



# I-25 AND BROADWAY STATION AREA PLAN



**2015**



**PUBLIC REVIEW DRAFT  
DECEMBER 10, 2015**



# ACKNOWLEDGMENTS

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Special thanks to the members of a dedicated volunteer committee of residents, business owners, property owners, and advocates.

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# INTRODUCTION

INTRODUCTION

PLANNING AREA OVERVIEW

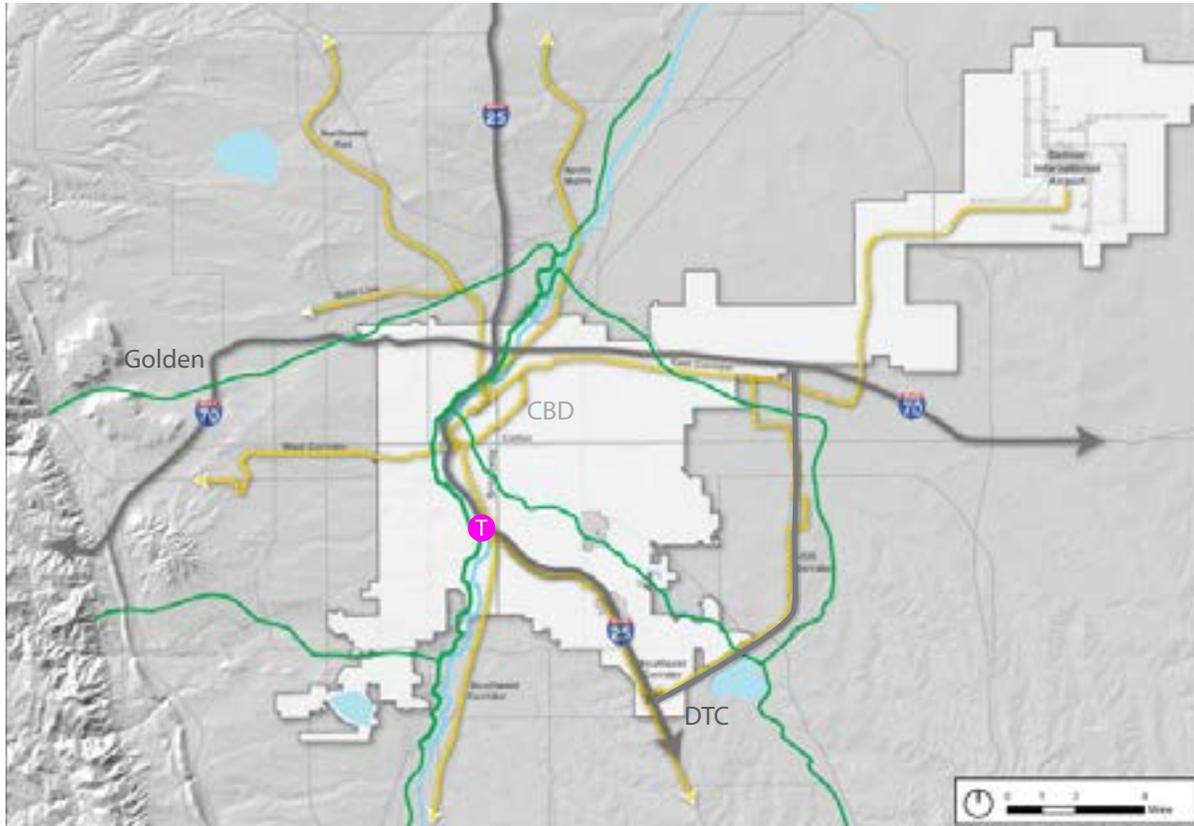
PLANNING PROCESS

PLANNING CONTEXT

CHALLENGES AND OPPORTUNITIES

HOW TO USE THIS PLAN

## Regional Connections



- Interstate Highways
- Regional Trails
- Passenger Rail (existing and under construction)
- South Platte River
- Ⓡ I-25 and Broadway Station

The I-25 and Broadway Station Area (Station Area) is one of the most exciting transit-oriented development (TOD) opportunities in the Denver region. This great potential for TOD is only possible due to the station undergoing a slow transformation over the past twenty five years. This transition began with Gates Rubber Company's closing in 1991 and the subsequent opening of RTD's Central Corridor Light Rail Line (today called the D Line), and the I-25 and Broadway Station in 1994. With the exception of a few recent developments, the Station Area has been dormant for the last two decades, burdened by contaminated soils, inadequate infrastructure, land that was unattractive for many uses, and the 2008 recession. These barriers are now lessening to reveal the station's unique development opportunities while solving long-needed connectivity challenges.

The time has arrived for I-25 and Broadway Station to reclaim its place in the city and region. Denver's economy is the strongest it's been in two decades, and the metropolitan region is experiencing unprecedented growth. Urban redevelopment

and increasing land values have made the Station Area ripe for redevelopment. The vacant land of the former Gates Rubber Company site is an opportunity to create a new midtown for the City and center for the surrounding neighborhoods.

The Station Area's potential for infill development creates the opportunity to improve the pedestrian and bicycle accessibility to the station from both new development and the surrounding neighborhoods. New development, along with new localized connections, will create a strong center, linking neighborhoods to the east and west, and will provide wide-reaching opportunities through access to jobs, education, and services.

The I-25 and Broadway Station Area Plan will guide the future growth around the station and surrounding neighborhoods over the next 20 years. The creation of a Connected, Resilient, Vibrant and transformative Multi-modal hub at the station will showcase the potential of multi-modal transit-oriented development in Denver.



# PLANNING AREA OVERVIEW

The Station Area is one of the most important multi-modal facilities in the Regional Transportation District (RTD) system, served by five light rail lines, the C, D, E, F and H lines and four bus lines, the 0, 0L, 11, and 14. The light rail provides connections to Littleton, Denver Tech Center, 16th Street Mall, Denver Union Station (and soon DIA), and numerous residential communities in Denver and southern suburbs.

There are a number of stable neighborhoods surrounding the Station Area, including Baker, Athmar Park, Ruby Hill, Overland Park, West Washington Park and Platt Park. The residential mix in the immediate neighborhoods is primarily single family detached, interspersed with some duplexes, townhomes, apartments and condos.

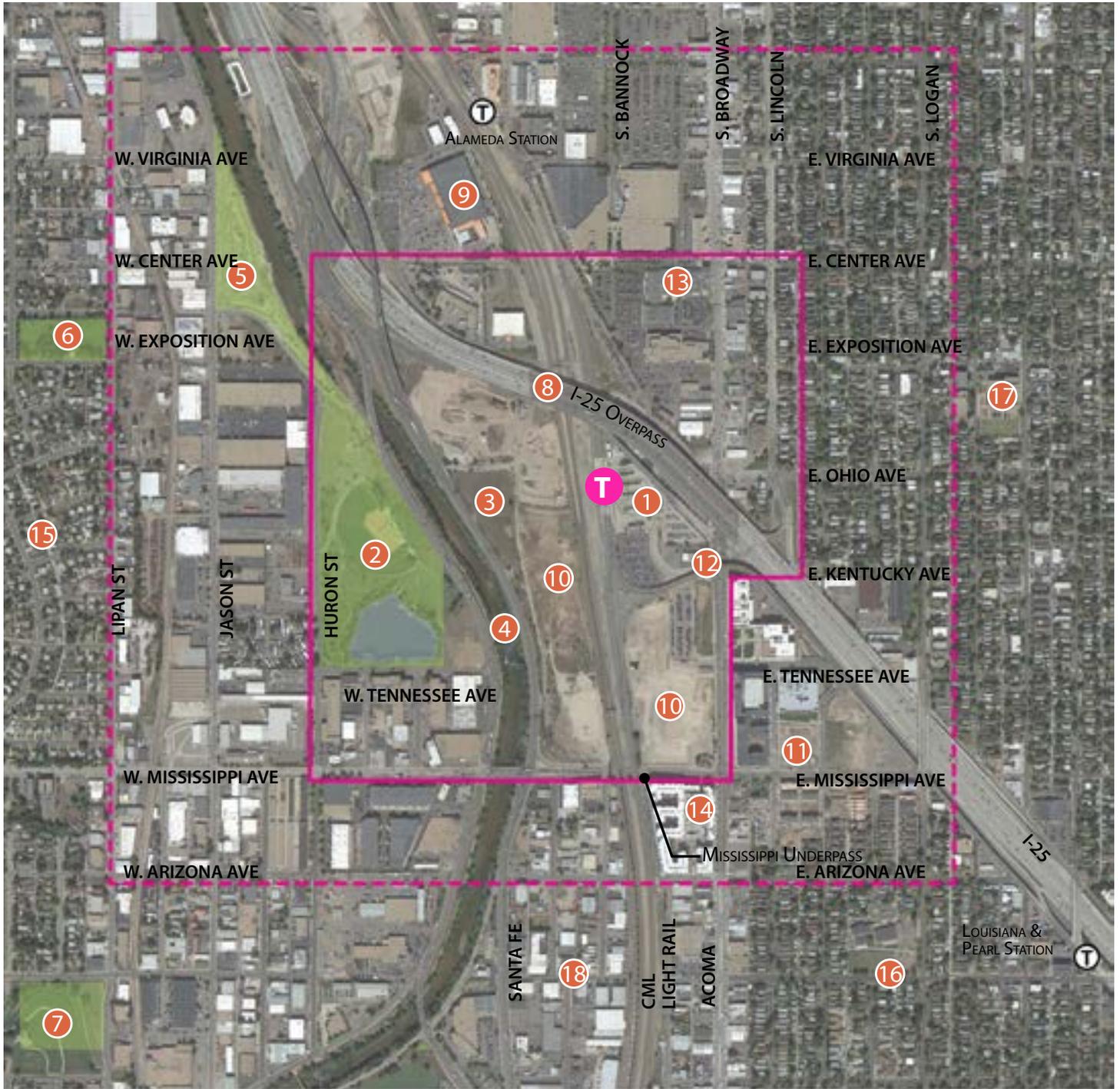
The South Broadway corridor, which runs north and south through the Station Area, includes an eclectic mix of retail and restaurants serving the local and regional market and extends from Downtown south through Denver, Englewood, and Littleton. The S. Broadway corridor features a traditional, urban main street character for the majority of its length, shaped by the original South Broadway streetcar line. There are some office uses along the South Broadway corridor, and a small existing office node is on the east side of South Broadway at Tennessee Avenue. There is also a significant segment of residential uses along the Lincoln Street corridor.

While the I-25 and Broadway Station is centrally located to established neighborhoods, office, and retail uses, it is disconnected from users and markets as a result of both natural and man-made features, including the South Platte River, the Consolidated Main Line, I-25, and the Santa Fe Drive/South Platte River Drive Couplet.

For the purpose of this Plan, the following nomenclature is clarified.

- The Core Station Area encompasses land closest to the station platform that will likely redevelop in the near future and has the greatest impact on the future character of the I-25 and Broadway Station.
- The Area of Influence was established with the understanding that mobility and connectivity issues extend beyond the Core Station Area. The Area of Influence does not include land use, building height, or urban design recommendations.
- Former Gates Rubber Company Site is the vacant land immediately adjacent to the CML and LRT tracks in proximity to the I-25 and Broadway Station.
- Exposition East of the CML refers to Exposition Avenue that intersects with South Broadway.
- Exposition West of the CML refers to Exposition Avenue that intersects with Lipan Street.

- 1 I-25 AND BROADWAY STATION
- 2 VANDERBILT PARK WEST (VPW)
- 3 VANDERBILT PARK EAST (VPE)
- 4 SOUTH PLATTE RIVER GREENWAY AND TRAIL
- 5 JOHNSON HABITAT PARK
- 6 ASPGREN PARK
- 7 SANDERSON GULCH
- 8 INTERSTATE 25
- 9 HOME DEPOT
- 10 FORMER GATES RUBBER COMPANY SITE
- 11 SPROUTS MARKET
- 12 LIGHT RAIL OVERPASS
- 13 DENVER DESIGN DISTRICT
- 14 ALEXAN APARTMENTS
- 15 ATHMAR PARK NEIGHBORHOOD
- 16 PLATT PARK NEIGHBORHOOD
- 17 WEST WASHINGTON PARK NEIGHBORHOOD
- 18 OVERLAND PARK NEIGHBORHOOD



- - - - Area of Influence   
  Core Station Area   
 T I-25 and Broadway Station





## HISTORICAL CONTEXT: THE FORMER GATES RUBBER COMPANY SITE

Charles Gates, Sr. purchased the Colorado Tire and Leather Company in 1911, and by 1919 there were three buildings on the Gates site on the northwest corner of South Broadway and Mississippi Avenue. The Gates Company site was Denver’s largest industrial plant at the time.

In 1912, the company persuaded Buffalo Bill Cody to try its leather horse halters, and soon after, the company became the largest producer of horse halters. The Research and Development arm of the company led the industry in developing Gates Company’s first product — the “Durable Tread” tire, a steel studded leather tire. Other inventions included the V-Belt fan belt, the first totally synthetic rubber and the first completely sealed lead-acid rechargeable battery.

In 1974, tire production was phased out, and by 1991, Gates Rubber Company had moved all manufacturing and distribution operations to plants throughout both the United States and the world. Gates Rubber was sold to and became a division of Tompkins plc, but the campus at I-25 and Broadway continued as the office and corporate headquarters until 2000, when Tompkins Company sold 50 acres west of South Broadway to the Cherokee Denver Company for redevelopment. Gates Rubber (Tompkins) recently moved the headquarters to downtown Denver opening up an additional 30 acres on the northeast corner of South Broadway and Mississippi Avenue. This land surrounds the I-25 and Broadway Station and opens up a significant opportunity for urban transit-oriented development.



