
- Maintain pedestrian and bicycle connections to Broadway Station transit and civic plazas from the “Signature Shared-Use Street”.
- Locate signature architectural elements at the Tennessee/Broadway intersection to create a gateway and announce the District.
Urban plazas will create a heart for the I-25 and Broadway Station development. A variety of uses should be located in the adjacent building to activate the plazas throughout the day and evening. The plazas should be designed in tandem to promote intuitive and safe movement and minimize conflicts between pedestrians, bicycles, vehicles, and buses. High-quality design and water quality management practices should be incorporated in each plaza.

6.5. Transit Plaza

The station platform and the surrounding area are the first impression of I-25 and Broadway Station when passengers arrive by train. A transit plaza that is welcoming and creates an immediate address and identity for I-25 and Broadway Station should be located adjacent to the train platforms. This plaza will serve as a transfer zone between multiple modes of transportation and should be designed to accommodate high levels of pedestrian activity.

- Provide a direct and primary connection to pedestrian bridge over the CML.
- Create a plaza with high visibility to and from its surroundings to create a safe and active environment.
- Utilize quality paving materials, pedestrian lighting and furnishings to ensure longevity.
- Incorporate shade trees or shade structures to provide relief from summer heat.
- Control bicycle traffic through the plaza by creating a designated bicycle track and locating bike parking facilities at the periphery of the plaza or under the I-25 overpass.
- Consider incorporating art or a special canopy design to create a unique identity for I-25 and Broadway Station.

6.6. Civic Plaza

I-25 and Broadway Station is envisioned as a new center and gathering place for the surrounding neighborhoods. As such, a new civic plaza should be centrally located that will serve as the ‘heart’ of the future community and existing neighborhoods. The civic plaza should be designed to accommodate a variety of public events and community gatherings which may include movie nights, farmers markets, art/craft fairs, local concerts and food festivals.

- The plaza scale and proportion should be thoughtfully designed to function for day-to-day use as well as programmed events.
- Incorporate quality paving materials, durable pedestrian lighting and furnishings to ensure longevity.
- Utilize quality paving materials, durable pedestrian lighting and furnishings to ensure longevity.
- Explore the feasibility of a signature shade structure for public gathering and events.
- Coordinate plaza and adjacent building design to ensure adequate solar access is maintained at the ground level during winter months.
- Avoid creating blind spots that are not easily policed via public visibility.

Existing I-25 and Broadway Station Platform

Potential Transit Plaza

Character image of potential Community Plaza

Lighting creates welcoming and safe environment at night.

Existing I-25 and Broadway Station parking lot

Pedestrian scale design.
KEY TAKEAWAYS
End
street & block
structure
This plan establishes a long-range vision and guiding principles for the development and future of the I-25 and Broadway Station Area. Community members, stakeholders, city agencies and consultants comprised of planners, urban designers, civic engineers, transportation engineers, and market experts worked together to establish a vision for a Connected, Resilient, Vibrant and Transformative Multi-Modal Hub that knits the Station Area into the fabric of the City.

This plan provides City-adopted policy direction to guide decision-making related to development opportunities, transportation, partnerships, and public investment for the area.

As with the Comprehensive Plan and its supplements, these Station Area Plan recommendations provide guidance. This plan is not intended to, and does not, rezone any property, render any existing uses non-conforming, or pre-dispose the outcome of any permitting processes related to properties within the planning boundary. Future implementation actions such as zoning or text amendments, capital improvements and public-private partnerships require specific actions on the part of the City, property owners and stakeholders.

**How to Use This Plan:** The Plan is organized into the following sections:

1. **VISION FOR I-25 & BROADWAY**
   The Plan on a Page introduces the Vision and Principles and Transformative Projects.

2. **FRAMEWORK OVERVIEW**
   The framework overview provides a brief summary of key urban design frameworks in order to establish context.

3. **PRINCIPLES**
   Principles and overall recommendations were developed with the community and stakeholders. They establish an overarching direction for the future Station Area and are used to evaluate recommendations.

4. **RECOMMENDATIONS**
   A series of recommendations, framework diagrams and precedent imagery support each Principle.

5. **TRANSFORMATIVE PROJECTS**
   These are specific projects that are seen as essential to achieving the vision of the Station Area Plan.

