



I-25 & Broadway

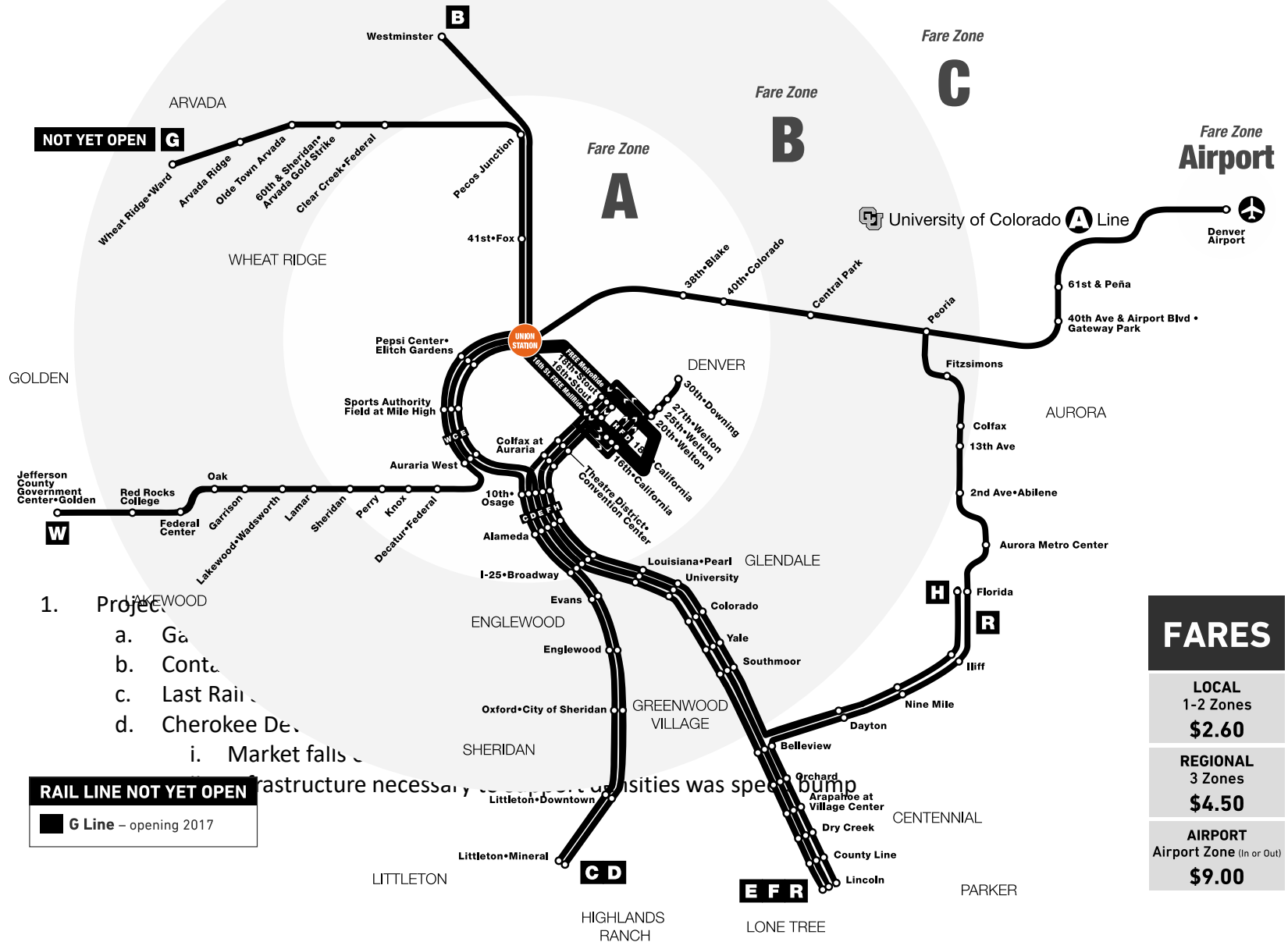
Station Area Plan



DENVER
THE MILE HIGH CITY

CIVITAS





- a. Gasoline
- b. Contaminated water
- c. Last Rain
- d. Cherokee Deers
- i. Market falls

G Line – opening 2017



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

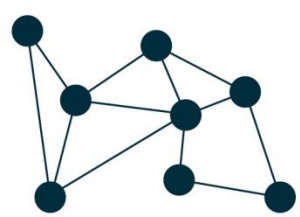
Physical plan, partnerships, next steps, implementation

Public planning process prior to private development planning

TOD Principles

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



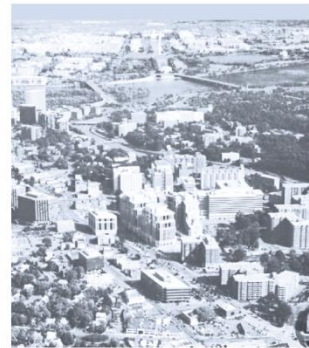
efficient



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



place



Active – promote safety and visual interest

Vibrant – bring together people and activities

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



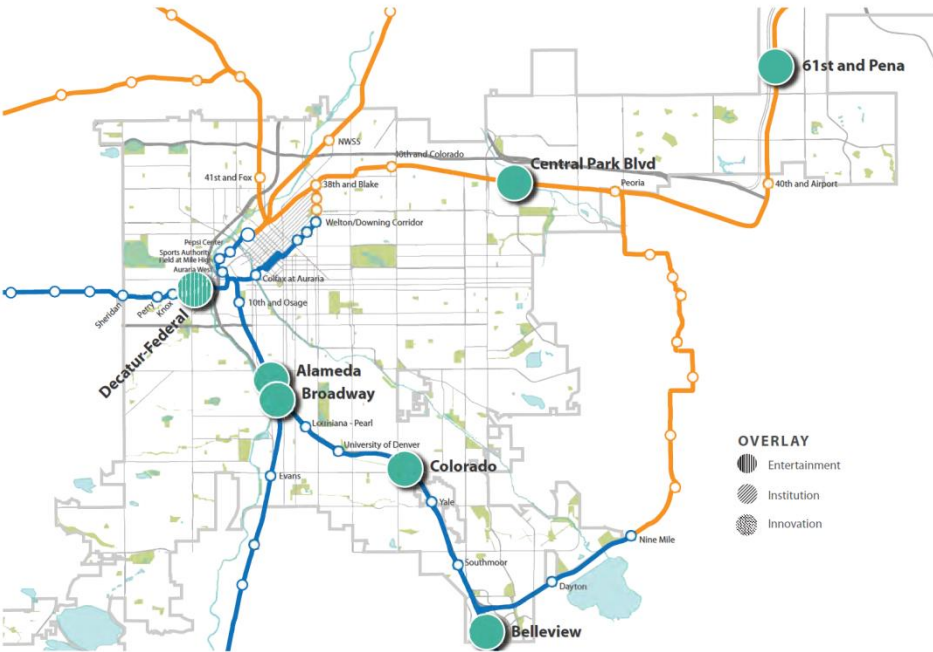
Car Free/Car Lite – becoming non/less car dependant for most trips

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 mixed use with both residential and commercial, high pedestrian activity, multi modal transportation



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.

Land Use Mix	Street and Block Pattern	Building Placement	Building Height	Mobility
Strong mix of uses	Regular, smaller blocks	Buildings built to sidewalk or very shallow setbacks	Consistent Mid to High-rise Residential, Mixed-Use, and Commercial structures;	Strong Transit Use
Mid-High rise	Regular pattern of ped/vehicle connections	Consistent orientation	Maximum height at the core is typically 20 stories with transitions	High level of Ped/Bike Use
Multi-family	Linear streets	Parking at rear/side or structured		
Mixed-use Commercial	Mostly alleys			
Destination for surrounding neighborhoods				
Potential Job Center				



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

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Plan Relationship

Comprehensive Plan 2000

Blueprint Denver

Station Area Plan / Small Area Plans

Zoning

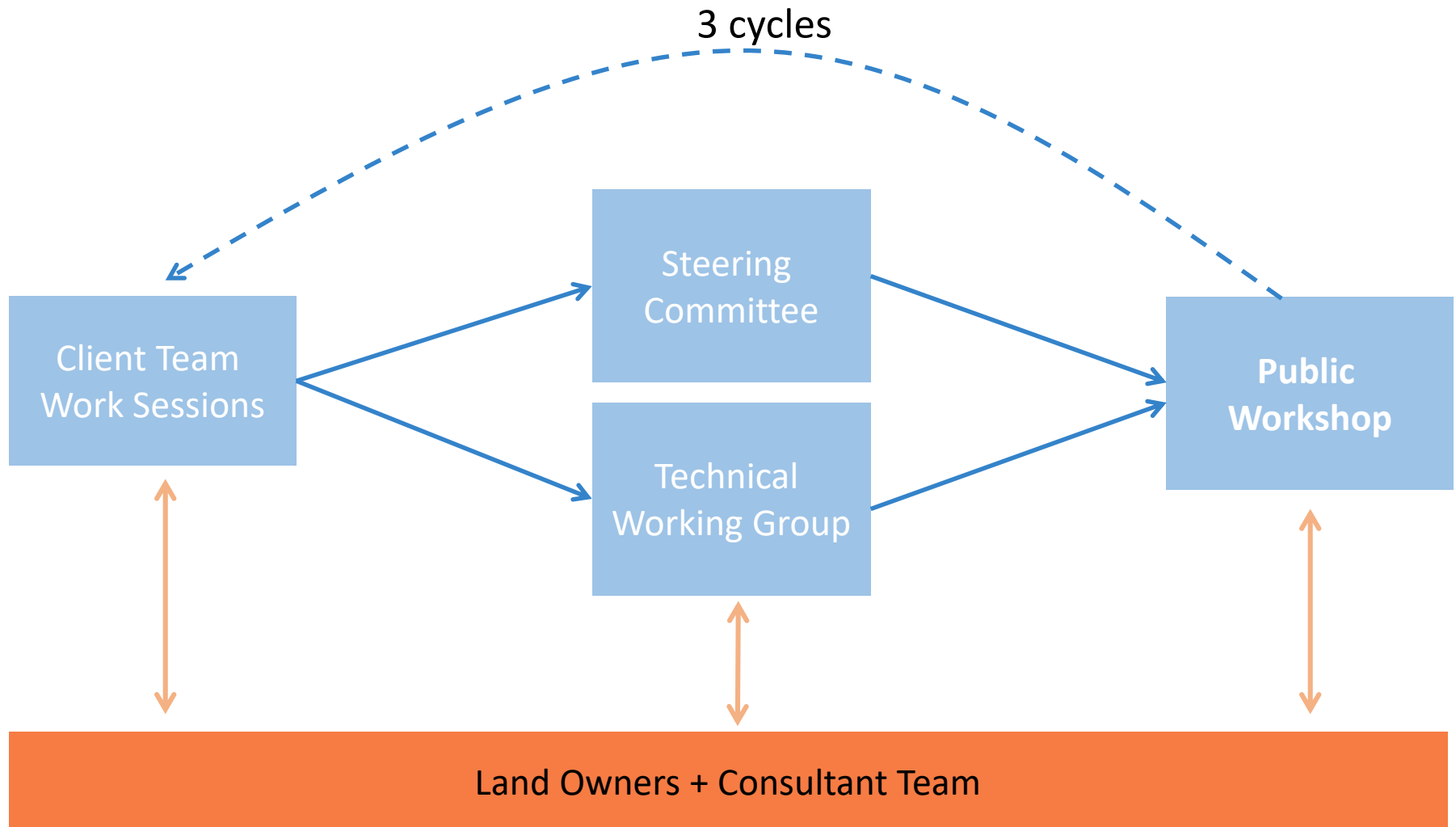
General Development Plan



Public Outreach



Work Process.





Public Workshop 1:

Walking Analysis / Opportunities + Constraints





Public Workshop 2:

Vision | Principles | Framework Concepts

VISION AND PRINCIPLES

A **CONNECTED** Gateway Station links neighborhoods in the city and each other.

- Regional transit hub
- Consideration of diverse modes
- Revitalize historic street spaces
- Foster growth in business

A **RESILIENT** Gateway Station exemplifies best practices for urban transit, knowledge, redevelopment, and transit-oriented design.