 Former Gates Rubber Factory Land



Gates Rubber Factory prior to demolition



Early years at the Gates Factory  
Photo Courtesy of the Gates Family Foundation



Early years at the Gates Factory  
Photo Courtesy of the Gates Family Foundation



# PLANNING PROCESS



Public Workshop Stations

## Public Involvement

Public engagement was critical to the I-25 and Broadway Station Area Plan process in order to capture the community's desires and create a truly representative plan. Active outreach efforts began at the onset of the project and informed the existing conditions assessment, guided the development of the framework concepts, and informed the recommended strategies and projects that became part of the plan. A multi-tiered outreach approach engaged key stakeholders, adjacent neighborhoods, and the general public throughout the process. The Public Involvement section identifies the meetings, outreach strategies, and communication tools that were a part of the engagement process

## Steering Committee

The Steering Committee was developed at the start of the project and met six times throughout the planning process in 2015: March 23, May 12, June 17, September 1, October 15, and November 18. The role of the Steering Committee was to represent their constituents' interests in the planning process, to ensure those constituents stayed informed of the plan's progress, and to guide the project team in the development of the framework concepts and recommendations. The project team met individually with many of the Steering Committee members and attended neighborhood association meetings to gain a better understanding of the critical issues around the site and document the business, neighborhood, and property owner needs.



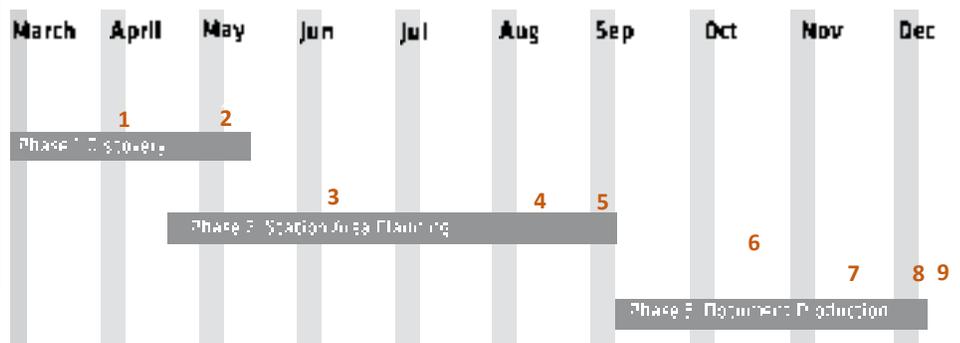
Athmar Park Neighborhood Meeting

## Project Timeline.



Website excerpt

- 1 Identify and define goals
- 2 Public Workshop #1
- 3 Public Workshop #2 and Public Involvement Strategy
- 4 Steering Committee #1 and Review and refine framework
- 5 Public Workshop #3 and Public Involvement Strategy
- 6 Steering Committee #2
- 7 Steering Committee #3 and Public Involvement Strategy
- 8 Public Workshop #4 and Review and refine framework
- 9 Public Involvement Strategy



Project Timeline

### Website and Email Address

An individual webpage for the I-25 and Broadway planning process was part of the City and County of Denver’s Community Planning and Development website (www.i25broadway/denvergov.org). The site included updated project materials: project overview, schedule, meeting announcements, presentations, photos, diagrams/ maps, and documents as appropriate throughout the project. An on-line comment form enabled the public to post ideas and recommendations that were collected in the City database and distributed to the team. A project-specific email address, i25broadway@denvergov.org, was also created to ensure easy communication with the project team.



### Registered Neighborhood Organizations

Early in the Station Area planning process, the project team attended regularly-scheduled Registered Neighborhood Organization meetings to better understand the community’s desires and provide an overview of the upcoming planning process. The team attended meetings with the Baker Historic Neighborhood Association, Athmar Park Neighborhood Association, West Washington Park Neighborhood Association, and Platt Park People’s Association.



### Informational Flyers

The project team delivered flyers and advertisements for all public workshops to area businesses, offices, public schools, and community and senior centers to reach a wide community audience.



### Public Workshops

The City hosted three public workshops to garner insight and comments from the community. Advertisement of these meetings was conducted through the I-25 and Broadway public involvement team and included email distribution, media releases, website information, the Community Planning and Development newsletter, and further distribution by Steering Committee members.



## STEERING COMMITTEE

RNOs	PROPERTY OWNERS	AGENCIES/ ORGANIZATIONS	COUNCIL MEMBERS
<ul style="list-style-type: none"> <li>Athmar Park Neighborhood Association</li> <li>West Washington Park Neighborhood Association</li> <li>Overland Park Neighborhood Association</li> <li>Platt Park Peoples Association</li> <li>Baker Historic Neighborhood Association</li> </ul>	<ul style="list-style-type: none"> <li>Broadway Station Partners/ Frontier Renewal</li> <li>D4 Urban</li> <li>Department of Parks and Recreation</li> <li>Regional Transportation District</li> <li>Cadence Capital Investments</li> <li>Pando Holdings</li> <li>Prospect Properties</li> <li>Shames Makovsky</li> </ul>	<ul style="list-style-type: none"> <li>Walk Denver</li> <li>Bike Denver</li> <li>RTD Directors</li> <li>RTD Transit Oriented Communities Staff</li> <li>Broadway Antique Row District</li> <li>Broadway Merchants Association</li> <li>Broadway Partnership</li> <li>The Greenway Foundation</li> <li>Denver Enterprise</li> </ul>	<ul style="list-style-type: none"> <li>Chris Nevitt (Former District 7)</li> <li>Jolon Clark (District 7)</li> <li>Robin Kniech (At-Large)</li> </ul>



# PLANNING PROCESS

“The station should be a place where people want to spend time. People should want to go there because it’s interesting, not just for the transit function.” Derek Medina, Athmar Park Neighborhood Association

Denver doesn’t have a “Midtown,” so the station area can fill that market. Broadway is the spine that connects downtown to the south.” Dan Cohen, D4 Urban

## Public Workshop #1 | Community Concerns and Walking Tour

The purpose of the first Public Workshop was for the City and project team to listen and learn from the community about the opportunities and challenges surrounding the I-25 and Broadway Station Area. Over 75 attendees participated in a three-hour workshop that included a walk audit on site and a visioning exercise.

Participants boarded an RTD bus, which dropped them off at Vanderbilt Park, where the walk audit began through Vanderbilt Park, along West Mississippi Avenue, north on South Broadway, through RTD property, and back to the Design District Building. At the Design District, attendees participated in a visioning exercise with large-scale aerials of the area and example character imagery to inform the discussion. Attendees identified opportunities and challenges observed during the walk audit and discussed their vision for the future of the Station Area.

Numerous comments and ideas were shared during the walk audit and visioning exercise. Key themes of the exercise helped to inform Public Workshop #1 outcomes and carried throughout the project.



Public Workshop #1 Walking Tour



Public Workshop #1 Walking Tour



- |                          |  |                       |
|--------------------------|--|-----------------------|
| 5 Start Bus Tour         | 5 Connection to S. Platte River Trail                      | 11 Light Rail Bridge  |
| 11 Start Walking Tour    | 6 Mississippi & S. Santa Fe Intersection, Land West of CML | 12 Light Rail Station |
| 1 Park Views to Downtown | 7 Mississippi Underpass                                    | 13 I-25 Underpass     |
| 2 Lake                   | 8 Broadway & Mississippi Intersection                      | 14 Land North of I-25 |
| 3 River                  | 9 Land East of CML & Future Broadway Design                | 5 End Walk            |
| 4 Industrial Uses        | 10 Future Interchange                                      |                       |

## Public Workshop #2

Public Workshop #2 was designed to review the framework concepts, discuss draft recommendations with meeting attendees, and highlight the transformative projects in a collaborative, small group setting. Over 55 people attended the second Public Workshop, and consensus began to develop on the Plan's guiding principles and framework concepts.

## Public Workshop #3 | Review of Draft Plan and Recommendations

To be added during final revision.

## Planning Board

City staff briefed the Planning Board through three information items throughout the planning process. After a public hearing, Planning Board will be responsible for recommending the Plan to City Council.

"Open space is closely tied to the appropriate mix of uses to create a great place. Programmable, active space, a green urban environment, and connections to the park system are all important." Mike Cerbo, West Washington Park Neighborhood Association

"The station area should serve the people of Denver, not just the people that live there." Tim Lopez, Baker Historic Neighborhood Association



Public Workshop 2 Table Discussions



Public Workshop #2 Table Discussions



# PLANNING CONTEXT

## Blueprint Denver

An Integrated  
Land Use and  
Transportation Plan



*Blueprint Denver is the City's integrated land use and transportation plan.*

**Denver Comprehensive Plan and Supplements.** The Denver Comprehensive Plan is established in the Denver City Charter and Revised Municipal Code to "...provide an expression of the city's vision for the future with a listing of goals and objectives. Once prepared and adopted, the plan will guide and influence decisions that affect the future of the city."

The Comprehensive Plan and its supplements are by ordinance approved by the Planning Board, and then transmitted by the manager to the Mayor and the City Council for acceptance, modification, or rejection (DRMC 12-61).

This section explains the applicability and relationship of existing citywide and small area plans to the I-25 and Broadway Station Area Plan.

**Citywide Plans:** The following citywide Plans offer a higher level framework than the I-25 and Broadway Plan to guide and influence decisions that affect the future of the city. They are used as a foundation for the more specific vision, recommendations and strategies contained in the I-25 and Broadway Station Area Plan:

- Denver Comprehensive Plan 2000
- Denver Bicycle Master Plan (2001)
- Blueprint Denver: an Integrated Land Use and Transportation Plan (2002)
- Denver Parks and Recreation Game Plan (2002)
- Pedestrian Master Plan (2004)

**Small Area Plans:** Small area plans set specific visions, recommendations, and strategies for an area. Within the boundary of the I-25 and Broadway Station Area Plan planning area, there are five existing small area plans. The I-25 and Broadway Station Area Plan relates to and affects these small area Plans as follows:

- **Alameda Station Area Plan (2009):** The I-25 and Broadway Station Area Plan overlaps with a portion of the boundaries of the Alameda Station Area Plan. The area of overlap is generally north of I-25 and west of the alley between South Broadway, and South Lincoln. Within this area of overlap, the I-25 and Broadway Station Area Plan updates land use, building heights, active edge, building frontage, and bicycle and pedestrian circulation recommendations. The I-25 and Broadway Station Area Plan reinforces all other recommendations, and where there is conflict, the I-25 and Broadway Station Area Plan will supersede the Alameda Station Area Plan in the area of overlap.
- **Baker Neighborhood Plan (2003):** The I-25 and Broadway Station Area Plan overlaps with a portion of the boundaries of the Baker Neighborhood Plan. The area of overlap is generally east of the South Platte River, west of South Broadway, and north of East Mississippi Avenue. Within this area of overlap, the I-25 and Broadway Station Area Plan supersedes the Baker Neighborhood Plan, and as such, the Baker Neighborhood Plan will no longer used to inform decisions that affect this area of overlap.
- **Broadway Corridor Transportation and Urban Design Study (2001):** The I-25 and Broadway Station Area Plan overlaps with a portion of the boundaries of the Broadway Corridor Transportation and Urban Design Study. The area of overlap is generally south of I-25, west of South Broadway, and north of East Mississippi Avenue. Within this area of overlap, the I-25 and Broadway Station Area Plan supersedes the Broadway Corridor Transportation and Urban Design Study, and as such, the Broadway Corridor Transportation and Urban Design Study will no longer used to inform decisions that affect this area of overlap.
- **Athmar Park Neighborhood Perimeter Plan (2000):** The I-25 and Broadway Station Area Plan overlaps with a portion of the boundaries of the Athmar Park Neighborhood Perimeter Plan. The area of overlap is generally west of the South Platte River and north of East Mississippi Avenue. Within this area of overlap, the I-25 and Broadway Station Area Plan supersedes the Athmar Park

Neighborhood Perimeter Plan, and as such, the Athmar Park Neighborhood Perimeter Plan will no longer be used to inform decisions that affect this area of overlap.

- **West Washington Park Neighborhood Plan (1991, readopted in 2000):** The I-25 and Broadway Station Area Plan overlaps with a portion of the boundaries of the West Washington Park Neighborhood Plan. The area of overlap is generally east of South Broadway and north of East Mississippi Avenue; however, the I-25 and Broadway Station Area Plan does not make recommendations related to land use, building heights, or urban design in this area of overlap. Therefore, the I-25 and Broadway Station Area Plan will only be used to reinforce connectivity and mobility strategies in this area of overlap.

**Implementation Plans.** City agencies prepare implementation plans to guide their policies and work programs. Although these plans are not adopted as supplements to the Comprehensive Plan, they provide important guidance to the City and its agencies for implementing the Comprehensive Plan and its supplements:

- Greenprint Denver (2006)
- Strategic Transportation Plan (2008)
- Sanitary Sewer Master Plan (2009)
- Strategic Parking Plan (2010)
- Denver Moves (2011)
- Transit Oriented Development Strategic Plan (2014)
- Storm Drainage Master Plan (2014)
- River South Greenway Master Plan (2008)
- South Platte River Corridor Study (2013)

### **Coordination with Concurrent Planning and Implementation Efforts**

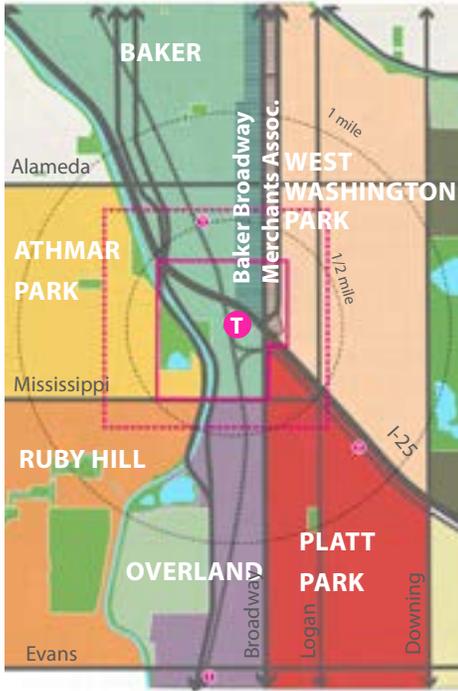
There were several related efforts underway within or adjacent to the study area during the planning process. The planning team coordinated with each of these efforts to ensure consistency:

- Broadway-Lincoln Corridor Study (Denver Public Works)
- South Broadway, Arizona to Exposition (Denver Public Works)
- South Broadway and I-25 Interchange (Denver Public Works)



# CHALLENGES AND OPPORTUNITIES

## Neighborhood Context



The Area of Influence encompasses parts of six different neighborhoods, each with strong Registered Neighborhood Organizations that take ownership of the station: Athmar Park, Baker, West Washington Park, Ruby Hill, Overland Park, and Platt Park. However, the existing land uses (primarily industrial and vacant land in proximity to the station) and regional transportation networks (I-25, S. Platte River Drive, Santa Fe, CML and light rail) isolate the existing station from the adjacent neighborhoods.