   - **Sidebar:** Identifies which Principles and Recommendations are addressed by the Transformative Project
   - **Character Imagery:** Illustrative diagrams, plans and/or sections
   - **Illustrative Imagery:** Principles and/or recommendations

   Key recommendations accompanied by which section of the SAP provides more information (e.g. FIGURED 1.1A)
Mississippi Avenue is the only continuous east/west connection within the Station Area linking Athmar Park and Ruby Hill neighborhoods with South Broadway. It provides a significant vehicular connection across the CML and South Platte River and intersects with S. Platte River and Santa Fe Drives. However, the existing pedestrian experience along Mississippi Avenue is extremely poor; sidewalks are often located immediately adjacent to vehicular lanes and it lacks shade trees. Intersections are wide and lack sufficient crossing times, and bicycle facilities are virtually non-existent.

Mississippi Avenue should be re-imagined as a multi-modal corridor designed for all modes of transportation and providing a safe pedestrian and bicycle connection between S. Broadway and neighborhoods to the west.

A safe, wide multi-use path connection currently exists under the CML along the northern edge of Mississippi Avenue. Since this location is unlikely to change, Mississippi Avenue should be studied to create a high ease of use bicycle facility along the northern edge from Lipan Street to S. Broadway. This should include a new S. Platte River Trail connection at the northeast corner of Mississippi and S. Platte River Drive.

1A. Mississippi from S. Broadway to Santa Fe Drive.
- Create a continuous multi-use path connection from S. Broadway to Santa Fe.
- Remove the westbound “slip-ramp” from S. Barnock Street Bridge to allow for a continuous connection from the underpass to Santa Fe.
- Enhance lighting under the existing Mississippi underpass.
- Explore the opportunity to secure local art funding or community block grants to fund a community art project along the underpass.
1B. Mississippi Bridge:
A wide sidewalk and access to the S. Platte River Trail currently exists on the south side of the Mississippi Bridge. The bridge should be studied to create a wide bicycle and pedestrian connection on the north side of the bridge to align with the existing multi-use path under the CML.

- Explore the feasibility of attaching a new bicycle and pedestrian bridge on the north side of the existing vehicular bridge across the South Platte River.
- Explore the feasibility of shifting the existing curbs to the south to create a wider sidewalk on the north side of the bridge.
- Enhance the Santa Fe Drive pedestrian crossings with high visibility treatments.
- Explore the feasibility of adding a S. Platter River Trail connection from the north side of the bridge.

1C. Mississippi Avenue between Lipan Street & S. Platte River Drive:

- Explore the possibility of creating a wide multi-use path from back of curb to property line along the northern edge of Mississippi Avenue.
- Work with property owners to eliminate unnecessary curb cuts on Mississippi Avenue to minimize potential bicycle/vehicular conflict areas.
- Work with property owners to obtain extra right-of-way as required to create a minimum 10' wide multi-use path.

Additional detailed traffic analysis should be completed to further test and validate the proposed improvements. Ongoing traffic analysis will be needed to reflect decisions made relating to other key connections, including a new vehicular bridge over the South Platte River at the Kentucky alignment and the Tennessee Avenue connection across the CML.
Study the feasibility of creating a new pedestrian, bicycle and vehicular connection from the Athmar Park Neighborhood to Vanderbilt Park West along the West Exposition Avenue alignment.

- Explore creative street design that can accommodate bicycles, pedestrians and vehicles on narrow R.O.W. City GIS data depicts an existing, un-utilized right-of-way between S. Lipan and S. Jason Street along the West Exposition Avenue alignment.
- Work with existing property owners to extend West Exposition Avenue to Huron Street to create a continuous bicycle, pedestrian and possibly vehicular access from Athmar Park Neighborhood to Vanderbilt Park West.
- Explore the feasibility of creating a safe, at-grade crossing at the existing BNSF railroad spur between S. Lipan Street and S. Jason Street.
- Consider a bicycle and pedestrian connection, at a minimum, if a vehicular connection is not feasible.
Transformative Project: Exposition Avenue (West of CML)

Jason Street to S. Platte River Trail

- Option 1: Create a multi-use trail connection along the east side of Jason Street to connect to Johnson Habitat Park.
- Option 2: Work with property owner to create multi-use path connection between existing parking lot and northern property boundary.
Future improvements to S. Broadway will influence the design of the multi-modal entrance to the Station Area. Current studies are underway or planned to explore opportunities for a dedicated mass transit circulator and a protected bicycle facility between Civic Center Station and I-25 and Broadway Station. Exposition Avenue will become a primary vehicular ingress to the station from northbound I-25 via Lincoln Street, and a primary vehicle egress from the station to southbound I-25 via S. Broadway, when the I-25 and Broadway interchange project is completed.