- High-quality transit
- Low-carbon transit
- Low-carbon transit
- Low-carbon transit

A **TRANSFORMATIVE MULTI-MODAL HUB** that integrates all modes of the regional and local transit systems.

- Sustainable transit
- Sustainable transit
- Sustainable transit
- Sustainable transit

A **VIBRANT** Gateway Station is an 18-hour, multi-use district that is the heart and gathering place for adjacent neighborhoods as well as a regional destination.

- Urban transit
- Urban transit
- Urban transit
- Urban transit

NEIGHBORHOOD FRAMEWORK DIAGRAMS

NEIGHBORHOOD OPENSPACE FRAMEWORK



Connect to neighborhood parks and open space network

NEIGHBORHOOD BICYCLE FRAMEWORK



Connect to neighborhood and regional bicycle network

WALKABLE



Connect to neighborhood and regional walkable network

EXISTING



Connect to neighborhood and regional existing network

FUTURE



Connect to neighborhood and regional future network

BRESHED



Connect to neighborhood and regional breshed network

PROPOSED FRAMEWORKS

STREET NETWORK



PROPOSED STREET NETWORK RECOMMENDATIONS

1. Connect West Gateway Station to downtown
2. Connect West Gateway Station to downtown
3. Connect West Gateway Station to downtown
4. Connect West Gateway Station to downtown
5. Connect West Gateway Station to downtown
6. Connect West Gateway Station to downtown
7. Connect West Gateway Station to downtown
8. Connect West Gateway Station to downtown
9. Connect West Gateway Station to downtown
10. Connect West Gateway Station to downtown

OPENSPACE NETWORK



PROPOSED OPEN SPACE RECOMMENDATIONS

1. Connect West Gateway Station to downtown
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BICYCLE NETWORK



PROPOSED BICYCLE NETWORK RECOMMENDATIONS

1. Connect West Gateway Station to downtown
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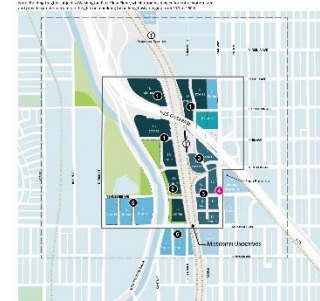
CONCEPTUAL LAND USE



CONCEPTUAL LAND USE RECOMMENDATIONS

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BUILDING HEIGHTS



BUILDING HEIGHT RECOMMENDATIONS

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10. Connect West Gateway Station to downtown



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.

Reknit the Urban Fabric

Improve Walkability and Bikeability

Create A Network of Parks and Open Spaces



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

Promote Economic Resiliency

Encourage Environmental Sustainability

Enhance Social Sustainability



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.

Promote Urban Center Densities

Incorporate High-Quality Urban Design

Create A New & Distinct District



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

Provide Convenient & Accessible Transit

Promote Alternative Transportation

Enhance Regional Connectivity

TRANSFORMATIVE PROJECTS



Mississippi Improvements



Exposition Avenue (West of CML)



Broadway Station Plaza



Exposition Avenue (East of CML)