There is clear delineation between the finer grain fabric of the residential neighborhoods and the chunkier grain of industrial and regional commercial areas that make up a large portion of the Station Area (Figure Ground illustrated below). The existing lack of buildings in the Core Station Area, both on RTD property and at the former Gates Factory site, illustrate one of the biggest challenges: the large gap in continuity of the urban fabric. These large tracts of vacant land also provide a great opportunity: the ability to allow for a true urban center neighborhood surrounding the station.

To the west of the station, larger format industrial buildings create a barrier between the Core Station Area and neighborhoods like Athmar Park and Ruby Hill. Opportunities do exist to reconnect the street grid through this area and greatly improve access to the station.

- Core Station Area
- Area of Influence
- I-25 and Broadway Station



- Area of Influence
- Core Station Area
- I-25 and Broadway Station



## Parks and Open Space

The Station Area includes several open space amenities including Vanderbilt Park West, Vanderbilt Park East, Johnson Habitat Park, and the South Platte River Trail. The South Platte River Trail provides bicycle and pedestrian connectivity to Confluence Park and Commons Park downtown and regional connectivity north to Thornton, south to Englewood, and west to Golden. Also, within a mile from the Station Area are Ruby Hill Park, Sanderson Gulch, Washington Park, and Huston Lake Park. The South Platte River Trail provides north-south connectivity through the Station Area; however, there are no direct east/west connections creating large gaps within the existing open space network.

## Transportation Network

Primary north-south streets through the Station Area are major arterials that serve as commuting corridors between downtown and the southern suburbs. Although mostly elevated over the Station Area, I-25 cuts diagonally across the site with connections to the Broadway/Lincoln couplet and Santa Fe Drive/South Platte River Drive couplet. Even though it provides a critical regional connection, I-25 does provide a significant physical and visual barrier to the Station Area. The only east-





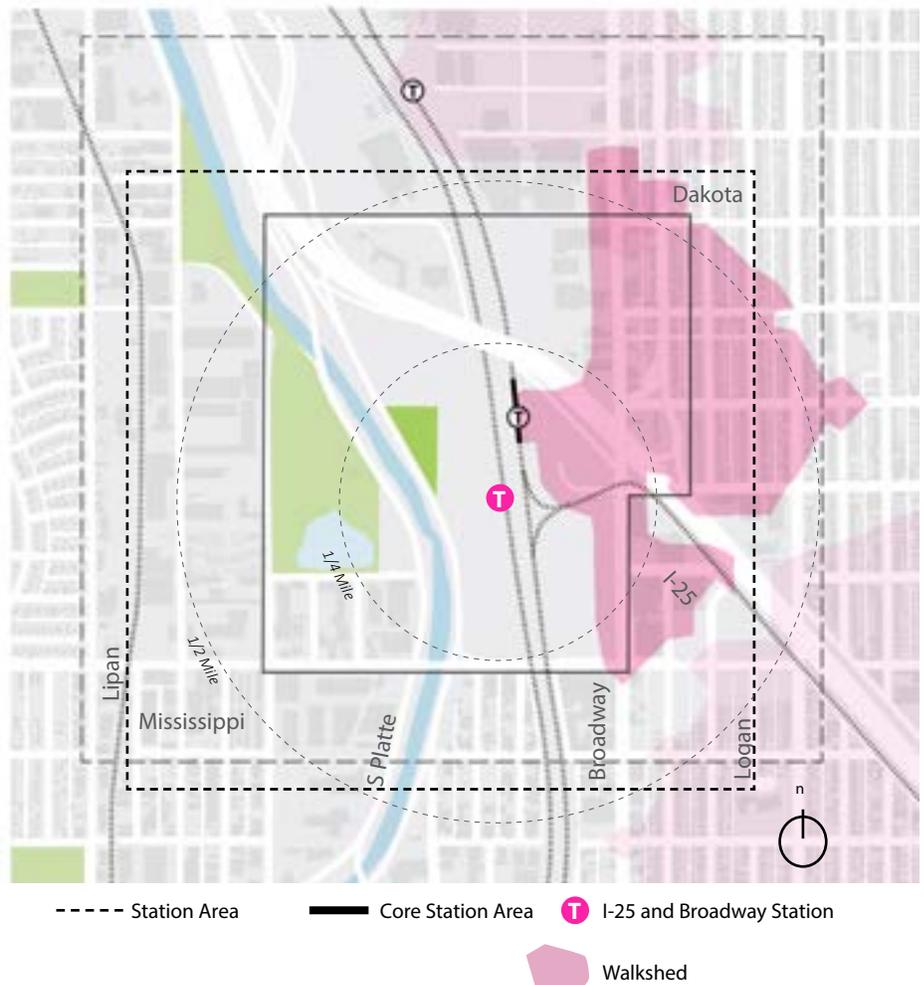
# CHALLENGES AND OPPORTUNITIES

west connection through the site is Mississippi Avenue, which ends at I-25 to the east. There are street connections to the station and bus terminal from the east, but the remainder of land in proximity to the station is largely vacant with no existing street network.

The I-25 and Broadway Station is one of the most robust transit centers in the city. The Station itself is served by five light rail lines; the C, D, E, F and H. The light rail provides connections to Littleton, Denver Tech Center, Downtown, and residential communities. The Station also serves as a bus hub with four major bus lines, the 0, 0L, 11, & 14. The 0 and 0L in particular are a popular route to reach Downtown with high frequency service through the majority of the day and night.

## Bicycle and Pedestrian Network

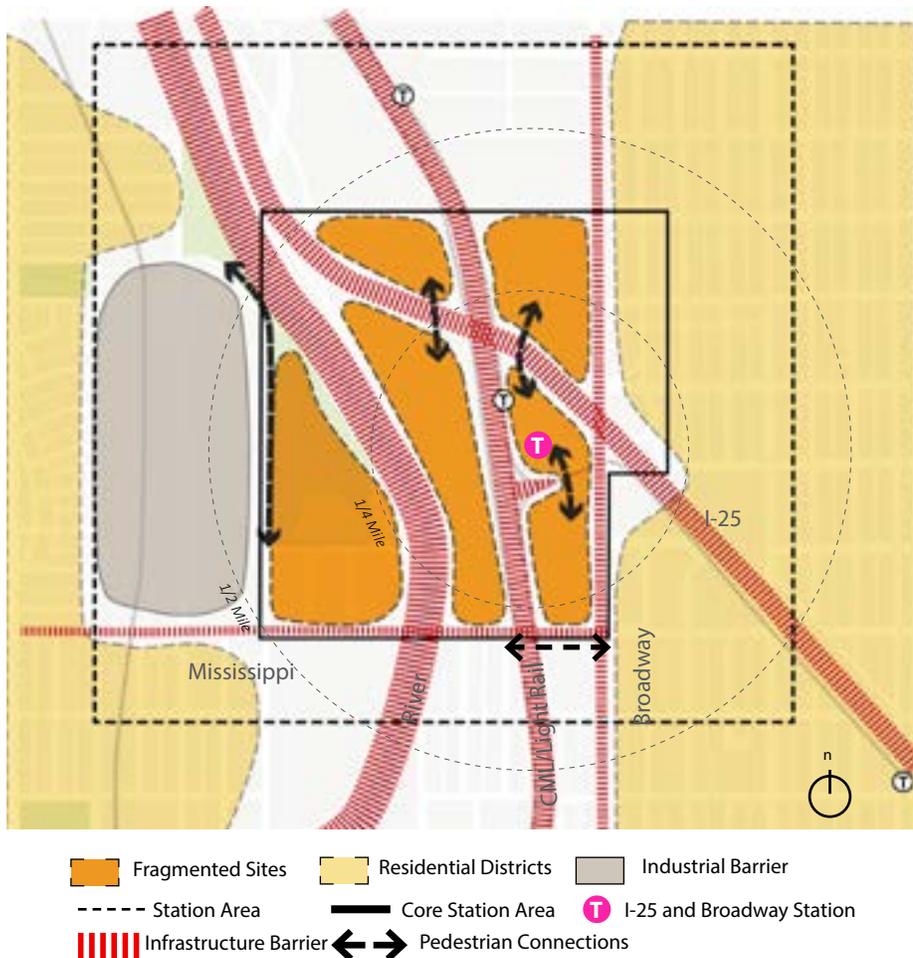
The bicycle infrastructure within the Station Area is severely lacking. With the exception of major regional connections through the South Platte River Trail, there are no other existing off-street bike facilities. New facilities that connect the station to the surrounding neighborhoods, and regional trails, to create a more robust bicycle network will be outlined in this plan. The station area walkshed, which depicts a half-mile, or ten-minute walk, from the station along existing sidewalks, illustrates



the significant challenge for pedestrians to move through the Station Area. Due to the lack of sidewalks and the physical barriers of the Consolidated Main Line (CML) railroad tracks, Santa Fe Drive, and the South Platte River, the walkshed is limited to the eastern side of the CML corridor, making the I-25 and Broadway Station a one-sided station. On the other hand, the neighborhoods east of the CML corridor are not only served by the I-25 and Broadway Station but also the Alameda and Pearl Stations.

**Barriers**

The greatest challenge to the Station Area is the need to overcome significant physical barriers to improve access from adjacent neighborhoods to the station. The area is fractured by infrastructure barriers that include I-25, Mississippi Avenue, the Santa Fe couplet, South Platte River, the light rail and CML corridor. These major barriers create a large gap between the established neighborhoods to the east and west of the station. The connections between barriers that exist at the ground level, such as the Mississippi Avenue underpass, are not pedestrian-friendly environments. Other connections, such as the South Bannock Street and South Acoma Street bridges over Mississippi at both sides of the CML, are not fully utilized. These connections could be used for improved pedestrian and bicycle connections between the Station Area and neighborhoods to the south.





# 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.

**PLAN ON A PAGE**  
 Vision: Create a Connected, Resilient, Vibrant and Transformative Multi-Modal Hub that knits the Station Area into the City fabric.

**Principles:** A CONNECTED, A RESILIENT, A VIBRANT, A TRANSFORMATIVE MULTI-MODAL HUB.

**Overall Recommendations:** Re knit the Urban Fabric, Improve Walkability and Bikeability, Network of Parks and Open Spaces, Economic Resiliency, Environmental Sustainability, Social Sustainability, Urban Design, Placemaking & Identity, High Density, Mixed Use, Safe and Intuitive Transit Interface, Alternative Transportation, Regional Connectivity.

**Transformative Projects:** mississippi improvements, vehicular bridge, vanderbilt parks east & west, i-25 underpass improvements, broadway station transit plaza, signature bannockist, east disposition, signature bridge.

- 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.

**FRAMEWORK OVERVIEW**  
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**STREET FRAMEWORK:** Includes recommendations for street layout, signals, and transit stations.

**PEDESTRIAN AND BICYCLE FRAMEWORK:** Includes recommendations for trails, connections, and transit stations.

**URBAN DESIGN FRAMEWORK DIAGRAM:** A map showing the spatial context of the frameworks.

- 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.

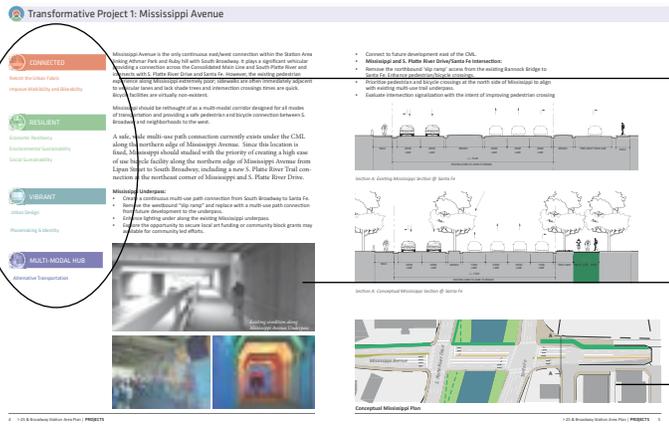


Recommendations

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



# I-25 AND BROADWAY VISION AND PRINCIPLES

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.

Reknit the Urban Fabric

Promote Economic Resiliency

Improve Walkability and Bikeability

Encourage Environmental Sustainability

Create A Network of Parks and Open Spaces

Enhance Social Sustainability

## TRANSFORMATIVE PROJECTS



Mississippi Improvements



Exposition Avenue (West of CML)



Vanderbilt Parks East & West



I-25 Underpass Improvements



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



Broadway Station Plaza



Exposition Avenue (East of CML)



Signature Shared-Use Street



East/West Connections



# FRAMEWORK OVERVIEW

The framework overview provides a brief summary of key urban design frameworks in order to establish context. Each framework represents one aspect to achieve a fully integrated and connected site. Recommendations found throughout the plan are noted accordingly (i.e. CONNECTED 1.1.E).

## STREET FRAMEWORK

Connect the Station Area to the existing city grid.



- 1 Extend W. Exposition Street from Lipan to Jason Street. (CONNECTED 1.1.E)
- 2 Create a shared-use north/south street parallel to S. Broadway. (CONNECTED 1.2.C)
- 3 Create a multi-modal entry at W. Exposition Street and S. Broadway. (CONNECTED 1.1.D)
- 4 Construct multi-modal bridge over the South Platte River. (CONNECTED 1.1.C)
- 5 Create a continuous and direct north/south connection parallel to S. Broadway (CONNECTED 1.2.A and 1.2.B)

## PEDESTRIAN AND BICYCLE FRAMEWORK

Recommends primary and secondary pedestrian and bicycle connections.