Exposition Avenue should become a multi-modal gateway to the station, connecting activity centers along Broadway to rail transit via foot, bike, car, and bus. This project should be coordinated with design of the new north/south Bannock Street through the RTD property and planned Broadway improvements.

**Bicycle and Pedestrian**
- Establish W. Exposition Avenue as the primary bicycle network connection between the Station Area and the future Broadway/Lincoln bicycle facility.
- Separate the Exposition bicycle facility from vehicular traffic; explore options for a dedicated two-way protected bike lane or shared multi-use path.
- Extend the Exposition bicycle facility south along the east edge of the new ‘Bannock Street’ and connect to the ‘Signature Shared-Use Street’ south of Kentucky Avenue.
- Allow for possible sidewalk widening to accommodate for future multi-use path connection to Lincoln Avenue and the West Washington Park neighborhood.
- Explore opportunities to make East Exposition a designated bicycle route, providing a direct link to Washington Park.
- Incorporate enhanced crosswalks and adequately timed pedestrian crossings.

**Vehicles**
- Take into account RTD parking requirements and potential locations when designing the Exposition Avenue Extension.
- Design the S. Broadway/Exposition intersection as an urban intersection and avoid free southbound, right turn vehicular movements.

**Overall**
- Work with RTD, City and County of Denver Public Works and property owners to design a multi-modal entry that will benefit the overall Station Area. Design a phased build-out strategy to allow existing businesses to continue to function in the near term.
- Investigate if the existing school zone along Exposition (Lincoln Elementary) should be improved.

**Exposition Improvement: Phase 1**
A phased approach could allow for a near term high ease of use bicycle and pedestrian connection along the south side of W. Exposition while accommodating three lanes of traffic.

**Exposition Improvement: Phase 2**
As the area redevelops over time, the northern side of Exposition can be expanded to allow for a potential dedicated rubber-tire or fixed rail circulator connection to the station and a comfortable pedestrian zone. Further study is needed to examine these recommendations.
Transformative Project: Vanderbilt Park

5A: Vanderbilt Park East (VPE)

Vanderbilt Park East (VPE) isn’t currently an accessible or usable park space. This park should be designed and built simultaneously with adjacent private redevelopment to provide a near-term amenity for residents and employees. Envisioned as a more urban, formal open space, this park should be designed to support employees, residents and transit riders.

- Create intimate, smaller, shady places for lunch breaks and small group gatherings or meetings.
- Incorporate a large, flexible open area capable of being programmed for office events during the day, and large community gatherings or informal, social sport leagues during the evenings and weekends.
- Provide a mix of sun and shade areas to promote year long use.
- Provide a direct connection between the future pedestrian bridge over the CWR and South Platte River.
- Consider well designed and landscaped water quality areas that provide a visual amenity may be incorporated into the park.
- Locate active uses at edges of the park where feasible to provide “eyes on the park”.

Well designed water quality areas integrated into park design

Urban park space with shade and seating

5B: Vanderbilt Park West (VPW)

Vanderbilt Park West (VPW) is a true “diamond in the rough” boasting two lighted and well-groomed baseball diamonds, a lake, and views to Downtown Denver. However, it is currently isolated from the City by industrial uses to the west and the Santa Fe Couplet. To the east VPW should be upgraded to include more useable open space, both passive and informal, that capitalize on the lake and Downtown views in order to attract neighborhood users.

- Incorporate a multi-use trail through the park that connects the new bridge over the South Platte River to the S. Platte River Trail connection at Johnson B. Habitist Park and future neighborhood connections.
- Consider relocating the existing parking lot along the Santa Fe couplet edge. This will allow for a more contiguous and comfortable park space near the new Johnson B. Habitat park, while locating parking closer to the bleachers.
- Locate any future additional parking near the Santa Fe couplet since this is the least desirable location for a park space.
- Thin out vegetation around Vanderbilt Lake to provide a visual connection to the water. Consider the use of low growing, riparian vegetation to establish wildlife habitat along the water’s edge.
- Consider adding boardwalks adjacent to and over Vanderbilt Lake to provide a unique experience near the water, while maintaining physical separation.
- Allow for park-related commercial uses in this location to activate the park.
- Create a landscape buffer that may include an earthen berm and vegetation along S. Platte River Drive to minimize visual and audible impacts on the park.
- Explore the possibility of locating a dog park in VPW.

Lake with natural edges and boardwalks

Dog park