Vanderbilt Parks East & West



I-25 Underpass Improvements



Signature Shared Use Street



East/West Connections



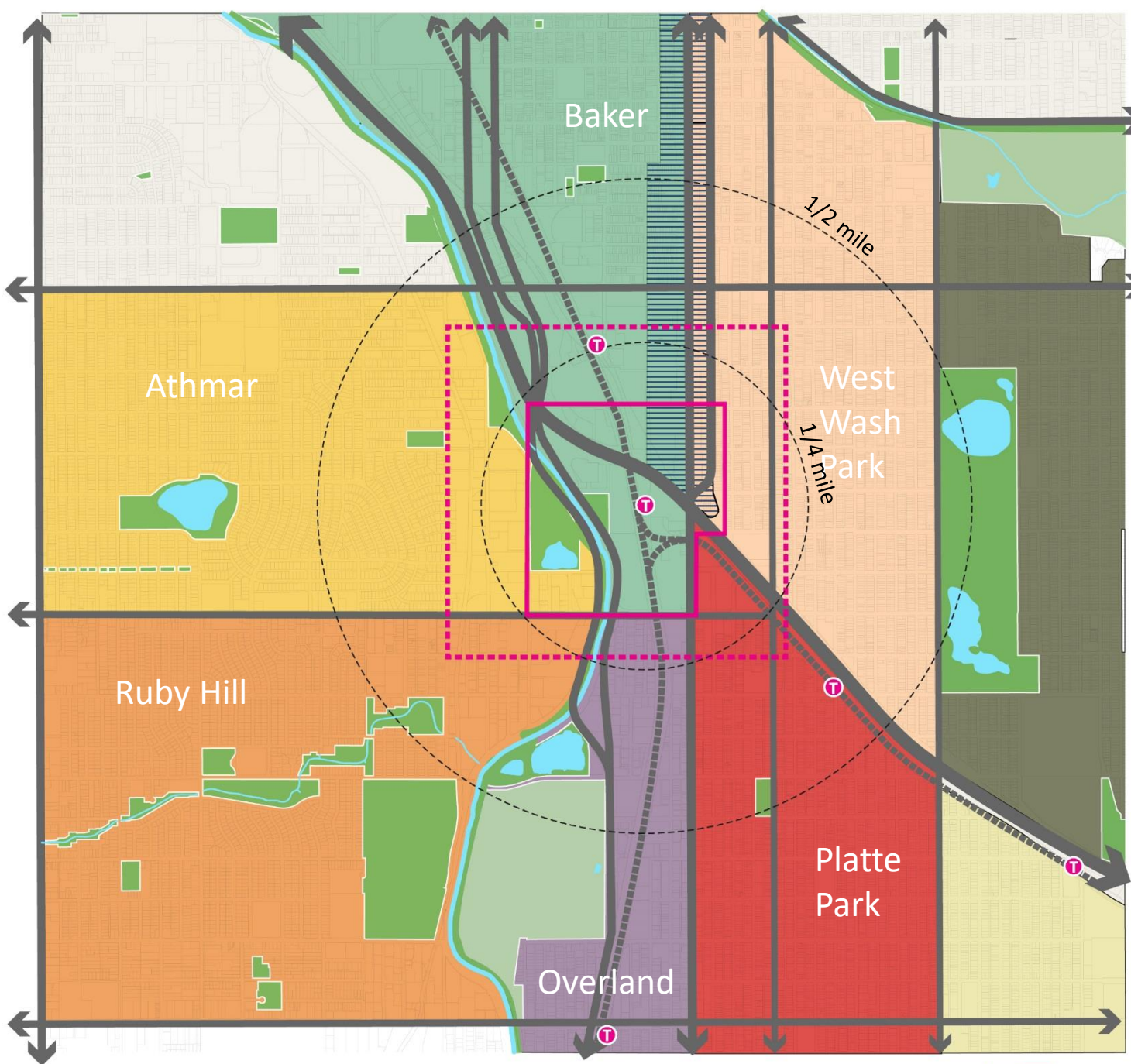
Context + Understanding

Station Area

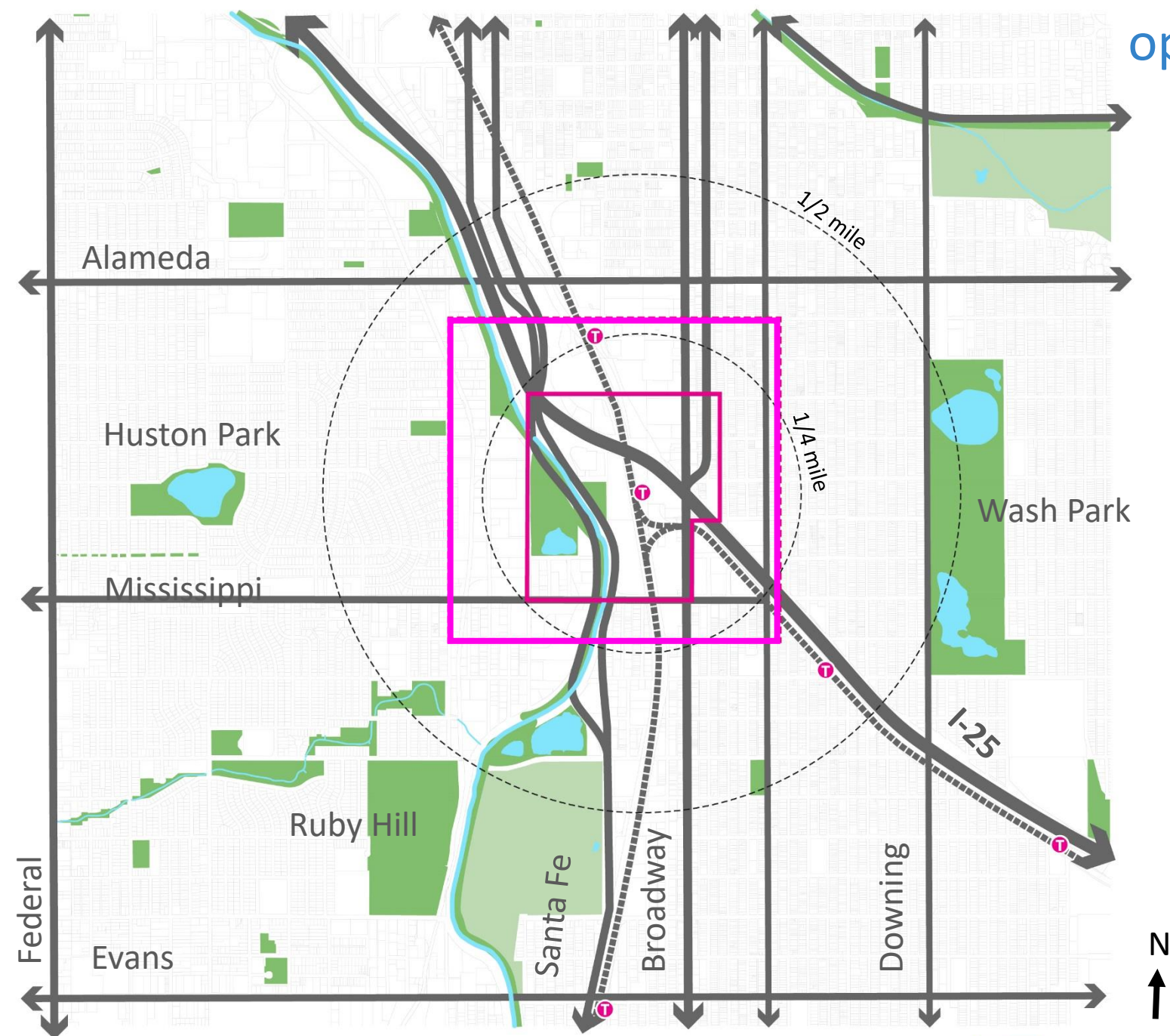


RNO

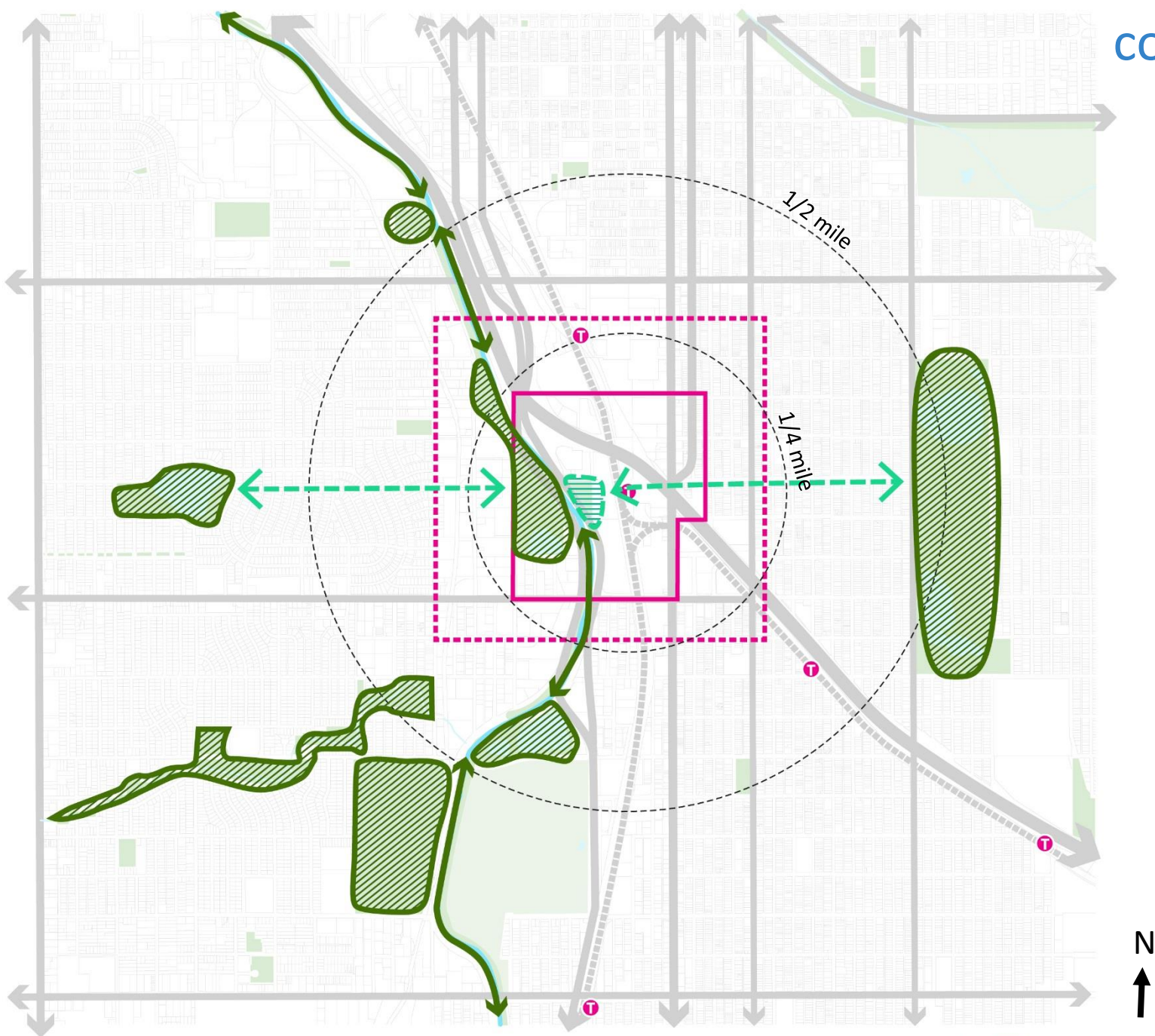
registered
neighborhood
organizations



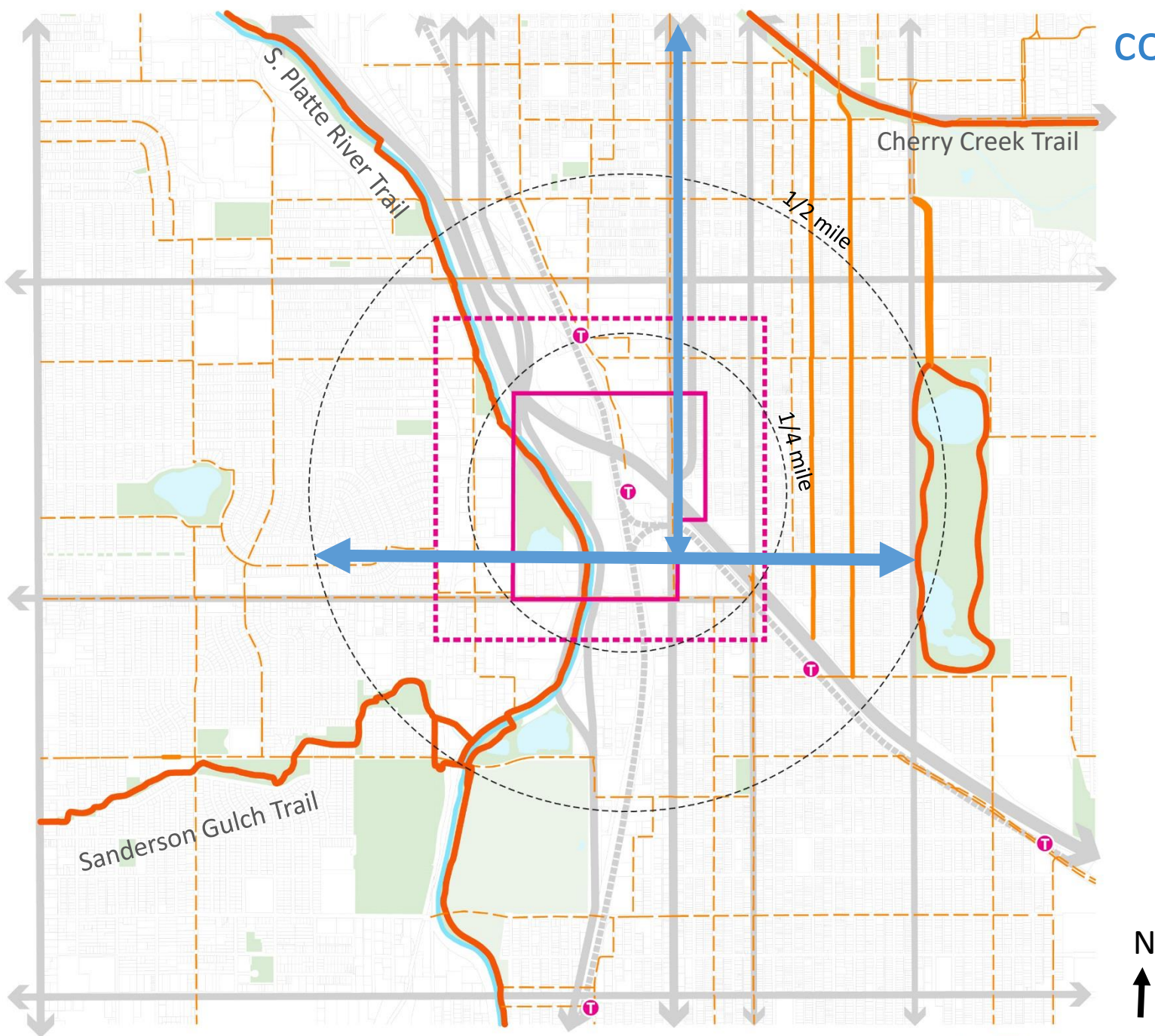
open space



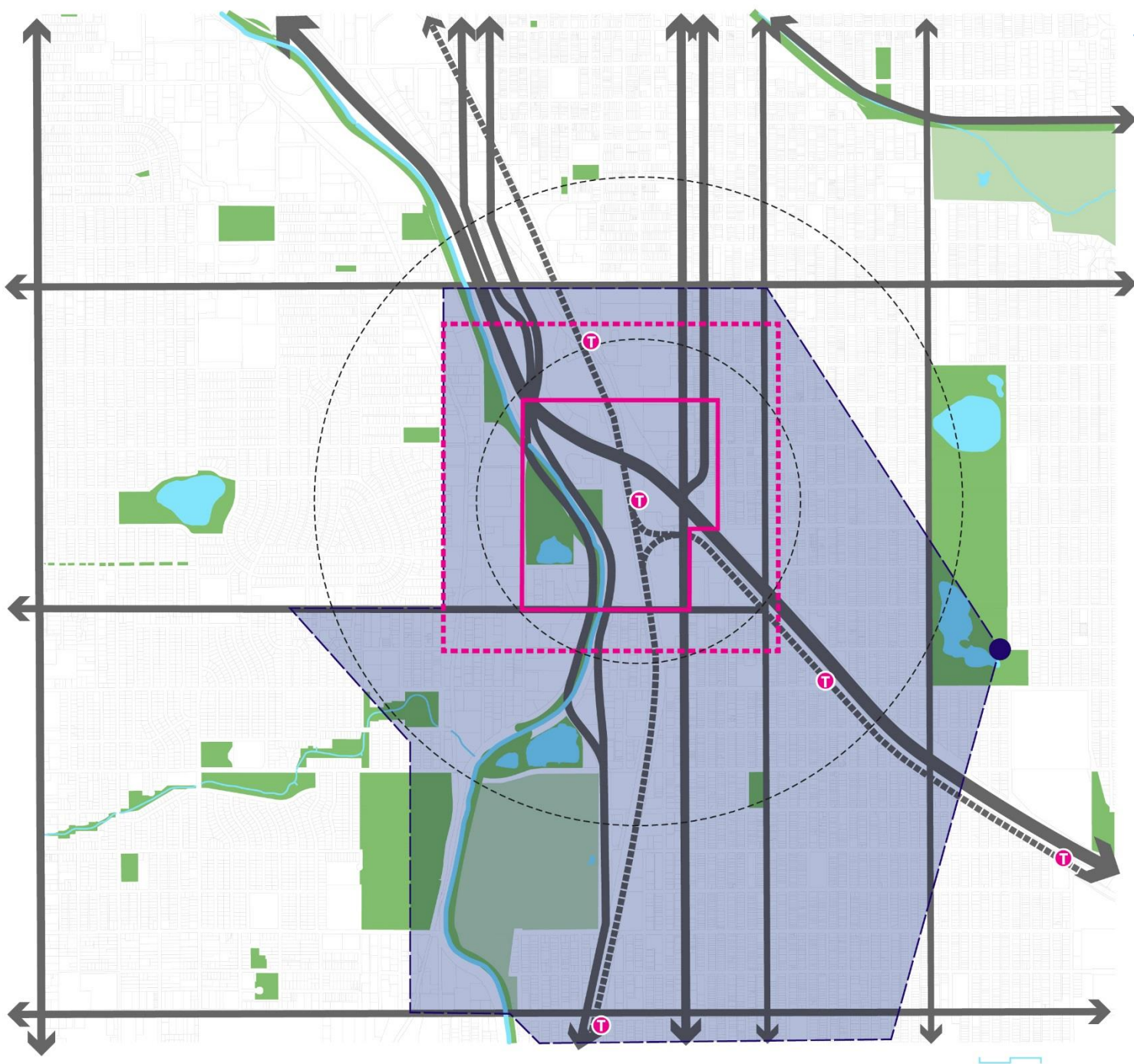
connect



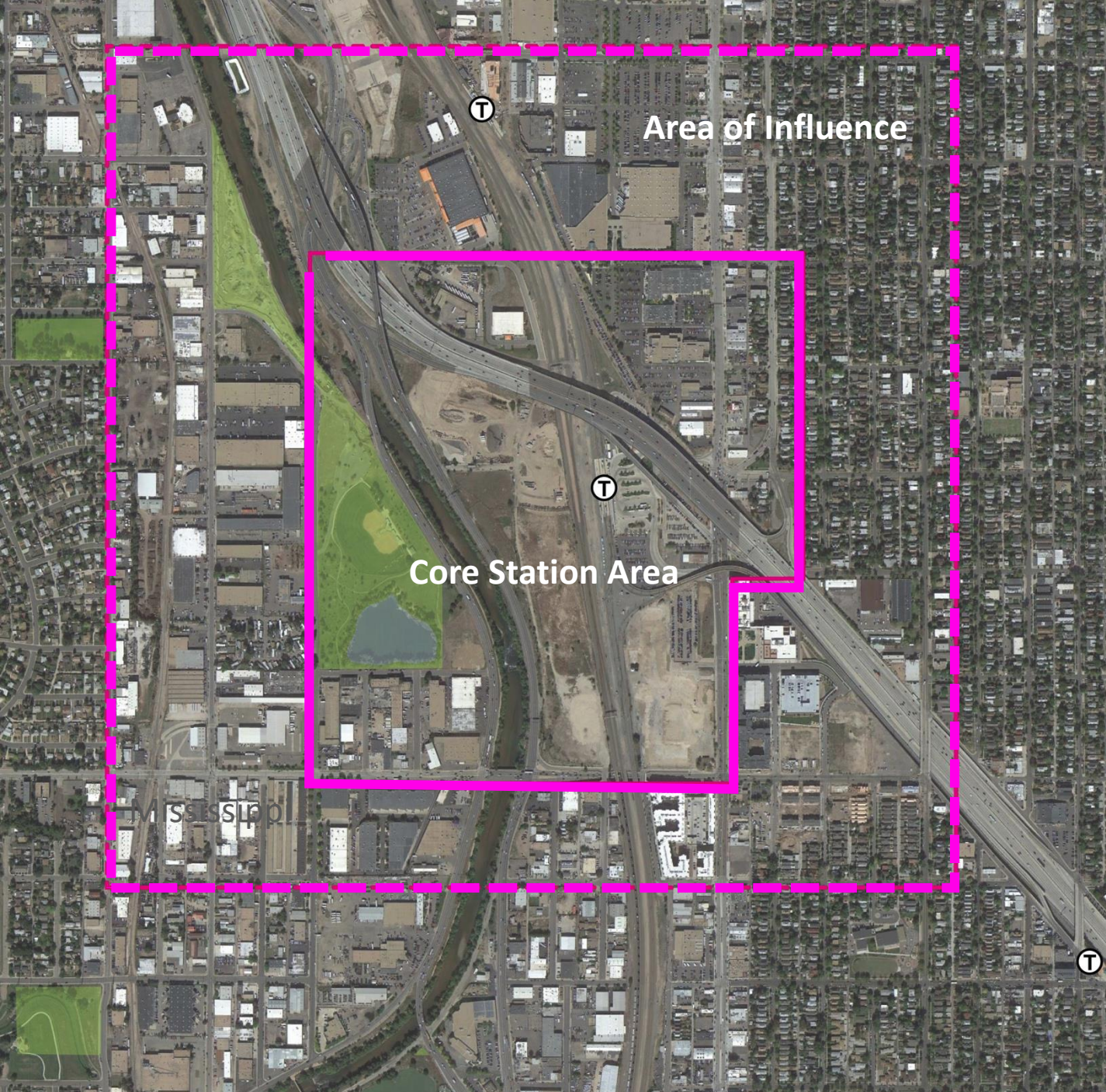
connect



view plane



station area



Core Area
Area of Influence