- 1 Create a bicycle connection to Athmar Park along the W. Exposition alignment (CONNECTED 3.2.A)
- 2 Create a bicycle connection on Lipan Street. (CONNECTED 3.2.B)
- 3 Improve bicycle and pedestrian connections along the north side of Mississippi Avenue. (CONNECTED 3.2.A)
- 4 Create a new South Platte River Trail access north of the Mississippi Avenue Bridge. (CONNECTED 2.3)
- 5 Widen the South Platte River Trail to meet today's standards between Mississippi and Johnson Habitat Park. (CONNECTED 2.3)
- 6 Create a pedestrian and bicycle priority street that connects to the station. (CONNECTED 1.2A)
- 7 Connect to future S. Broadway and Lincoln bicycle facility. (CONNECTED 3.2.A)
- 8 Create bicycle and pedestrian connections between Alameda Station and S. Broadway Station. (CONNECTED 3.2.A)
- 9 Create designated bicycle connections to Washington Park. (CONNECTED 3.2.B)



# FRAMEWORK OVERVIEW

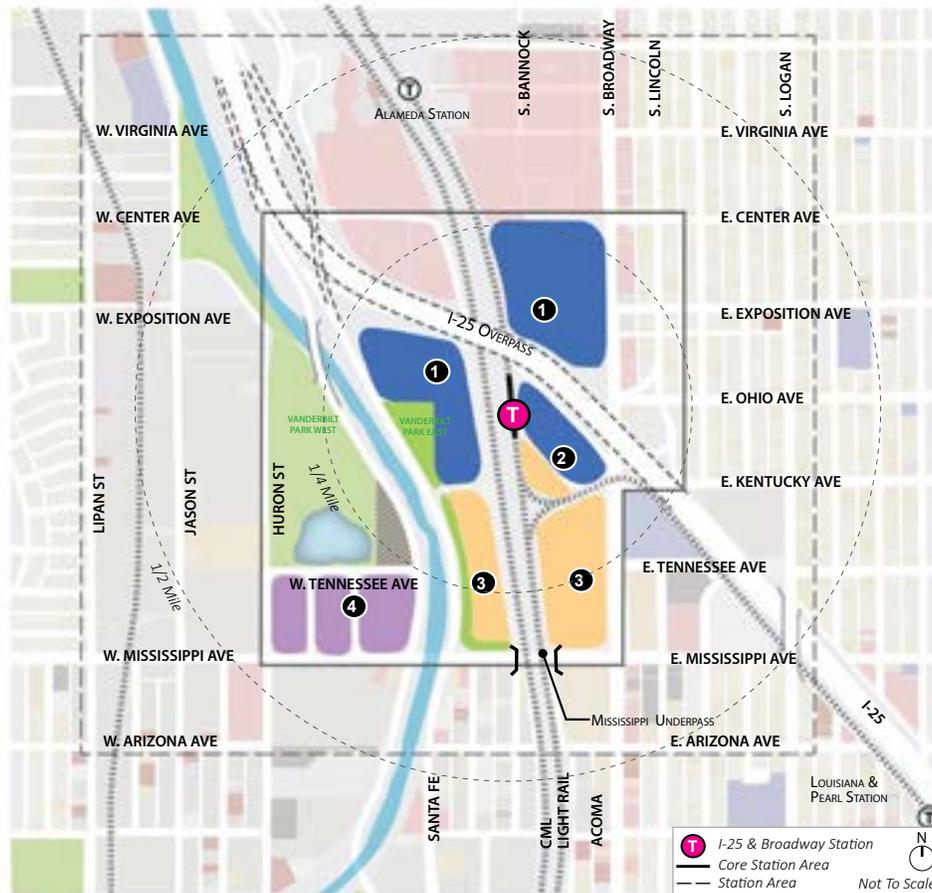
## OPEN SPACE FRAMEWORK

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



## 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.



- 1 Encourage high-density office uses near I-25 to capitalize on visibility and multi-modal access. (RESILIENT 1.1)
- 2 Encourage a mix of residential, office, civic and public plazas immediately adjacent to the station to encourage 18-hour activity. (VIBRANT 1.1)
- 3 Encourage high-density mixed-use residential within walking distance of the transit station that includes a range of unit sizes and price points. (RESILIENT 3.1)
- 4 Consider Industrial Mixed-Use (I-MX) zoning at strategic locations. (RESILIENT 1.2)



## 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.



# 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.



## 1. Reknit the Urban Fabric



S. Broadway north of the Station Area

In order to reknit I-25 and Broadway Station Area into the fabric of the city, a framework of streets is recommended that links the former Gates site to the surrounding neighborhoods.

### 1.1 Connect the Station to Surrounding Neighborhoods

#### 1.1.A S. Broadway Commercial Corridor:

S. Broadway is an urban commercial corridor that stretches from Downtown to Douglas County. This Plan recommends continuing the commercial character of S. Broadway between Center Avenue and Mississippi Avenue by creating a pedestrian-scale street environment. This environment is achieved by placing buildings at the property line and activating the street edge with a mix of active ground floor uses, quality architecture and transparent facades along S. Broadway.

*This Plan establishes a vision for the transition of the Station Area into an urban TOD with stronger connections to the adjacent neighborhoods. Therefore, the Plan recommends mitigating the impact of the S. Broadway widening projects from becoming more of a barrier between the Station and neighborhoods.*

### Street Network Framework



### 1.1.B I-25 Interchange and Broadway Reconstruction:

S. Broadway is planned to be reconstructed between Exposition Avenue and Arizona Avenue. During and after construction, the City will continue to examine ways to improve and/or enhance the multi-modal environment within the S. Broadway corridor. These improvements may include operational modifications such as signal timing modifications as well as physical modifications to enhance the pedestrian experience.

As part of major anticipated improvements to the I-25 and Broadway Interchange, the City and the Colorado Department of Transportation (CDOT) performed an Environmental Assessment (EA) in 2008 that evaluated a variety of improvements at the interchange to accommodate the transportation needs of the area.

This Plan recommends the following to create a safer and more comfortable pedestrian environment.

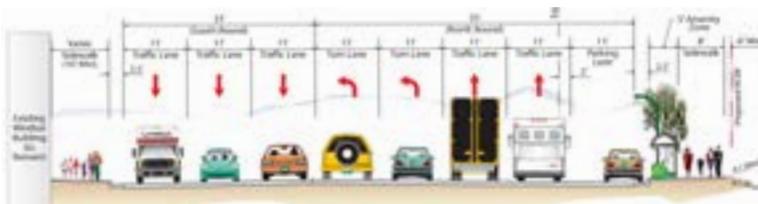
- Create safe and convenient crossings at signalized intersections.
- Evaluate and monitor the timing of pedestrian crossing signalization to ensure that the operation of S. Broadway supports safe pedestrian crossing.
- As the Station Area redevelops, re-evaluate actual traffic patterns and consider incorporating pedestrian refuge zones and bump-outs within S. Broadway to shorten pedestrian crossing distances at Tennessee, Kentucky and Mississippi Avenues where possible.



Existing Mississippi & Broadway Crossing



Example of Pedestrian Refuge Zone at intersection



Future S. Broadway section between E. Kentucky Avenue and E. Tennessee Avenue



Future S. Broadway section between E. Tennessee Avenue and E. Mississippi Avenue



Example of Specialized Bike Signal Crossings



Example of a Multi-Modal Bridge

### 1.1.C Kentucky Multi-modal Bridge:

- Provide a new vehicular bridge over the South Platte River that provides a direct connection from S. Platte River Drive to the former Gates property located west of the CML.
- Incorporate a bicycle and pedestrian connection that is separated and protected from vehicles.
- Provide pedestrian/cyclist activated crossing signals.

### 1.1.D Multi-Modal Station Access: *Transformative Project 4*

Explore feasibility of creating a new multi-modal entry into the station at W. Exposition Avenue that safely accommodates bike, pedestrian, automobile and bus access to the site. Provide safe and intuitive bicycle connections between the future S. Broadway/Lincoln bicycle facility and West Washington Park.

### 1.1.E Connect Athmar Park Neighborhood to Vanderbilt Park: *Transformative Project 2*

Connect Athmar Park Neighborhood to Johnson Habitat Park, Vanderbilt Park West and the South Platte River. Explore possibility of creating bicycle and pedestrian connections through the existing industrial areas.

- Study the feasibility of extending W. Exposition Avenue from Lipan Street to Jason Street along existing unused right-of-way. This should be a bicycle priority connection that links to a new multi-use path along Jason Street that connects north to Johnson Habitat Park.

## 1.2 Create An Intuitive Internal Circulation Network

As development occurs near the station, create an urban street network that breaks up 'super blocks' and creates a finer-grained street network connecting I-25 and Broadway Station Area to the existing city grid. Internal streets should generally be two lanes with on-street parking and generous pedestrian zones. Provide clear, safe, green and accessible pedestrian, bicycle, vehicular and bus connections to the Station. Intersection designs should elevate the importance of pedestrian activity with enhanced street crossing treatments such as curb extensions, high-visibility pavement markings, lighting, and pedestrian refuge islands to reduce long crossing distances.

### 1.2.A Shared-Use Street

- Explore the opportunity to create a signature, pedestrian-priority street parallel to S. Broadway between Kentucky and Mississippi Avenues.
- Incorporate green street elements to provide a number of environmental benefits such as improved air and water quality, reduced energy demand, and urban heat island mitigation.

### 1.2.B East of the CML

- A continuous north-south street that will parallel S. Broadway. This new street is intended to link the RTD property with future development to the north

and south and to create a highly visible and direct connection to the station.

- Extend Exposition, Kentucky, Tennessee, and Hoyo Street (new east/west street between Tennessee and Mississippi) west from Broadway into the former Gates property site.
- Relocate and improve the Kentucky/Broadway intersection to provide better access to the RTD site and better signal timing along Broadway.
- Improve connections to Overland Park Neighborhood via existing S. Acoma Street vehicular bridge over Mississippi Avenue.



*Wide pedestrian zones with cafe seating.*

### 1.2.C West of the CML

- Create a new north/south street connects the existing S. Bannock Street bridge over Mississippi to S. Cherokee Street under the new I-25 underpass.
- Remove the existing “slip ramp” that connects S. Bannock Street bridge to northbound Santa Fe.
- Connect VPE to improved Mississippi bike facility.
- Explore opportunities to connect Athmar Park to Vanderbilt Park West through the existing industrial zone along the W. Exposition and W. Tennessee Avenue alignment.
- Improve connections to Overland Park Neighborhood via existing S. Bannock Street vehicular bridge over Mississippi Avenue.
- Provide two vehicular access points to the former Gates site from Santa Fe, with one aligning with the new bridge over the South Platte River.



*Example of a pedestrian-priority shared street.*



## 2. Create A Network of Parks and Open Spaces

Denver is a city known for its urban parks. The Station Area is located along the South Platte River Trail system and is centrally located among three distinct and well-used neighborhood parks: Huston Lake Park to the west, Washington Park to the east, and Ruby Hill Park to the south. A network of parks and open space is intended to create a localized network of places and spaces that links to the City-wide park and trails system.

Within a quarter mile of I-25 and Broadway Station are three city parks: Johnson Habitat Park, Vanderbilt Park West (which is primarily used for organized softball leagues), and Vanderbilt Park East (which is designated as a park, but has yet to be built). In addition, the South Platte River Trail runs north/south through the study area. A cohesive and connected network of existing and new parks, plazas and trails should be created that link neighborhoods, the station and parks to one another. The parks and open space network for the I-25 and Broadway Station Area is envisioned as transitioning from more urban, civic open spaces near the station, to more passive, nature-oriented open spaces to the west.

### 2.1 Vanderbilt Park: TRANSFORMATIVE PROJECT 5

#### 2.1.A Design and build Vanderbilt Park East (VPE):

Vanderbilt Park East (VPE) has yet to be constructed. This park should be designed and built simultaneous with private redevelopment at the former Gates Rubber

#### Neighborhood Park and Open Space Framework



The **Game Plan** is Denver Park Recreation's strategic citywide master plan that provides a framework of principles that provide the department with recommendations on policy, management, resource allocation, partnerships, financing and sustainability.

Game Plan has a vision of Denver itself as a "City in a Park" where the built environment is integrated with the varied landscapes from the neighborhood extending to the mountain and prairie parks.

Connecting the public realm is an important theme in the "City in a Park" vision, weaving Denver's open spaces together cohesively.

The I-25 and Broadway Station Area Plan reflects the spirit of the Game Plan by emphasizing connections between existing sites in the DPR system and proposing innovative solutions for how we connect people from their homes and offices, across the river and over roads and tracks to parks and green respites.

Company site to provide an amenity for residents and employees early in the project. Envisioned as a more urban, formal open space, this park should be designed to support both office and residential users by providing:

- Intimate, smaller, shady places for lunch breaks and small group gatherings or meetings.
- A large open area to allow for programmed office events during the day and large community gatherings or informal, social sport leagues during the evenings and weekends.
- Views into the park to provide ‘eyes on the park’ and increased security.
- Both active and passive recreation incorporated together with a cohesive detention and water quality storage area.

**2.1.B Improve Vanderbilt Park West (VPW):**

Vanderbilt Park West 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 isolated from the City by industrial uses and the Santa Fe couplet. The southern portion of VPW should be redesigned to include more informal, usable open spaces that capitalize on the lake and Downtown views as a means to draw neighborhood users.

- Celebrate the lake by removing invasive vegetation 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.
- Explore the possibility of boardwalks adjacent to and over Vanderbilt Lake to provide a unique experience near the water while maintaining physical separation.
- Create a landscape buffer, including berms and plantings, along S. Platte River Drive to minimize noise and visual impacts on the park.
- Create a stronger connection to Johnson Habitat Park.
- Provide safe, comfortable pedestrian/bicycle connection across the South Platte River.
- Investigate and remove or remediate contaminated sediment in the lake.
- Explore the possibility of creating a dog park in VPW.