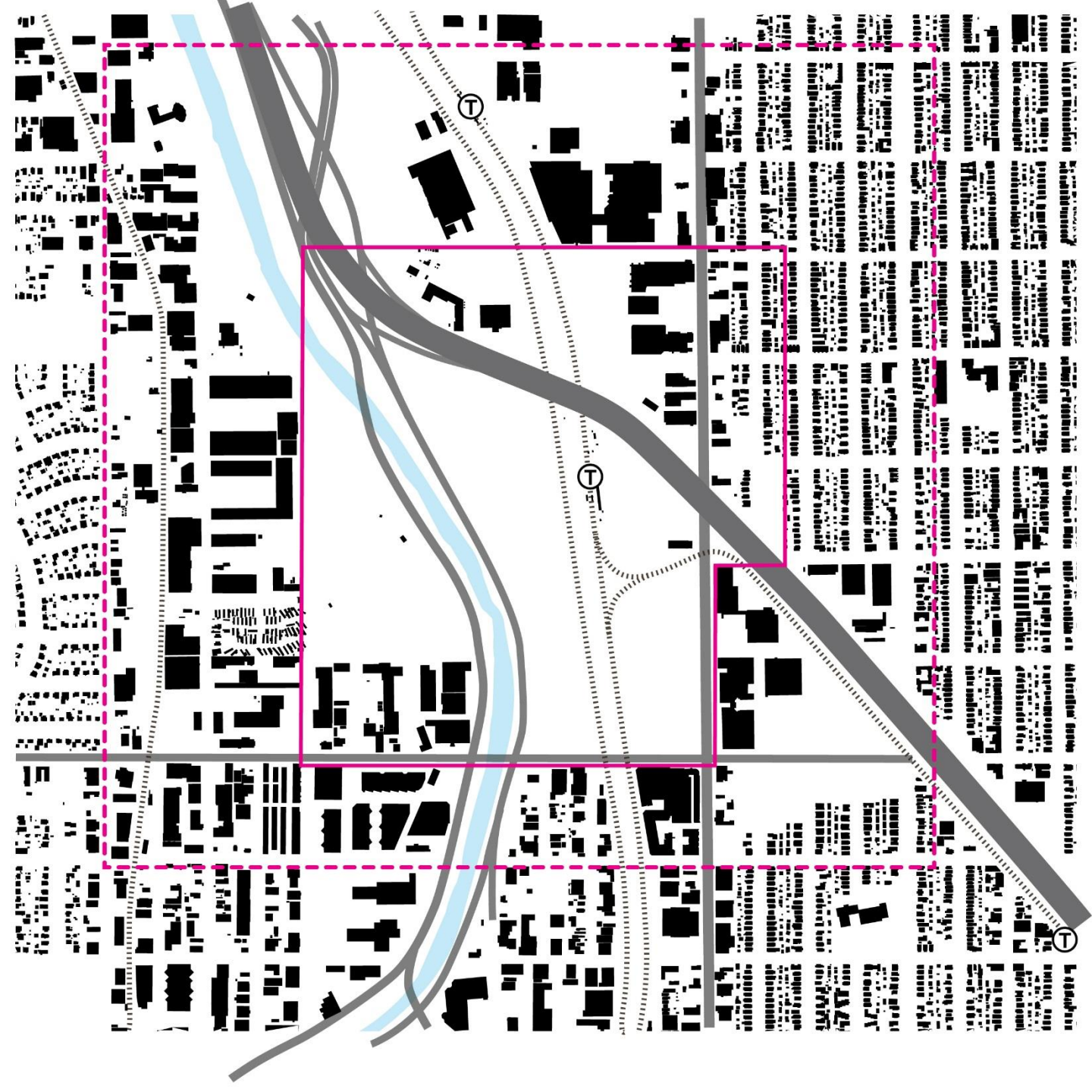


primary land owners

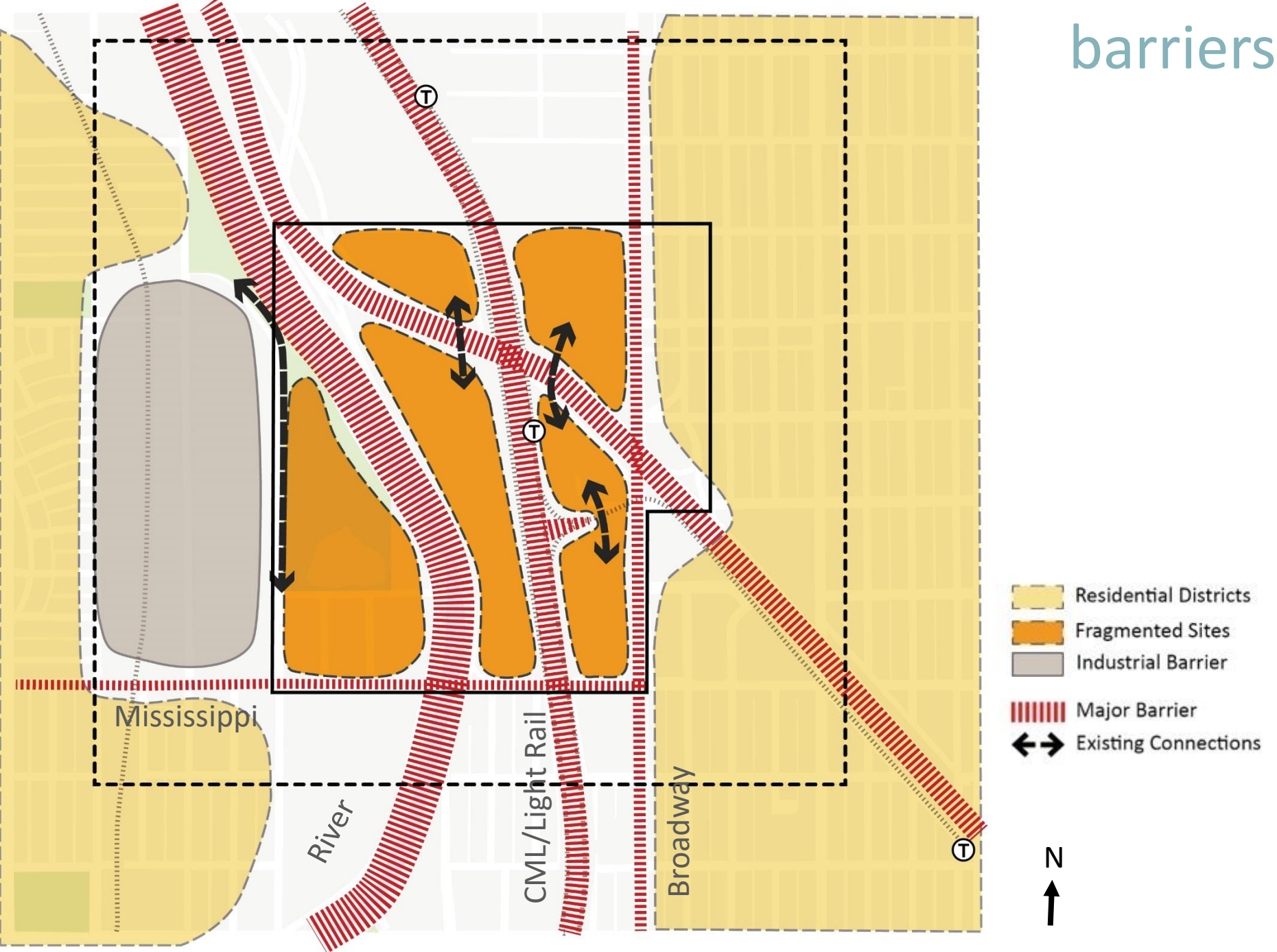
- Frontier
- (RTD)
- (CDOT)
- D4 Urban
- Denver Parks
- City and County of Denver
- United States Welding Works
- PS Denver Santa Fe 2013 LLC
- Core Area
- Area of Influence



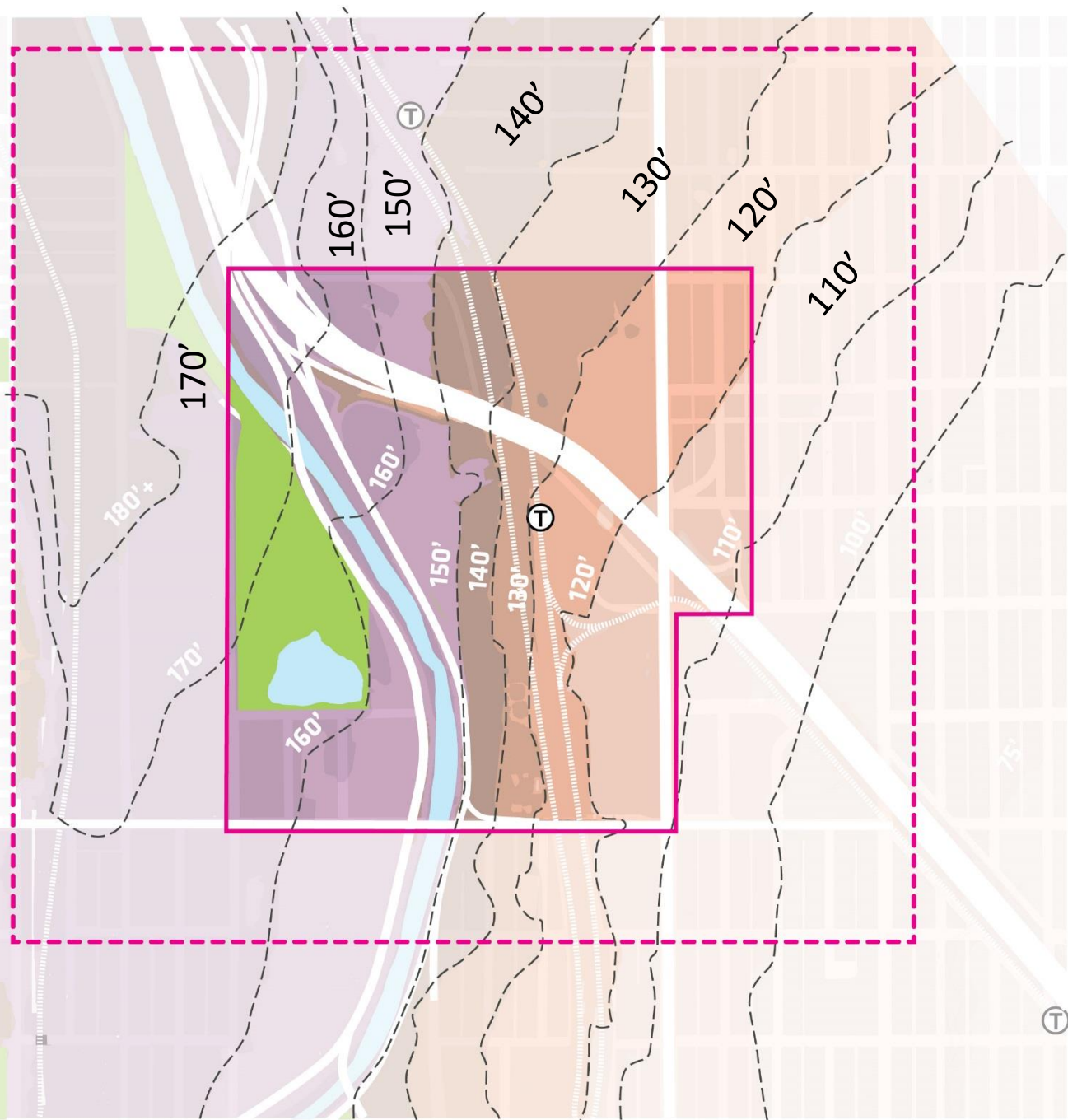
figure ground



barriers



max heights





Recommendations

+

Transformative Projects



RECOMMENDATIONS

1. Reknit the Urban Fabric

- 1.1 Connect the Station to surrounding neighborhoods.
- 1.2 Create an intuitive internal network.

2. Create A Network of Parks And Open Spaces

- 2.1 Design and build Vanderbilt Park East (VPE).
- 2.2 Improve Vanderbilt Park West (VPW).
- 2.3 Enhance and connect to regional greenway.
- 2.4 Create a transit plaza.
- 2.5 Create a civic plaza.
- 2.6 Design streets as public spaces.

3. Improve Walkability & Bikeability

- 3.1 Improve the pedestrian environment.
- 3.2 Connect the local and regional bicycle networks.

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

A **CONNECTED** I-25 and Broadway Station reknits the station into the city fabric, strengthening the links between the station and adjacent neighborhoods.

I-25 and Broadway Station is located at the nexus of regional transportation systems that include the light rail, I-25, the Santa Fe Couplet, the Broadway/Lincoln Corridor and the South Platte Regional Greenway system. These systems provide extraordinary regional connectivity but impose significant local barriers between the station and adjacent neighborhoods. Additionally, the majority of the land adjacent to the station is vacant. The former Gates Rubber Company site is a void in the urban fabric, further separating the station from surrounding neighborhoods.

A **CONNECTED** I-25 and Broadway Station establishes a circulation network prioritizing local connections in and around the station to promote more walking and biking, safe and active living, all while decreasing automobile trips and per capita greenhouse gas emissions.



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.



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 n' 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.

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.

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 I-25 and Broadway Station as an Area of Change and recommends TOD Mixed Use in the vicinity of the station. The land use framework furthers 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**
 - 1.A South Broadway to Santa Fe Drive
 - 1.B Mississippi Ave Bridge
 - 1.C Lipan to Platte River Drive
- 2 Exposition Avenue (west of CML)**
- 3 I-25 Overpass**
- 4 Exposition Avenue (east of CML)**
- 5 Vanderbilt Park**
 - 5.A Vanderbilt Park East (VPE)
 - 5.B Vanderbilt Park West (VPW)
- 6 Urban Plazas**
 - 6.A Transit Plaza
 - 6.B Civic Plaza
- 7 Signature Shared-Use Street**
- 8 East/West Connectivity**
 - 8.A Pedestrian Bridge over CML
 - 8.B Multi-Modal South Platte River Bridge
 - 8.C Signature Pedestrian/Bike Bridge





Transformative Project: I-25 Overpass



CONNECTED

Reknit the Urban Fabric
Improve Walkability and Bikeability



RESILIENT

Encourage Environmental Sustainability
Enhance Social Sustainability



VIBRANT

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



MULTI-MODAL HUB

Provide Convenient & Accessible Transit

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.

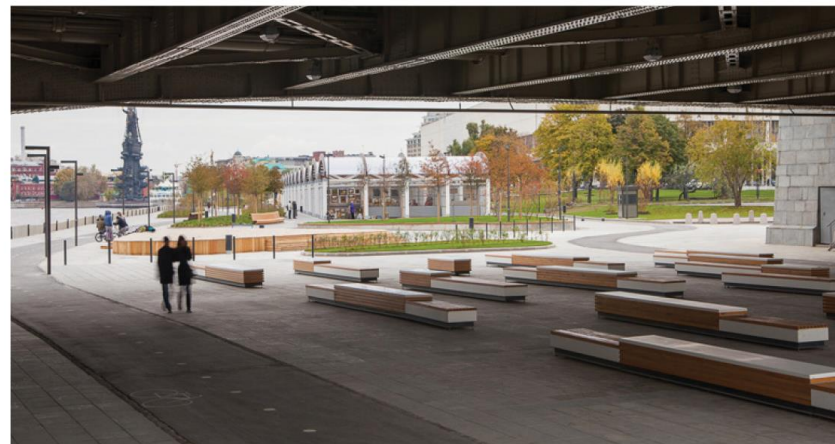
- Incorporate pedestrian-scale paving materials, lighting, benches and amenities.
- Incorporate art and dramatic lighting elements under the I-25 overpass to activate the space.
- Create a safe and comfortable connection between Alameda Station and I-25 and Broadway Station along the LRT ROW.
- Explore 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.



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



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



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



Existing conditions under the I-25 overpass.



CONNECTED

Improve Walkability and Bikeability
Create A Network of Parks and Open Spaces



RESILIENT

Promote Economic Resiliency
Enhance Social Sustainability



VIBRANT

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



MULTI-MODAL HUB

Provide Convenient & Accessible Transit
Promote Alternative Transportation

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 connections 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 rail 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. The bridge will be designed to include a safe and comfortable pedestrian and bicycle facility that is physically separated from vehicular traffic.

- 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

Athmar Park and Ruby Hill lack an easy or comfortable connection to a 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 not preclude connecting to a future bicycle bridge.
- 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.



Vehicular bridge with dedicated bicycle and pedestrian zones.



Vehicular bridge with dedicated bicycle and pedestrian zones.



Signature pedestrian and bicycle bridge.



Transformative Project: Signature Shared-Use Street



CONNECTED

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



RESILIENT

Promote Economic Resiliency
Enhance Social Sustainability



VIBRANT

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

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 street 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 patio 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 compatible design elements, color palette 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 cycle 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.



Ability to close down street for events



Wide Cafe Zones



Pedestrian-Priority Main Street



Existing Parking Lot at recommended "Signature Shared-Use Street"



CONNECTED

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



RESILIENT

Promote Economic Resiliency



VIBRANT

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



MULTI-MODAL HUB

Provide Convenient & Accessible Transit
Promote Alternative Transportation

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.A. 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 platform. This plaza will serve as 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 hardy shade trees or shade structures to provide relief from summer heat.
- Control bicycle traffic through the plaza by creating a designated cycle 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.



Existing I-25 and Broadway Station Platform



Potential Transit Plaza

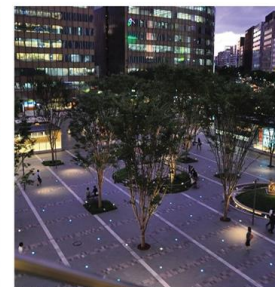
6.B. Civic Plaza

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.
- Utilize quality paving materials, durable pedestrian lighting and furnishings to ensure longevity.
- Incorporate hardy shade trees and shade structures to provide relief from summer heat.
- 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.



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.