*Views to Downtown from Vanderbilt Park West*



*Vanderbilt Lake in Vanderbilt Park West*



*Example of flexible lawn space that could be created in Vanderbilt Park West.*

*Many people who participated in the walking tour live in the neighborhood, but do not regularly visit Vanderbilt Park West. Of those who have visited, many did not realize there was a lake. VPW should be redesigned to celebrate the lake by creating visual access and activating the edges.*



Existing South Platte River Trail between Johnson Habitat Park and Mississippi Ave.



Existing South Platte River Trail connection at Mississippi Avenue and S. Platte River Drive.



Example of potential trail connection that provides visibility where trails merge.

### 2.3 Enhance and connect to regional greenway

The South Platte River Trail runs through the Station Area and is bound by the S. Platte River to the east and S. Platte River Drive to the west. This regional trail is both a recreational amenity and bicyclist commuter route that should be capitalized on by future residents and employees.

- Create a unique experience along the South Platte River Trail authentic to this section of the City and river.
- Implement the River South Greenway Master Plan Vision.
- Remove excess vegetation to create views to the river and discourage loitering.
- Explore adding an additional South Platte River Trail connection at the northeast corner of S. Platte River Drive and Mississippi that connects to an improved bicycle and pedestrian facility along Mississippi.
- Provide additional trail access points from a future shared bicycle/vehicular bridge over the South Platte River.
- Improve the South Platte River Trail between Johnson Habitat Park and Mississippi Avenue to meet current Denver Regional Trail Design Standards.
- Explore ways to mitigate flooding along South Platte River Trail during high water events.

### Park And Open Space Framework



- Existing Park
- Future Plaza
- Proposed Park
- Proposed Open Space
- Existing Trail Connection
- Proposed Trail Connection
- Connections to Open Space
- South Platte River Trail
- ||||| Shared-Use St.

#### 2.4 Create a transit plaza: TRANSFORMATIVE PROJECT 6.A

The station platform and its surroundings are the first impression of I-25 and Broadway Station when passengers arrive by train or bus. A transit plaza that is welcoming and creates an immediate address and identity for I-25 and Broadway Station should be incorporated adjacent to 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.

#### 2.5 Create a civic plaza: TRANSFORMATIVE PROJECT 6.B

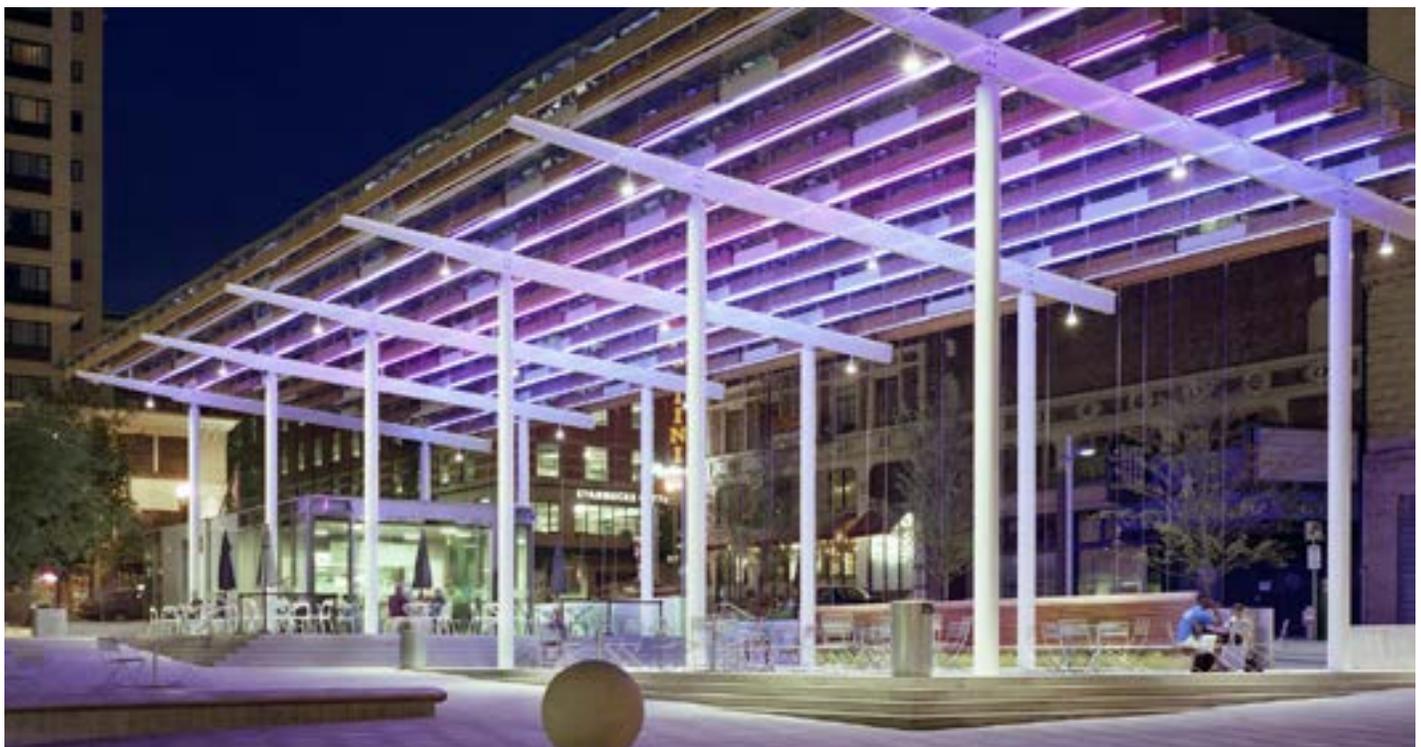
I-25 and Broadway Station is envisioned as a new center and gathering place for the surrounding neighborhoods. As such, a new civic plaza should be centrally located to serve as the 'heart' of the future community and existing neighborhoods. The civic plaza should be designed to accommodate a variety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

#### 2.6 Design streets as public spaces.

- All streets should be considered part of the overall open space network and designed to include ample pedestrian zones with street trees and furniture.
- Create a north/south pedestrian-priority street west of Broadway that connects Center Avenue to Mississippi Avenue for bicylists and pedestrians. This new street will be the common thread that connects the transit station with future development to the north and south. It should be designed with enhanced pedestrian amenity zones including sidewalk café seating, pedestrian lighting, benches, public plazas, and pedestrian-scaled signage. The character of the street may differ to the north and south of Kentucky, but both should prioritize pedestrian movements.



*Example of a Transit Plaza designed to support high levels of movement through the space.*



*Example of a Civic Plaza that provides a focal point and multi-purpose gathering space.*



## 3. Improve Walkability and Bikeability



Lack of sidewalks in current industrial areas.

Creating a walkable and bikeable neighborhood requires an integrated system of well-designed street, park and public space connections. These connections allow the healthy choice of walking or biking to become the most convenient and comfortable choice for people. Increased walkability and bikeability enhances public health and community livability (including community cohesion), and offers substantial environmental and equity benefits. Safe and intuitive pedestrian and bicycle connections should be provided to connect the I-25 and Broadway Station to the former Gates Rubber Company site and surrounding neighborhoods.

### 3.1 Improve the pedestrian environment.

A connected and comfortable pedestrian environment creates safer neighborhoods and promotes walking. East of S. Broadway, the pedestrian network is largely intact and characterized by five-foot wide sidewalks and tree lawns. With the exception of S. Broadway, the former Gates Rubber Factory site lacks any streets or sidewalks and the existing pedestrian connections between Broadway and the Station are often attached sidewalks that lack shade trees or pedestrian amenities. To the west and south of the Core Area, where streets do exist, they typically have poor pedestrian zones characterized by very narrow, attached sidewalks or lack sidewalks altogether, and virtually no trees exist. As the Station Area redevelops, right-of way and private improvements should be considered to create more comfortable and safer pedestrian connections to and through the entire Station Area. Improving pedestrian connections to the surrounding neighborhoods aids a greater strategy of reducing short-distance vehicular trips to the station. A Next Steps Study should be considered to identify a detailed pedestrian improvement plan for the Station Area.



Pedestrian bridge example in Denver.



Pedestrian paseos create connections that break up large blocks.

- Provide sidewalks and pedestrian amenity zones that include pedestrian lighting, shade trees and amenities along streets where they do not currently exist.
- Repair existing sidewalks and plant streets trees where they currently do not exist. Provide adequate room in tree lawns and amenity zones to allow trees to grow and thrive.
- Create safe pedestrian crossings at busy intersections.
- Create a safe and comfortable pedestrian environment below the I-25 overpass.
- Improve the Mississippi underpass to create a safe and comfortable pedestrian and bicycle environment. Improve the pedestrian environment along Mississippi to create safer, pedestrian friendly connections between Athmar Park Neighborhood, the River and Station.
- Provide pedestrian bridges over the CML and light rail tracks.



Walkable retail street

### Sidewalks Along Existing Streets



- New Sidewalk and Streetscape
- Pedestrian Priority Intersections
- - - Improve Existing Sidewalk
- New Shared-Use Street / Wide Pedestrian Zone



Buffered bike lane adjacent to vehicular lane



Protected two-way cycletrack

### 3.2 Connect the local and regional bicycle networks.

Since the I-25 and Broadway Station is located in a critical location in the City, it is important to enhance the city's regional bicycle connections as well as local connections between the station and adjacent neighborhoods. This plan identifies several strategic opportunities that should be studied in greater detail.

Denver Moves should be updated to reflect bicycle connections recommended in this plan. In some cases, this Plan specifies the type of bicycle facility (e.g. "bike lanes") within the approved street cross section. In other cases, the type of facility is unspecified and left for Denver Moves to determine (e.g. "bike connection"). The Bicycle and Pedestrian Connections Map indicates existing bicycle connections, planned connections currently in DenverMoves, and new connections proposed by this plan.

- Complete an integrated system of bicycle routes within the neighborhood that links intuitively to the citywide bicycle network, transit, destinations and regional multi-purpose trails.

### Bicycle Facilities Framework



- - - Bicycle Connection
- - - Bike Lane
- - - Protected Bike Lane or Cycle-Track (currently being studied)
- Proposed Trail Connection
- Existing Trail Connection
- - - Multi-Use Path
- South Platte River Trail
- | | | Pedestrian & Bike Priority Street

## DENVER MOVES

### Making Bicycle and Multi-Use Connections

*“Denver Moves will build a simpler multitmodal system that integrates existing facilities and connects to destinations”*

#### High Ease of Use facilities:

- Multi Use Trail
- Shared-Use Sidewalk
- Cycletrack
- Neighborhood Bikeway

#### Medium Ease of Use facilities:

- Bike Lane
- Buffered Bike Lane
- Climbing Lane



South Platte River Trail

### 3.2.A High ease of use facilities

- Explore the potential of a highly accessible pedestrian and bicycle connection over the CML.
- Provide a highly accessible pedestrian and bicycle connection over the South Platte River that connects Vanderbilt Park East and Vanderbilt Park West.
- Study the feasibility of extending W. Exposition Avenue from Lipan Street to Huron Street to connect Athmar Park Neighborhood and Aspgren Park with Johnson Habitat Park, Vanderbilt Park West and the South Platte River.
- Utilize the existing Acoma Street and S. Bannock Street bridges over Mississippi to create bicycle connections to Overland Park neighborhoods and employment areas.
- Provide a multi-use trail connection between Alameda Station and I-25 and Broadway Station that parallels the light rail tracks as recommended in the Baker Neighborhood Plan.
- Connect to the future bicycle facility along S. Broadway/Lincoln Corridor (currently being studied) at Exposition Avenue.

### 3.2.B Medium ease of use facilities:

- Explore other opportunities to create pedestrian and bicycle connections through existing industrial uses west of Vanderbilt Park West.
- Explore the potential of a bicycle connection on Lipan Street as an alternative to bicycle lanes along Jason Street. Jason Street is a bypass for the South Platte River Trail, but does not serve local residents. A bicycle facility along Lipan that connects new east-west bicycle connections would be more beneficial to the neighborhood.
- Create designated bicycle connections along East Exposition and East Virginia Avenue connecting the Station Area to Washington Park.

### 3.2.C Mississippi Avenue bike path: TRANSFORMATIVE PROJECT 1

- Explore opportunities to create an improved, protected bicycle and pedestrian connection along the north side of Mississippi between Lipan Street and S. Broadway that will provide an enhanced connection between the station, Athmar Park and Ruby Hill Neighborhoods.
- Explore this project further in a Next Steps Study.

### 3.2.D Multi-Modal Station Access TRANSFORMATIVE PROJECT 4

- Connect to the future bicycle facility along S. Broadway/Lincoln Corridor (currently being studied) at W. Exposition Avenue.



**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.



## 1. PROMOTE ECONOMIC RESILIENCY

The land use framework supports Economic Resiliency by recommending a mix of uses within the Station Area.

The street network framework supports Economic Resiliency by recommending a street network that opens up the eastern portion of the former Gates site and a connected street grid that can be phased in coordination with development.

The I-25 and Broadway Station Area is poised to become a new employment center for Denver. The majority of transit-oriented developments (TODs) within the City of Denver (and throughout the light rail system) have a primarily residential orientation. There are comparatively fewer station areas with a current or future viable office market that could accommodate a critical mass of new office. There is strong demand for the type of office use, which desires Downtown Denver proximity and accessibility, but prefers to be outside of the Central Business District. The I-25 and Broadway Station offers land area, owner control, location, and the market to provide a significant amount of new office and jobs.

### 1.1. Expand office employment opportunities.

Create a new employment TOD in Denver. Given the location of the station between downtown Denver and the Denver Tech Center, there is potential to create a “Midtown” office location.