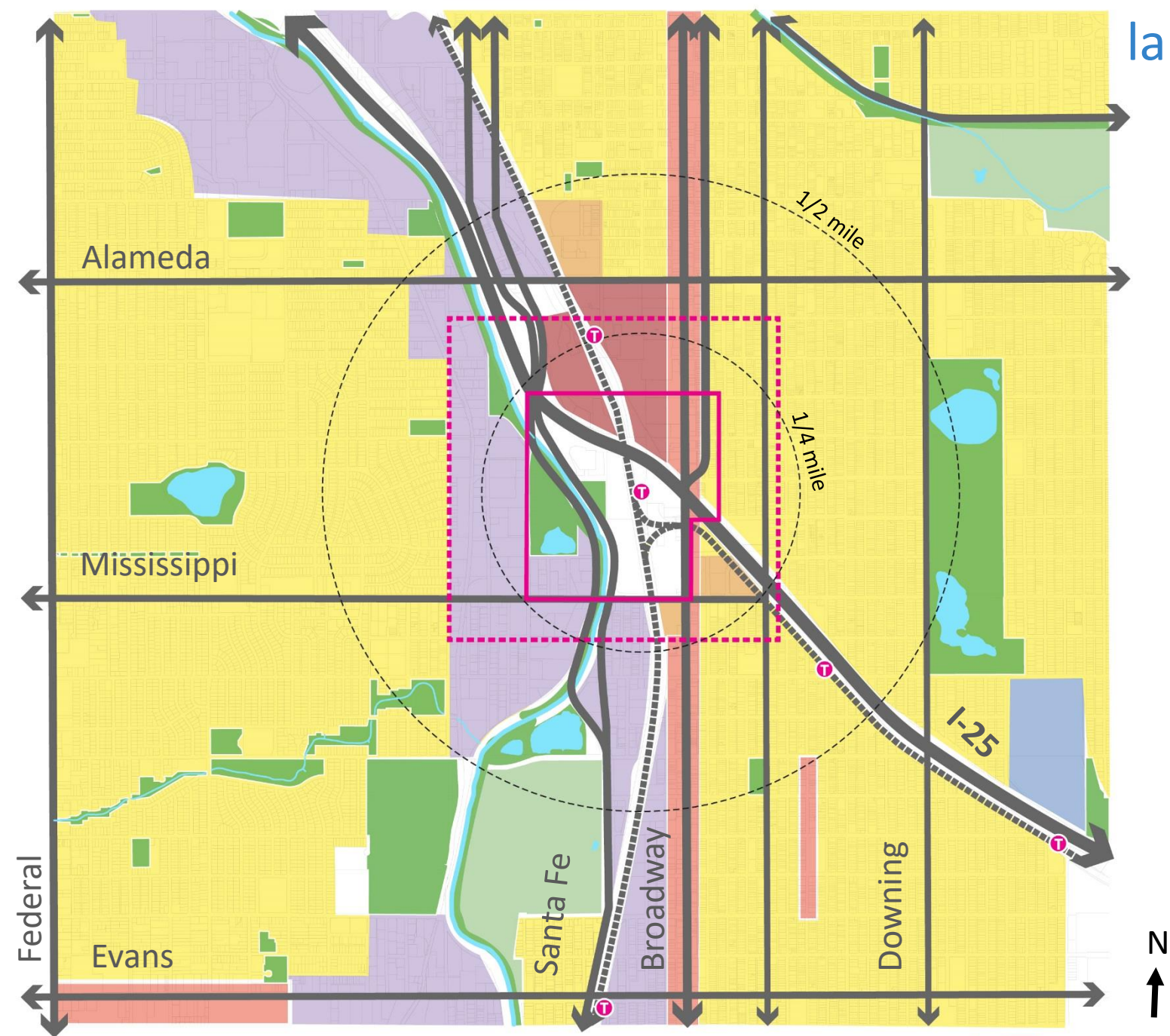


KEY TAKEAWAYS

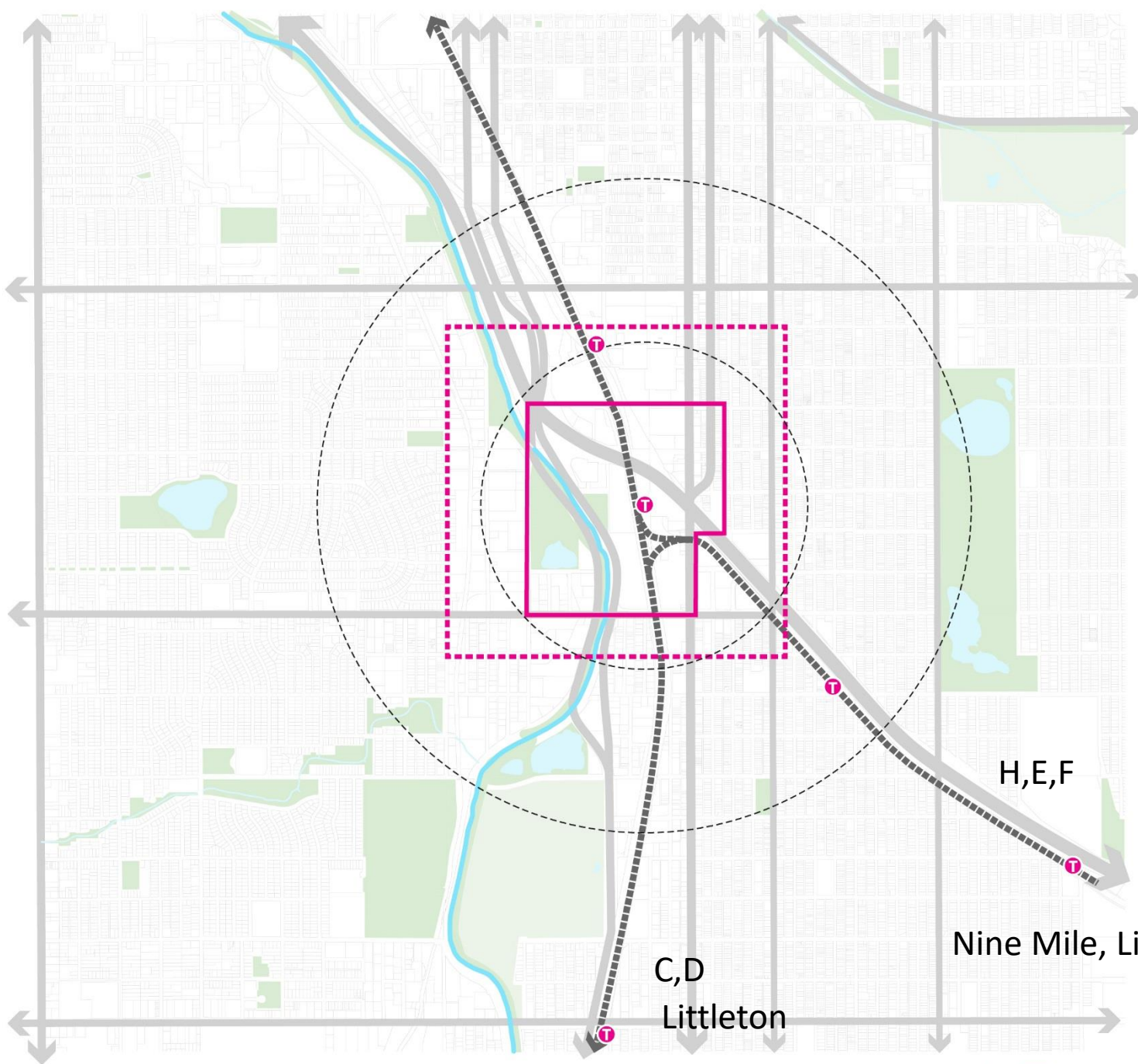


End

land use



light rail

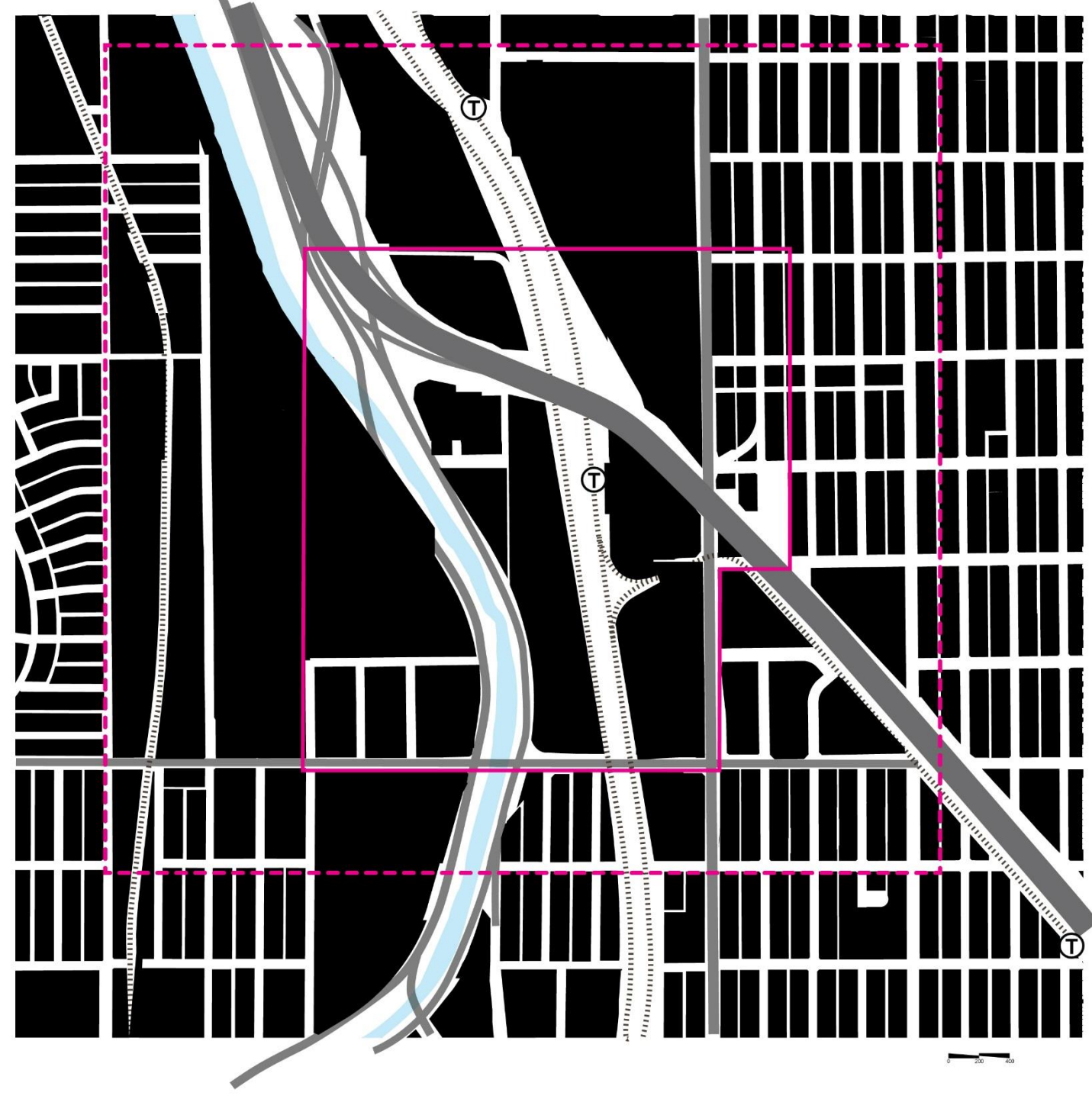


H,E,F

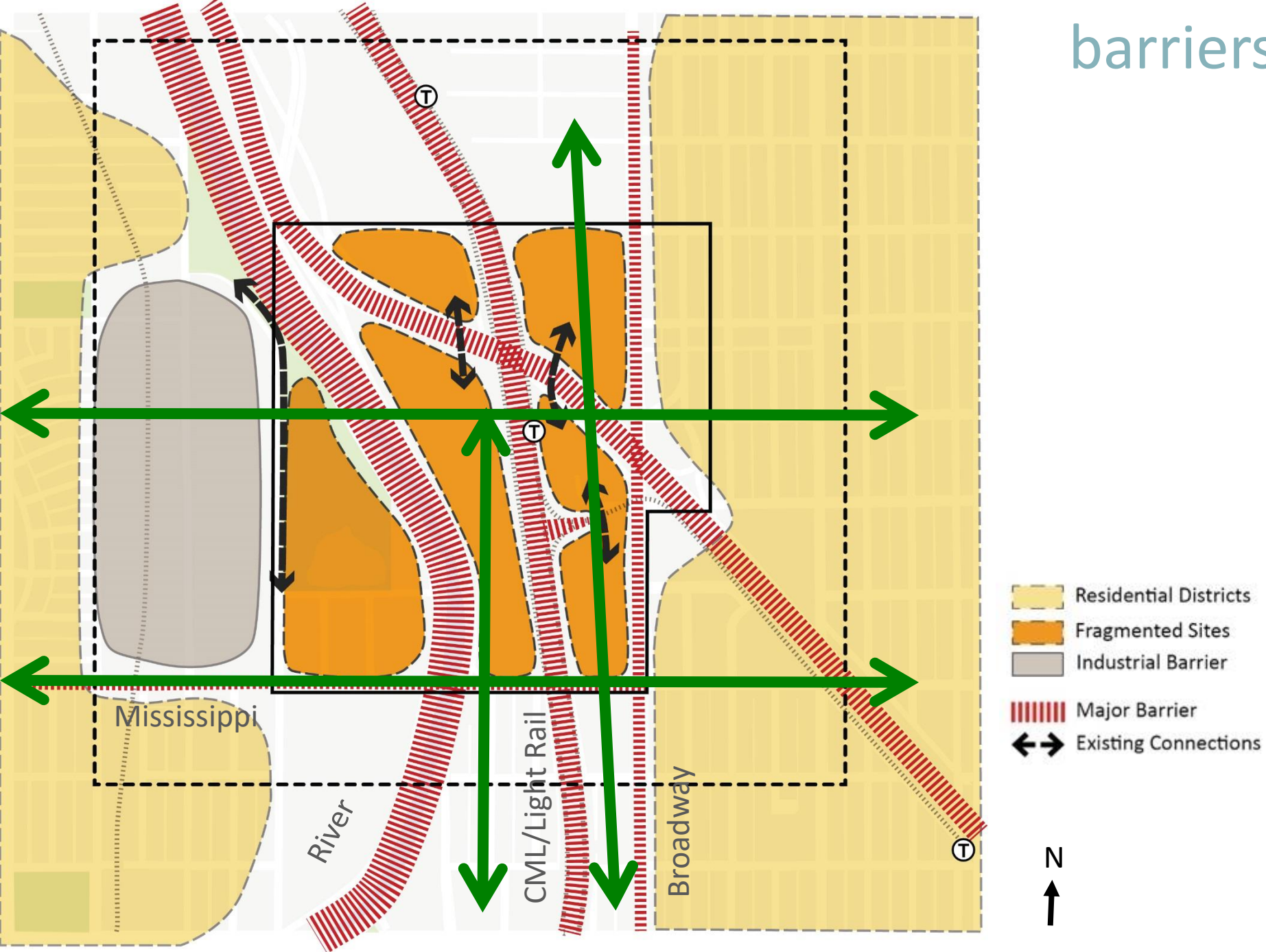
C,D
Littleton

Nine Mile, Lincoln

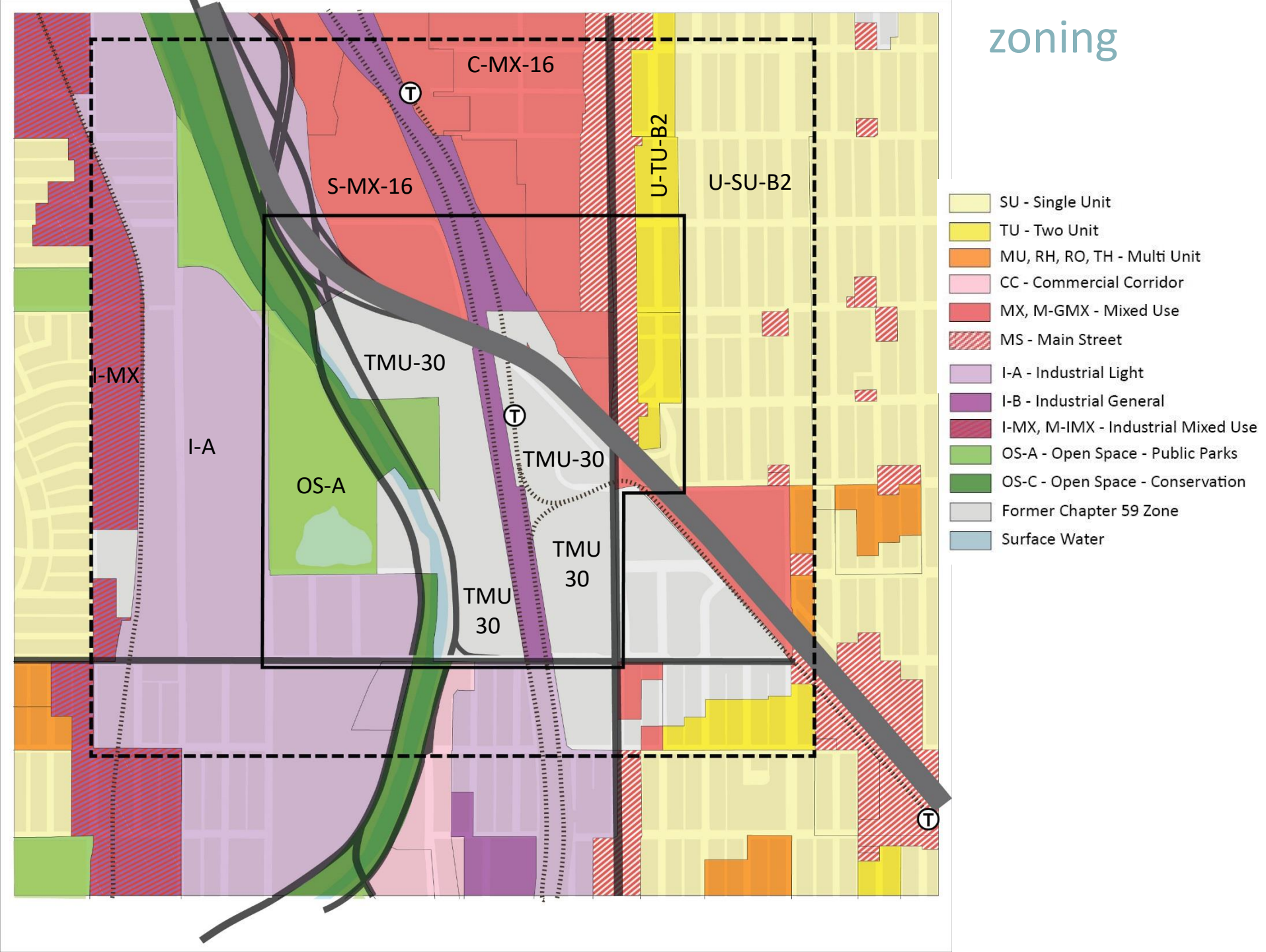
street & block
structure



barriers



zoning



land use

- Office
- Commercial/Retail
- Mixed Use
- Industrial
- Public/Quasi-Public
- Single Family
- Multi Family
- Park-Open Space-Recre
- Parking
- Transportation, Comm
- Vacant
- ROW

major
streets

Alameda

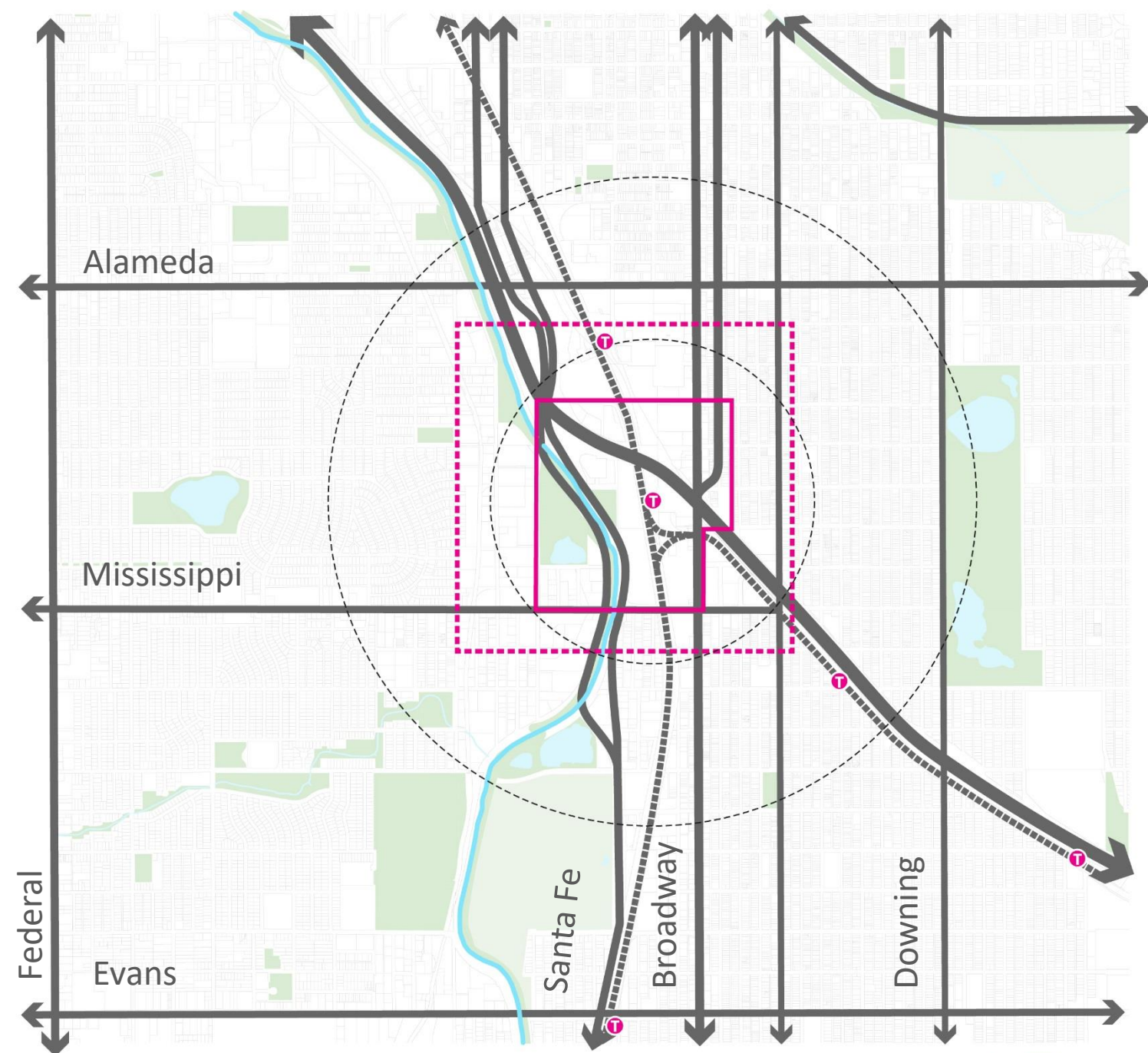
Mississippi

Evans

Santa Fe

Broadway

Downing



bicycle
network

S. Platte River Trail

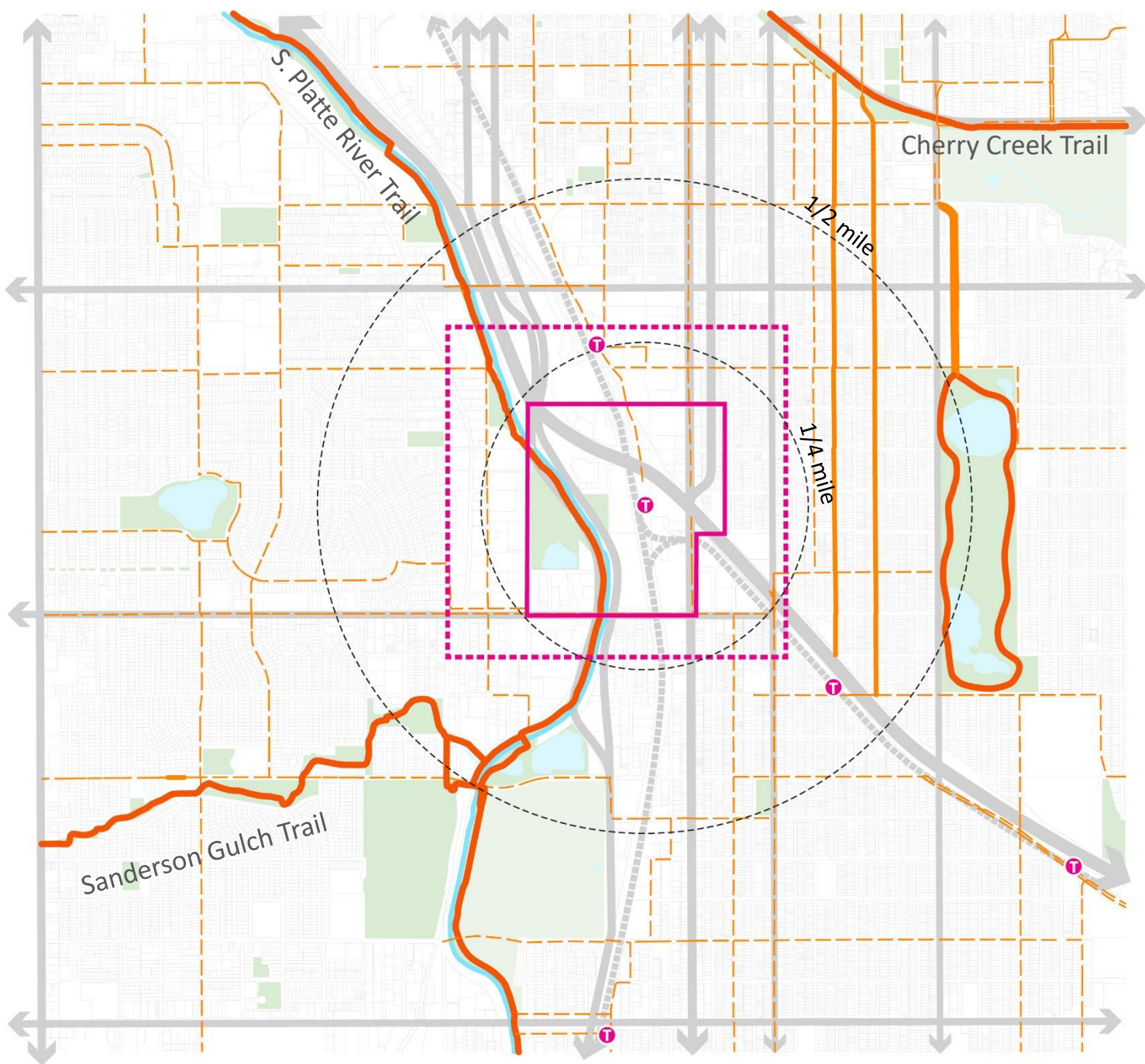
Cherry Creek Trail

1/2 mile

1/4 mile

Sanderson Gulch Trail

N
↑





HOW TO USE THIS PLAN

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.



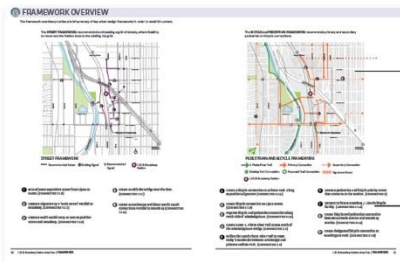
Principles

Overall Recommendations

Transformative Projects

2 FRAMEWORK OVERVIEW

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



Urban Design Framework Diagram

Key recommendations accompanied by which section of the SAP provides more information (e.g. CONNECTED 1.1.A)

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.

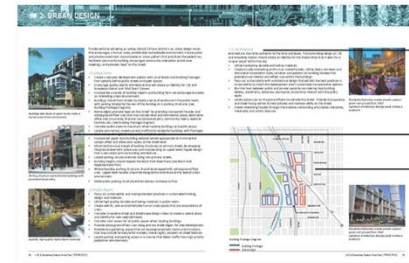


Recommendation Outline

Principle Statement

4 RECOMMENDATIONS

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



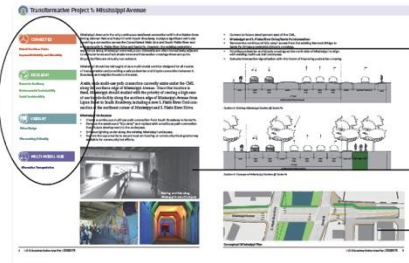
Recommendations

Precedent Imagery

Framework Diagram

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



Transformative Project: Mississippi Avenue



CONNECTED

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



RESILIENT

Promote Economic Resiliency
Encourage Environmental Sustainability
Enhance Social Sustainability



VIBRANT

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



MULTI-MODAL HUB

Provide Convenient & Accessible Transit
Promote Alternative Transportation
Enhance Regional Connectivity

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. Bannock 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.