- Seek a regional headquarters that will establish I-25 and Broadway Station as an ‘office address’ within the city.
- Target more of the office-focused uses near the I-25 overpass where they are highly visible from the freeway.
- Attract and maintain tenants through a functioning transportation network (including transit and automobiles). Consider a vehicular bridge connection over the South Platte River to enable future tenants to easily access the surrounding transportation network. This connection is critical to the long-term economic sustainability of having a significant amount of office uses in the Core Station Area. (CONNECTED 3.1A)
- Recruit new, growing entrepreneurial and innovative businesses seeking to locate in a growing employment district. Work closely with the Metro Denver Economic Development Corporation and Denver’s Office of Economic Development and others to identify and recruit these businesses.
- Build on the demand and success of high tech co-offices and shared spaces.
- Respond to the demand for a more creative, multidisciplinary collaborative work environment both in the building and overall environment.
- Ensure that areas with predominantly office uses remain active on the weekends and evenings by interspersing residential and other active land uses throughout Station Area.
- Provide employees with outdoor collaborative spaces and great walkable access to the transit system and greenways.

### 1.2. Continue to support industrial land uses.

- Encourage existing industrial to remain and grow, by improving access to technical and capital resources.
- Identify opportunities for infill development in areas identified on the concept land use map as Mixed Use Industrial. Work with property owners toward more efficient use of underutilized land.
- Rezone the parcels immediately south of Tennessee to Industrial Mixed Use in order to help activate Vanderbilt Park West by allowing these blocks to transition to residential, commercial, or industrial mixed-use projects.

Transit Oriented Development Strategic Plan identifies I-25 and Broadway as an *Urban Center*.

BROADWAY		
Facts	Corridor	Central
	Opened	1994
	Stationship	14,002
	RTD Parking Spaces	1,248
Typology	UC urban center	
Score	Market Readiness	High
	Development Potential	High
	TOD Characteristics	Midtown
Status	Plan	1
	Infrastructure Analysis	1
	Zoning	1
	Infrastructure Investment	5
Action Plan	Complete I-25 & Broadway Station Area Plan (September 2014-2017)	
	Work with proper agencies and RTD to address parking management and joint development opportunities (September 2015-2018)	



- Encourage appropriate land uses in the existing industrial area include light industrial and flex space with some commercial uses, especially along Mississippi Avenue and Jason Street.
- Encourage a vertical and horizontal mix of land uses, including light industrial, small office, institutional/vocational, commercial, flex, and live/work.
- Multifamily residential may be appropriate south of Vanderbilt Park West within a mixed-use building that includes employment uses.
- Design or retrofit buildings to include human scale facades with windows and pedestrian openings along public streets and open spaces as industrial areas redevelop. Parking should be located to the rear or sides of buildings.

### 1.3. Address the need for commercial services.

- Maintain continuous active edges along S. Broadway to strengthen its identity as one of the City's primary commercial corridors.
- Recruit, support and expand local, creative entrepreneurial businesses to help provide unique commercial services for neighborhood residents.
- Provide programming and clear, visible signage to ensure commercial success.

### 1.4. Create strategic public/private partnerships to reach common goals.

- Seek businesses that are willing to hire local employees.
- Encourage organizations that provide jobs and small business training to partner with future companies in the I-25 and Broadway Station Area to help ensure Denver residents have the appropriate training to access future jobs.

### 1.5. Actively recruit new and innovative businesses.

- Seek new and emerging industry clusters in which industries will energize one another.
- Seek businesses that are being priced out of west coast cities.
- Incorporate fiber optic networks to increase marketability of this site to high tech and information firms.
- Attract local retailers and 'maker' businesses to locate in the Station Area.
- Seek businesses that can serve both the local and commuter populations including day-care and preschools, out-patient medical offices, doctors offices, library, satellite community college or night schools, or vocational training facilities.

### 1.6 Create a framework that is phaseable.

- Create a phaseable and flexible physical framework
- Respond to the market as it evolves over time with flexibility in the overall land use mix.
- Support the economic resiliency of the Station Area and surrounding neighborhoods with a strong mix of land uses.



*Shared Spaces incorporated within revived industrial areas.*



*Retrofitted industrial building facade.*



*Re-purposed industrial building into local market.*



## 2. PROMOTE ENVIRONMENTAL SUSTAINABILITY



Light Rail at I-25 and Broadway Station

The I-25 and Broadway Station Area has the opportunity to transform from a former industrial site to a model of sustainable infill development. Through the Voluntary Cleanup Process (VCUP), past and current owners of the site have demolished the Gates buildings and have re-mediated or are in the process of remediating the site in preparation for a mix of land uses. I-25 and Broadway Station should incorporate forward thinking and best practices in sustainable design.

### 2.1. Promote alternative transportation and mass transit

- Encourage employers to participate in RTD’s ECO Pass program.
- Provide preferred parking for electric vehicles and car-share programs.
- Incorporate showers and ample bike parking facilities in new office buildings to make biking to work more convenient.



Solar farm

### 2.2 Pursue green building and site design.

- Buildings should pursue LEED certification.
- Pursue energy efficiency benchmarking for large commercial and multifamily buildings through the Denver City Energy Project.
- Future, large scale development projects should pursue LEED ND accreditation.
- Seek to incorporate creative, urban stormwater management strategies.
- Provide ample trees in parks and plazas to reduce the heat island effect and the harmful health impacts of increasing environmental temperatures, particularly for vulnerable populations such as children, the elderly, and those at risk for heat-related illness.
- Increase tree canopy cover in the area as prioritized in Denver Parks and Recreation Game Plan and the 2014 Climate Adaptation Plan.
- To the extent feasible, building materials should be sourced locally to support Colorado economy and minimize energy consumption for material transportation.
- Explore the possibility of using recycled materials for paving and sidewalks.
- Incorporate street lights that are solar and/or wind powered.
- Specify high-albedo road and roofing to minimize heat island.
- Optimize daylighting in buildings.
- Optimize natural ventilation into buildings.



Hydro electric barrel.

### 2.3 Explore alternative energy sources.

- Explore possibility of incorporating a solar farm within the CML and light rail right-of-way.
- Consider orientation of buildings to maximize winter solar gain.
- Incorporate solar panels on building roofs.
- Explore wind generation opportunities on taller buildings.
- Explore new hydro-power technologies to generate electricity from the



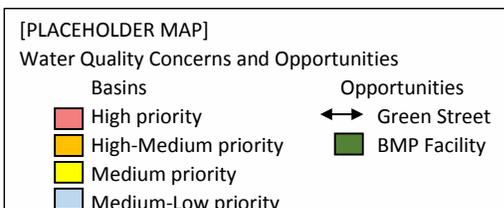
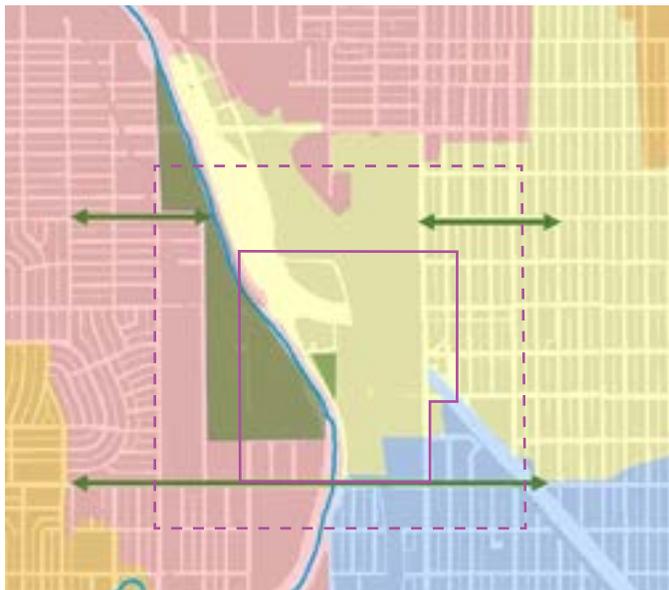
South Platte River. This could be used to generate power to provide pedestrian lighting along the South Platte River Trail or in Vanderbilt Park and showcase the areas transformation and dedication to sustainability.

#### 2.4 Mitigate noise and air pollution impacts of I-25.

- Locate taller, commercial buildings near the I-25 overpass to block noise from adjacent residential buildings and public spaces.
- For buildings near the freeway, consider where building intake systems are located to minimize intake of automobile exhaust.
- Locate uses that include schools, child care centers, and senior housing further away from I-25 to reduce air quality and noise impacts.
- Consider specific building construction techniques for multifamily residences to minimize the air quality and noise impacts from I-25 including adequate ventilation and insulation. Techniques should be developed in consultation with partners such as Energy Outreach Colorado.

#### 2.5 Utilize sustainable storm water management practices.

Beginning in 2014, the City and County of Denver (CCD) has been working to prioritize basins in Denver that are most in need for water quality improvements. As a result of this effort, six of the city's thirty-one storm drainage basins have been identified as high priority basins in which CCD is actively pursuing water quality improvements. As demonstrated in the map below, the western half of the I-25 and Broadway Station Area plan is located in one of the city's high priority basins



*“More than half of the worlds population live in urban areas. By 2050 cities will likely contain 2/3 of the worlds population. Since urban areas already account for 76% of CO2 emissions from energy use, it makes sense that city officials are taking on climate change.”*

National Geographic November 2015



Green roof as usable outdoor space helps to reduce the heat island effect

*“Climate mitigation and adaptation should be implemented simultaneously to effectively reduce climate change impacts and prepare for a future of change. If greenhouse gas emissions are not reduced through mitigation efforts, then the ability to adapt will be impacted by the rapid pace and severity of climate change. Since the effects of climate change are already happening it is also necessary to include adaptation as an important part of climate change planning.”*

Denver's Climate Adaptation Plan 2014



*Example of curb extension planter.*



*Example of green gutter along cycle-track.*

and the majority of the eastern area of the plan falls within a medium priority basin, indicating there is significant interest in pursuing efforts to improve water quality in the area.

The City and County of Denver is making green infrastructure a fundamental part of the city's long-term stormwater management strategy by looking at ways to incorporate large-scale green infrastructure and small or site-scale infrastructure. On a large scale, green infrastructure refers to a network of parks, open spaces, drainage ways, and floodplains which help mitigate the impacts caused by impervious (hard) surfaces.

The Broadway Station Area has one major opportunity to add large scale water quality in the basin. The use of East Vanderbilt Park creates an urban opportunity to combine both active and passive recreation in conjunction with the use of detention and water quality. Properly designed, there can be a symbiotic relationship between public infrastructure and public park use. The storm runoff in Denver, as a semi-arid high altitude climate, only presents 14 inches of precipitation annually, allowing the park to be used on a majority of days throughout the year. The design must facilitate easy maintenance and define small spaces that will be inundated during the smaller rainfall events. With this design, the larger events then will encroach into the body of the park to provide the volume required for the drainage basin. The runoff would recede in a matter of hours, allowing the park to maintain its functionality.

Site-scale green infrastructure refers to smaller, engineered structural practices that are necessary to mitigate the impacts urbanization has on the hydrologic cycle. To facilitate the implementation of smaller and site-scale green infrastructure, CCD has developed a technical guide and criteria for site-scale green infrastructure practices within the right-of-way (ROW). Treating street runoff is critical to improving the health of the South Platte River. Not only are streets a major source of stormwater runoff, they also represent the larger source of urban pollutants including sediment, heavy metals, automotive fluids, nutrients, and trash. These practices can be used on new streets and during repaving or reconstruction of streets, alleys, medians, and parking lots. These practices are also suitable for private residential and commercial development and redevelopment. In addition to water quality, green infrastructure can enhance the livability of a space; increase property values and retail sales when integrated seamlessly into courtyards, plazas, and other public spaces; and can create a more bike and pedestrian friendly environment.

The green infrastructure practices suggested below are intended for the right-of-way and provide a number of benefits in addition to stormwater treatment. A combination of these practices can be implemented depending on space available and treatment needs.

- Utilize green infrastructure practices that enhance the comfort, beauty, and safety of pedestrian spaces while providing additional environmental and economic benefits.



- Incorporate sustainable stormwater management practices in open spaces, streets, plazas, and other public spaces to treat runoff from impervious areas and to improve the water quality of the neighboring South Platte River.
- Use a site planning approach that integrates the site's natural features with engineered hydrologic/water quality controls distributed throughout the entire site.
- Vanderbilt Lake is in a priority basin, which indicates a need for stormwater best management practices be implemented throughout the basin on both public and private projects.
- Participate in Denver's Purple Pipe program.



*Example of storm water planter.*

#### Ultra Urban Water Quality Infrastructure:

As part of the planning efforts, alternatives for water quality BMP's were considered to enhance the overall aesthetics of multiple roadways. Due to the almost complete urbanization of the station there is little area for providing conventional water quality treatment. A retrofit of an existing urban area for water quality treatment, where none exist, requires alternative and hybrid methods for treating storm runoff.

#### The following should be considered:

- Stormwater Tree/trench behind curb: A tree grate or underground trench that manages stormwater runoff with connections to street inlets would allow infiltration through the tree pit.
- Sand Filter/Green Gutter behind curb: A narrow or shallow landscaping strip adjacent and parallel to the street curb and gutter to allow stormwater runoff to flow into a vegetated area, providing infiltration to a rock median below.
- Narrow streets with curb extensions used to capture and detain for water quality: A landscaped curb extension that extends to the existing paving at intersections, designed to collect and treat runoff, by infiltration of a rock median; also presenting opportunities for pedestrian safety at intersections.
- Permeable pavers: Roadway medians or roadway surfaces at low points along the streets to use a series of permeable pavers connected to the storm sewer system.
- Underground mechanical devices: Hydro-dynamic separators can be used to divide floatables, silts and hydro-carbons from the roadways.



## 3. ENHANCE SOCIAL SUSTAINABILITY



*Create affordable housing within a half mile of the station.*



*TOD artist housing in Seattle*



*Private Open Space*

Cities are composed of socio and economically diverse populations, all of whom contribute to the social and economic health as a City. As Denver continues to grow, we need to ensure there is a place for everyone in our community and to ensure their access to public amenities and infrastructure.

### 3.1. Provide a range of housing options.

- Provide a range of housing types, sizes, and prices in the Station Area.
- In the residential areas of stability surrounding the immediate Station Area, promote existing development patterns consistent with current zoning and Blueprint Denver conceptual land use while allowing for reinvestment.
- Provide affordable and senior housing opportunities near the station. Work with local developers and nonprofits to identify housing opportunities within the former Gates site and the broader Station Area.
- Promote a mix of income-diverse residential units that serve critical needs of individuals (those requiring services in addition to housing), workforce populations in the rental market, and workforce populations ready to pursue home ownership.
- Work with the Mayor’s and Governor’s offices to address the current construction defects law which is inhibiting the ability of area developers to provide for ownership of multi-family units. This law has had a particularly strong impact on potential first-time home buyers.
- Encourage implementation of “Housing Denver”, the 2015-2019 City of Denver housing plan.
- Prioritize potential Station Area residential projects that could be funded by the City’s recently established Revolving Affordable Housing Loan Fund.
- Encourage sustainable residential development that offers savings to renters and homeowners in the form of reduced utility and transportation costs.
- Encourage outdoor recreation areas for children.

### 3.2 Increase access to housing.

- Work with local nonprofit housing and community development organizations, such as Urban Land Conservancy, to identify vacant and distressed parcels, blocks and potential redevelopment sites with a priority to develop those sites for new workforce and affordable housing. Regularly check the status of government or quasi-government owned properties, such as the City and County of Denver, the Denver Housing Authority, the Colorado State Land Board, Colorado Department of Transportation and the Regional Transportation District; to identify parcels that may be suitable for development.
- Work with property owners within the Station Area to explore development options and identify funding sources including the Colorado Housing and Finance Authority’s Low Income Housing Tax Credit program to support income restricted residential development.
- Identify funding sources, such as the Denver TOD Fund, to acquire and develop property for workforce housing and mixed income projects.
- Identify funding sources to help offset other costs (e.g. the Colorado Brownfields Program can assist with environmental remediation).



- Support the creation of family appropriate affordable housing projects that include more bedrooms and offer proximate and safe access to educational facilities, recreational opportunities, transportation and fresh food.
- Prioritize access to neighborhoods west of the station, which provide more moderately priced housing opportunities.

### 3.3 Increase access to jobs.

- Encourage businesses to hire locally.
- Work with local businesses, educational institutions, and job training organizations to ensure that local residents have the skills and opportunity to meet local business needs.

### 3.4 Strengthen outreach on development projects.

- The City, private developers, and community partners should continue to strengthen bilingual and culturally appropriate outreach and communication with residents about upcoming construction and development projects since developments in this area have a profound impact on many surrounding established neighborhoods.

### 3.5 Empower RNO's to facilitate improvements in the Station Area.

- Assist RNO's in obtaining funding for community driven projects including temporary and permanent art installation, park improvements and bicycle pedestrian improvements.

### 3.6 Create healthy communities

There is a growing understanding of the connection between community design and human health. The built environment can support or hinder healthy lifestyles such as physical activity and healthy eating. Lack of physical activity and poor diet are linked to a range of chronic diseases such as diabetes, stroke, heart disease and obesity. Well designed communities can promote healthy living for those who live, work, learn and play there. As the I-25 and Broadway Station Area redevelops, consider evidence-based strategies to promote good health, including:

- Design a safe, well-connected public realm that encourages walking, bicycling and opportunities for social interaction.
- Establish access to parks and places for physical activity.
- In cities across the US, building owners are increasingly working with urban farmers to utilize otherwise non-leasable rooftop space for greenhouses. Explore opportunities to incorporate roof top greenhouses on new developments to encourage local healthy food production which can be supplied to local artisanal restaurants as well as local residents.
- Create safe, direct access to healthy food outlets including the future Sprouts Market on Mississippi.
- Partner with Re:Vision to provide pop-up markets and support local, urban farming businesses in the Westwood Neighborhood.



Farmers Market



Rooftop greenhouse. Bronx, NY



Community led improvements bring the community together towards a shared goal.



**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.

# 1. PROMOTE URBAN CENTER DENSITIES



Example of ground floor residential units set-back from Santa-Fe corridor. Setback may incorporate water quality features.

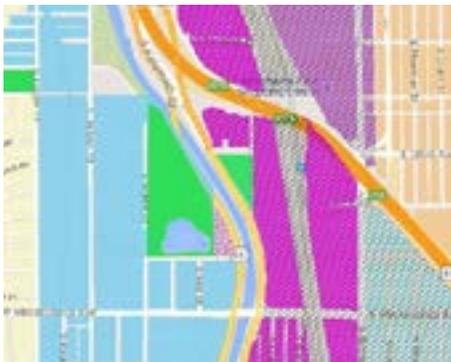
The Station Area should include a variety of land uses including office, residential, commercial and industrial. Higher density and mixed-use buildings should be concentrated near the station to create activity throughout the day, activate the street and provide a social energy to the district. A variety of retail uses should be included that will serve residents, employees and visitors in order to make this a true urban center for the neighborhood.

## 1.1 Encourage a variety of uses to activate the Station Area.

BluePrint Denver identifies much of the land on either side of the CML as an Area of Change and designates much of the area as TOD Mixed-Use. This Plan agrees with BluePrint Denver’s designation and suggests a finer-grained mix of land use.

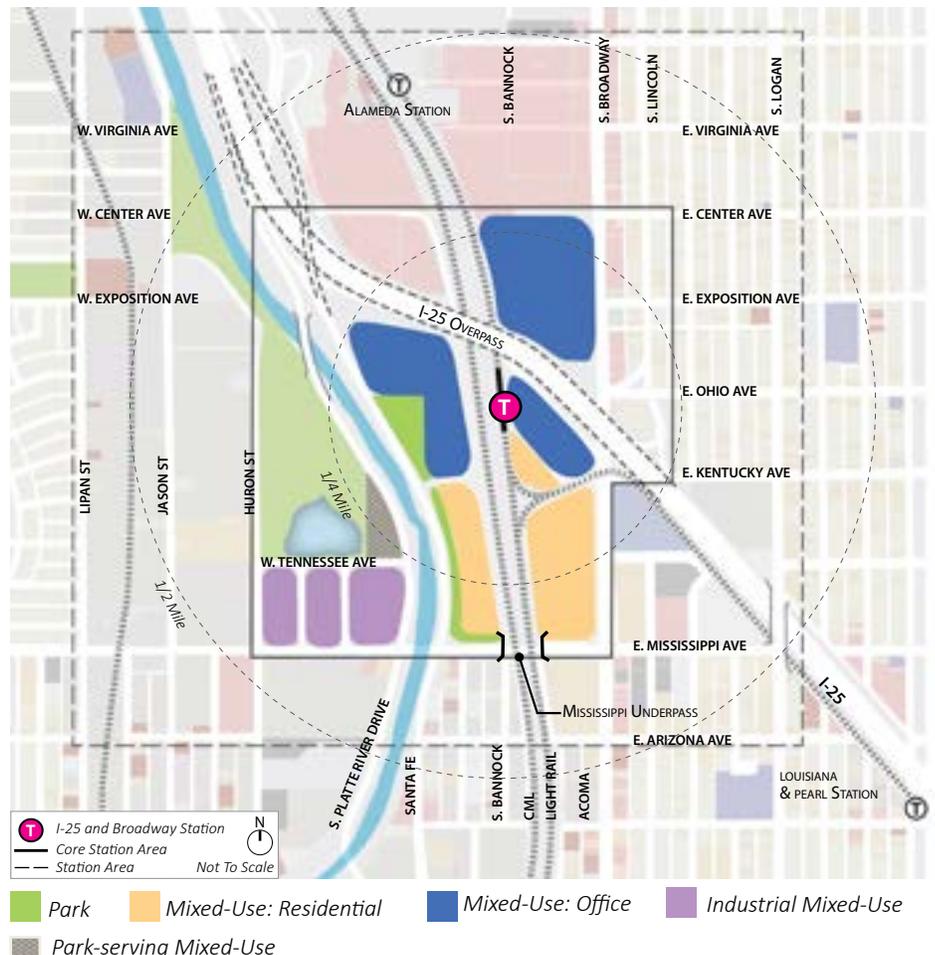
- Create a vertical and horizontal mix of uses including office, residential, commercial and public uses throughout the station area.
- Encourage a mix of residential, office, civic and public plazas immediately adjacent to the station to encourage 18-hour activity.
- Encourage a mix of neighborhood and transit serving retail that strengthens the S. Broadway corridor.

## Land Use Framework



BluePrint Denver depicts Mixed-Use TOD Development and Industrial uses in the Core Station Area.

- Transit Oriented Development
- Industrial
- Mixed Use
- Town Center
- Neighborhood Center
- Employment
- Single Family Duplex
- Single Family Residential
- ▨ Area Of Change



- Consider uses that can serve both the adjacent neighborhoods and transit commuters such as a hotel, charter/magnet school, preschool/day-care, and outpatient health care facilities.
- Consider mixed-use industrial zoning between Mississippi and Tennessee Avenues to encourage mixed-use redevelopment adjacent to VPW.
- Maintain and encourage stable industrial uses west of VPW to encourage a variety of employment opportunities within the City.
- Update Blueprint Denver so VPW is designated as park space.

### 1.2 Incorporate higher densities near the station.

- Design buildings to range from five to sixteen stories tall while respecting the established Washington Park view plane.
- Focus density at the station platform to create an urban environment and encourage transit ridership.
- Encourage taller office buildings near the interstate to capitalize on visibility.



Provide a range of building heights near the station.

### Proposed Building Heights



Washington Park View Plane Diagram (purple tone denotes view plane)

Note: Building Heights subject to Washington Park View Plane covers the entire Station Area and provides greater certainty of heights on a building by building basis. Refer to Washington Park Neighborhood Plan for view plane details.

## 2. INCORPORATE HIGH QUALITY URBAN DESIGN



*Buildings step-backs at upper levels create a human scale street environment.*



*Parking structure located behind buildings with prominent street entry.*



*Durable, high quality materials used in public realm help activate the space.*

Fundamental to achieving an active, vibrant 18-hour district is an urban design vision that encourages a human scale, comfortable and walkable environment. Future public and private investment should create an urban pattern that prioritizes the pedestrian, facilitates community building, encourages community interaction and chance meetings, provides eyes-on-the-street, and engages the river.

Urban Design Standards and Guidelines (UDS&G) should be authored for redevelopment within the Core Station Area. These UDS&G should be developed jointly by the City and County of Denver and private property owners to guide redevelopment.

### 2.1 Shape urban form to create a human scale environment.

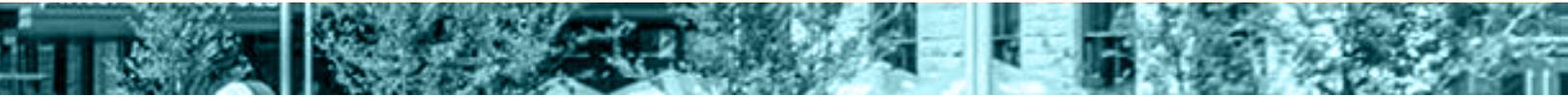
Create a compact development pattern with small blocks and building frontages that spatially define public streets and open spaces.

- Encourage quality skyline architecture that will create an identity for I-25 and Broadway Station and promotes the sense of a “Midtown” of Denver.
- Incorporate a variety of building heights and form to create an interesting urban environment.
- Front streets, parks and public plazas with buildings to create a sense of enclosure in the public realm.
- Encourage active edges promote ‘eyes-on-the-street’ by providing transparent facades and active ground floor uses.
- Consider public views to mountains when locating buildings and public plazas.
- Incorporate upper story building setbacks, where appropriate along special streets, to minimize the canyon affect and allow solar access at the street level.
- Make pedestrian entries to parking structures obvious and easy to find.
- Locate vehicular access to parking structures along non-primary streets.

### 2.2 Design public realm for pedestrians.

Incorporate best practices in sustainable thinking, design and materials.

- Utilize high quality, durable and lasting materials in public realm.
- Create well-lit, safe and comfortable human scale spaces that are accessible to all users.
- Consider innovative street and streetscape designs ideas to create a special place and identity for new neighborhoods.
- Consider solar access for public spaces when locating buildings.
- Provide active ground floor uses along primary street edges for new development.
- Design the size and location of plazas and green spaces to create a mix of larger and more intimate spaces tied to adjacent ground floor uses and circulation patterns.
- Provide civic gathering spaces that can be programmed with community functions that may include farmers/artist markets, movie nights, concerts or street festivals.
- Incorporate new sidewalks and pedestrian zones where they don’t currently exist.
- Create a linear open space along Santa Fe to buffer residential uses from noise and air pollution associated with heavy traffic.
- Consider innovative storm water/water quality solutions that can serve as amenities and are seamlessly incorporated into the design of the public realm.



### 2.3 Architecture should be authentic to the time and place.

Future building design at I-25 and Broadway Station should create an identity for the Station Area that makes this a unique 'place' within the city.

- Utilize handsome, durable and lasting materials.
- Create visually interesting and human-scaled facades. Utilize doors, windows and articulation to establish scale, variation and patterns on building facades that provide visual interest and reflect uses within the buildings.
- Consider architecture that exhibits the best practices in sustainable building techniques and practices.
- Provide seamless transitions between public and private space by considering how building lobbies, storefronts, balconies, courtyards, and entries interact with the public realm.
- Locate active uses on the ground floors to activate the street. Provide transparency and street facing entries to help activate and improve safety on the street.
- Create interesting facades through the creative use building articulation, balconies, materiality and artistic features.
- Design building to include a base, middle and top to break up the vertical massing. The base should incorporate fine-grained, human-scale facade treatments.



*Shared-use street with lasting materials and pedestrian scale and textures.*

### Building Frontage Diagram



*Active Edges: Buildings are built at or near the property line, and include transparent facades, pedestrian entries and quality architecture. Uses intended to activate the ground floor should be included and may include retail and commercial uses, offices, community rooms, and exercise facilities.*

*Building Frontage refers to buildings built at or near the property line. High-quality, attractive architecture and building materials should be used.*



*Residential balconies creates private outdoor space over ground floor retail. Signature architecture (background) creates a landmark.*

### 3. CREATE A NEW AND DISTINCT DISTRICT



Signature stairway as a placemaking element.