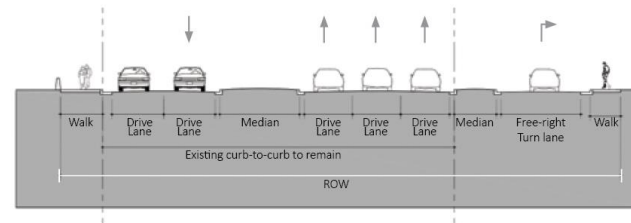


Existing condition along Mississippi Avenue Underpass

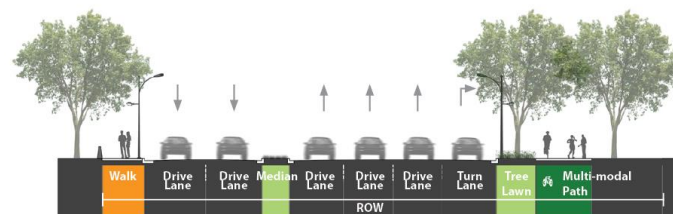


Community artwork and lighting will improve existing underpass experience.

- Connect to future development east of the CML.
- Prioritize pedestrian and bicycle crossings at the north side of Mississippi to align with the existing Mississippi underpass and an improved pedestrian and bicycle connection along the northern side of the Mississippi Bridge.
- Evaluate intersection signalization with the intent of improving pedestrian crossing times along the northern edge of Mississippi.
- Remove a portion of the island for westbound Mississippi to extend the westbound to southbound left-turn movement through the Santa Fe Drive intersections and provide additional operational capacity.
- Evaluate traffic numbers and existing infrastructure and consider underpass improvements that address congestion issues while maintaining a high ease of use pedestrian and bike connection.



Section A-A: Existing Mississippi Section @ Santa Fe



Section A-A: Conceptual Mississippi Section @ Santa Fe



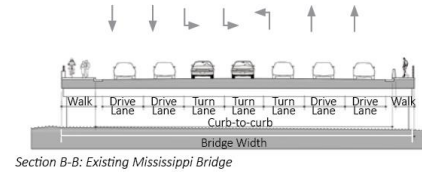
Conceptual Mississippi Plan



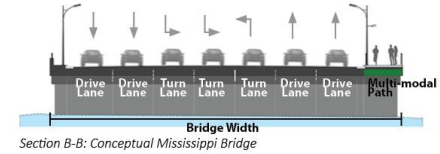
1B. Mississippi Bridge:

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. Platte River Trail connection from the north side of the bridge.



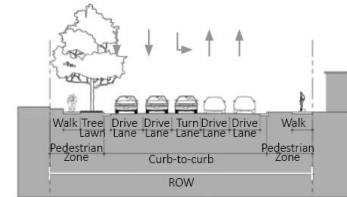
Section B-B: Existing Mississippi Bridge



Section B-B: Conceptual Mississippi 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 the property line along the northern edge of Mississippi.
- 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.

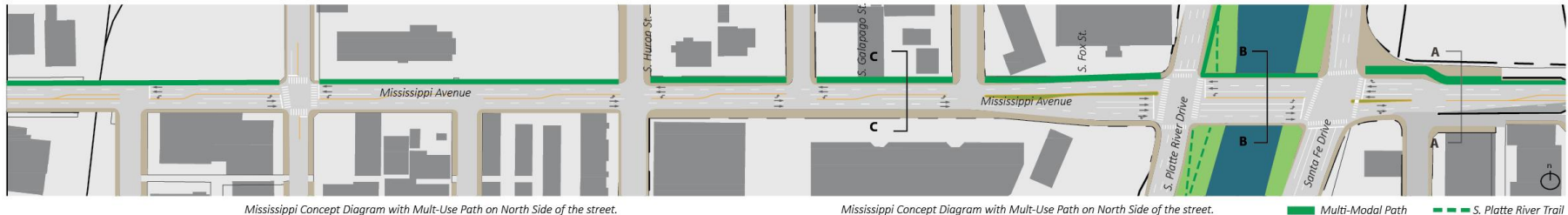


Section C-C: Existing section near Inca Street



Section C-C: Conceptual section Near Inca Street

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.





Transformative Project: Exposition Avenue (West of CML)



CONNECTED

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



RESILIENT

Encourage Environmental Sustainability
Enhance Social Sustainability



VIBRANT

Incorporate High-Quality Urban Design

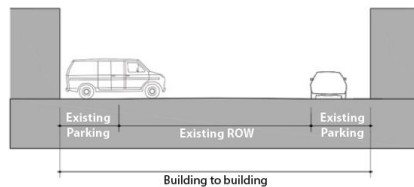


MULTI-MODAL HUB

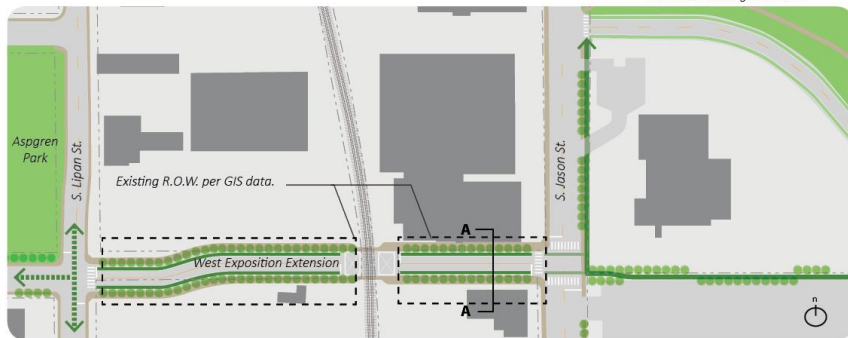
Promote Alternative Transportation

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.



Section A: Existing Condition



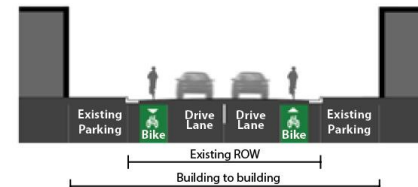
Conceptual West Exposition Extension between S. Lipan St. and S. Huron St.



Example of pedestrian and bicycle only connection.



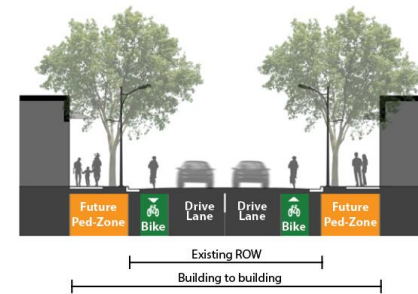
Example of special, narrow vehicular and bicycle street.



Section A: Phase 1 Connection w/ striped lanes and buffer zone



Example of special, narrow vehicular and bicycle street.



Section A: Phase 2 Connection w/ pedestrian zones next to existing buildings

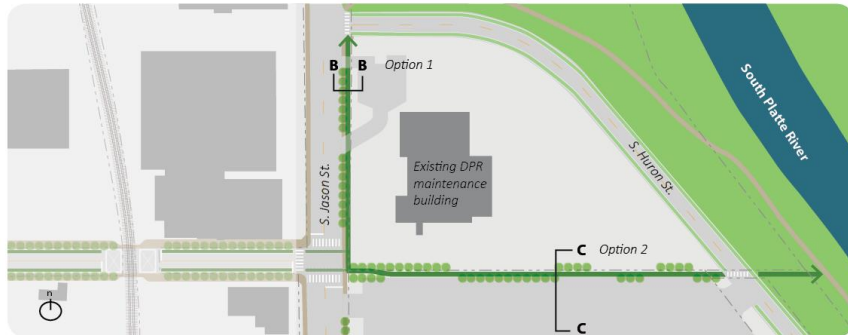


Jason Street to S. Platte River Trail

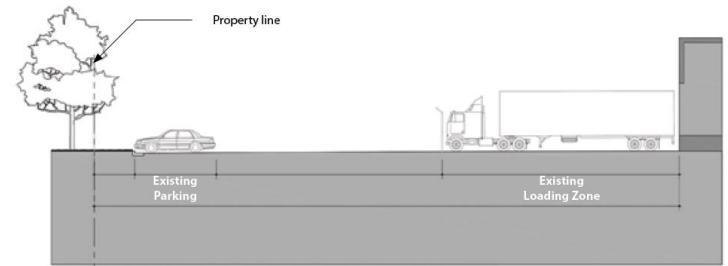
- Option 1: Create a multi-use trail connection along the east side of Jason Street to connect to Johnson Habitat Park
- Option 2: Work with property owner to create multi-use path connection between existing parking lot and northern property boundary



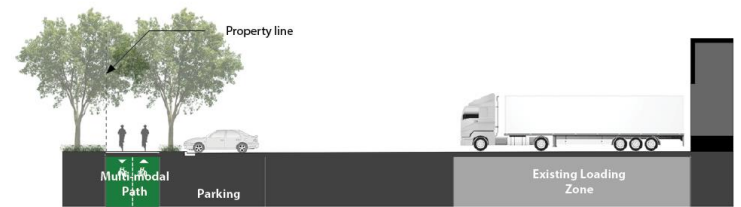
Section B: Option 1 Proposed Bike Connection



Conceptual East Exposition Extension between S. Lipan St. and S. Huron St.



Section C: Option 2 Existing Condition



Section C: Option 2 Proposed Extension



Transformative Project: Exposition Avenue (East of CML)



CONNECTED

Reknit the Urban Fabric
Improve Walkability and Bikeability



RESILIENT

Enhance Social Sustainability



VIBRANT

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



MULTI-MODAL HUB

Provide Convenient & Accessible Transit
Promote Alternative Transportation
Enhance Regional Connectivity

Future improvements to S. Broadway will influence in 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

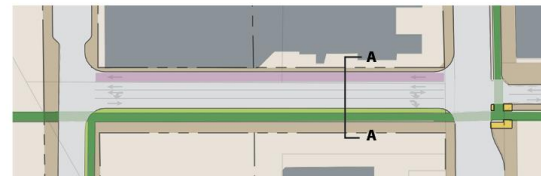
- Work with RTD, City and County of Denver Public Works and property owners to design a multi-modal entry that will benefit the overall Station Area. Design a phased build-out strategy to allow existing businesses to continue to function in the near term.
- Investigate if the existing slower school zone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



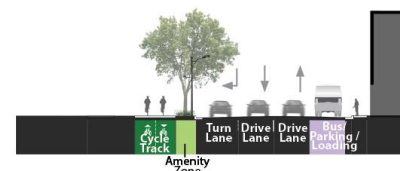
Multi-modal street

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.



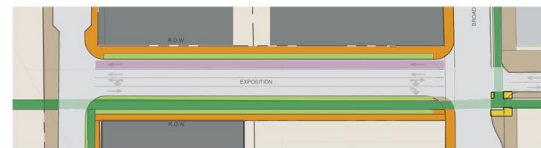
Plan View: Exposition Phase 1



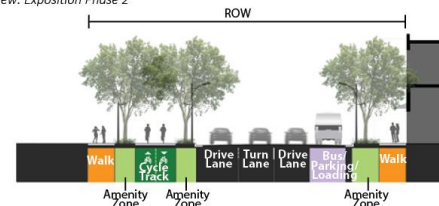
Section A-A Phase 1

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.



Plan View: Exposition Phase 2



Section View: Exposition Phase 2



two-way, protected bike lanes at sidewalk level



two-way, on-street cycletrack



CONNECTED

Improve Walkability and Bikeability
Create A Network of Parks and Open Spaces



RESILIENT

Promote Economic Resiliency
Encourage Environmental Sustainability
Enhance Social Sustainability



VIBRANT

Promote Urban Center Densities
Create A New & Distinct District

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 simultaneous 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 CML 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. Habitat 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.



Dog park



Lake with natural edges and boardwalks