Gateway identity.



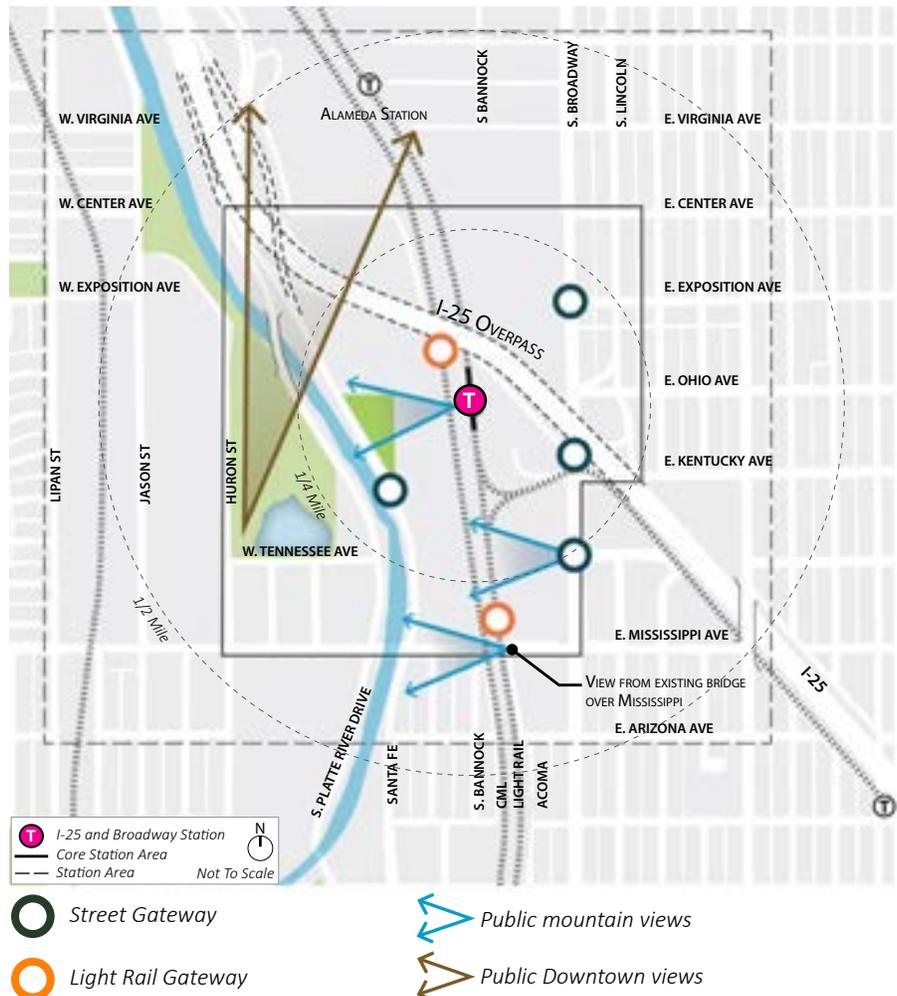
Art creates an identity.

I-25 and Broadway Station is poised to become the “Midtown” of Denver. Design and programming should create a unique identity and place within the City and region. The Station Area should showcase its transformation from an industrial site to a new generation of sustainable urban development.

#### 3.1 Create a sense of place.

- Consider a unified public realm design as a way to create district identity.
- Create a coordinated and easily navigable wayfinding and signage system within the Core Station Area.
- Create a network of visual focus points and connected spaces with that lead users toward the station and bus facilities.
- Maintain existing industrial uses and encourage new clean industry, artists, makers, small technology and design firms to locate west of the river to create a new ‘maker/creative’ district within the City.
- Promote mountain views from key locations including plazas, open spaces, rail corridors and public right-of-way (as illustrated below).

#### Gateways and Important Views



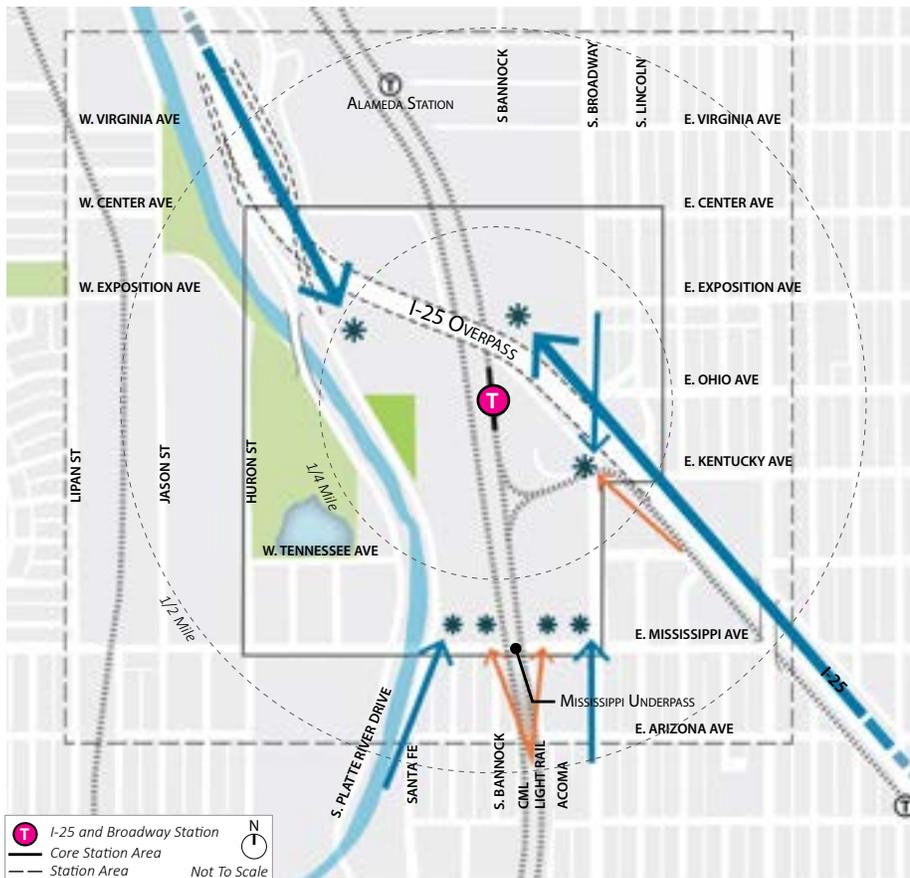
### 3.2 Create a unique identity within the City and Region.

- Create unique regional identity along the light rail corridor through public art or signature station canopy.
- Establish clear gateways into the station area.
- Consider the location of signature architecture at the terminus views into the site from the freeway, light rail and local street network.
- Create a select few signature and iconic elements that create a special identity for I-25 and Broadway Station.
- Create an architecturally distinctive skyline that is a landmark within the City and along the light rail corridor.
- Explore the possibility of creating an iconic pedestrian bridge over the rail corridor.
- Design a Shared-Use Street to be a unique experience and to create an identity for the area.



Unique station canopy as a placemaking element.

### Views into the Station Area



- ← Auto Views Into Site
- ← Light Rail Views Into Site
- \* Important Architecture



Iconic skyline architecture



Create a unique experience along the Shared Use Street.



## **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.



## 1. PROVIDE CONVENIENT AND ACCESSIBLE TRANSIT

Creating seamless interactions between all modes of transportation provides for the greatest opportunity for transit to flourish with redevelopment. Transit plays a critical role at this junction, linking Downtown to the Denver Tech Center and Littleton. Creating convenient and accessible transit is vital to encouraging increased transit use as the area redevelops.

I-25 and Broadway Station should strive to create a safe, functional, and intuitive multi-modal hub that promotes the use of public transportation, increases transit ridership, and minimizes dependence on the automobile.

### 1.1 Improve Transit Interface

- Create clear visual and physical connections between the station platform and future pedestrian and bicycle connections, minimizing conflict points between modes and focusing crossings at typical urban junctions and plazas.
- Create safe, direct connections to adjacent neighborhoods to encourage walking and bicycling as a viable alternative to driving to the station.
- Reconfigure and consolidate the RTD bus facilities to create a more pedestrian friendly environment at station platform. Provide direct bus to rail connections and an enhanced public realm.
- Consolidate and relocate commuter parking to create a more pedestrian friendly environment adjacent to the station.
- Provide bus gates for high frequency routes in proximity to the station rail platform to maintain timed transfers.
- Create a public realm environment that is well lit, safe and easily accessible throughout the day and night for persons of all ages and abilities.

### 1.2 Enhance First/Last Mile Connectivity

The neighborhoods west of the site have a distinctly different socioeconomic profile than those to the east. Access to a multimodal transportation network is particularly important for these residents to have the opportunity to connect to jobs, schools, parks, healthy food outlets, health care services and other essential resources. Part of the transformation from a commuter station to an urban TOD is reducing the need for commuter parking at the station. One way to achieve this is by improving



*Clear, direct and safe access to Transit Platform will encourage transit ridership.*

the last-mile connectivity to the station to encourage bicycles and walking as viable alternatives to driving short distances.

- Incorporate bike share facilities at the station and within surrounding neighborhoods.
- Provide ample bike parking near the station in the form of bike racks and secure bike storage.
- Consider incorporating a bicycle repair shop and indoor parking facility near the station.
- Provide kiss & ride, taxi and shuttle drop-off areas near the station.
- Consider locating a future car share facility near the station.
- Consider priority parking for scooters, electric vehicles at the station.
- Explore opportunities to partner with private shuttle services, such as Bridj, to provide local, direct service between the station and neighborhood nodes during peak commuter times as a way to minimize automotive trips under 2 miles.



*Incorporate B-Cycle Stations at the Station and in neighborhoods.*

### Pedestrian and Bicycle Framework



*Private shuttle service.*



*A bike parking facility includes secure bike storage.*



# MULTI-MODAL HUB

## 2. PROMOTE ALTERNATIVE TRANSPORTATION



*Ride-sharing applications create a user-friendly way to ensure a reliable alternative transportation.*



*Designated Car2Go parking nearby will encourage use.*

Urbanization and technology are rapidly changing how people commute, both at a local and regional scale. Future infrastructure and Station Area improvements should consider and plan for a variety of transportation modes accessing the station.

### 2.1 Improve the Pedestrian Environment.

Pedestrians are the most vulnerable of all modes of travel and have the greatest ability to influence the success, or failure, of a development. Everyone is a pedestrian at some point of every day. Walking is not only a preventative factor for a variety of chronic diseases, but it also promotes positive mental health, increases social interaction and 'eyes on the street', reduces air pollution and greenhouse gases, and helps strengthen local economies. With the various interactions that will occur on this site, including the light rail station, high-quality pedestrian connections must be maintained to diminish the need to drive between "destinations" within the Station Area. A philosophy of walkability anywhere on or adjacent to this site will also provide an excellent framework for other areas in the region to model.

- Prioritize sidewalk construction and repair within the Station Area to provide safe, accessible pedestrian access for the 'last mile' to the station.
- Provide safe pedestrian crossings at signalized intersections.
- Consider including special paving materials at primary pedestrian crosswalks.

### 2.2 Improve Bicycle Connections.

Bicycle accommodation in and around the Station Area is critical, but it to promote bicycle use by all user types. With the high traffic volumes in the immediate area on S. Broadway, and the confined space on Mississippi, this Plan recommends creating key connections to the station with minimal interaction with automobile traffic. Increasing ease of bicycle connections and ample parking is a strategy to reduce automobile trips within two miles of the station.

- Balance need for pedestrian, bike, auto and bus access to the station by providing dedicated bicycle facilities into and out of the Station Area and configure roads, sidewalks and pedestrian crossings in a manner that minimizes conflicts between various transportation modes.
- Provide ample secure bicycle parking near the station.

### 2.3 Plan for a variety of vehicle transportation options.

Since the I-25 and Broadway station is located along I-25, and bordered by Santa Fe on the west and S. Broadway to the east, it is critical to maintain vehicular mobility, with a focus on the safety of all users, including bicyclists and pedestrians.

- Preserve the opportunity for a future corridor-based rubber-tire or fixed-guideway rapid transit connection between the I-25 and Broadway Station and the Civic Center Station.
- Allow flexibility to incorporate future, alternative transportation methods at this Station Area that may include self-driving cars, electric cars, and car-sharing services.
- Incorporate short-term parking near the station platform to accommodate kiss n' ride, taxis, ride-sharing, and shuttle drop off-areas.
- Improve pedestrian environment directly adjacent to the station by relocating parking

### 3. ENHANCE REGIONAL CONNECTIVITY

- The I-25 and Broadway Station area currently has excellent regional rail, bus and automobile access, making the site extremely attractive for both office and residential users. Future infrastructure improvements in the Station Area should strive to capitalize on the regional access while balancing the need for local connectivity.

#### 3.1 Improve Multi-Modal Connectivity

- Create an internal bus drop-off and circulation network that accommodates RTD needs.
- Provide four articulated bus gates located to accommodate a timed-transfer connection between light rail and bus/future enhanced S. Broadway/Lincoln service.
- Provide three standard bus gates at time of reconfiguration with the ability to add an additional two gates for future service. Gates should be located per bus transfer standards in the RTD Transit Access Guidelines. Enhance north/south connectivity for pedestrians, bicycles, buses, and vehicles within the Core Station Area.
- Provide an area for bus staging and layover.
- Provide a grade separated east/west connection for pedestrians and bicycles over the railroad and light rail tracks.
- Incorporate Complete Streets guidelines to accommodate pedestrians, bikes, buses and automobiles where appropriate.
- Provide multi-model station connections along South Broadway at Kentucky Avenue and Exposition Avenue.



Example of a multi-modal corridor.



Canopy provides shelter and creates human scale and inviting environment.

#### RTD Bus Circulation Diagram





# MULTI-MODAL HUB



*Parking Management Technology reduces air pollution by directing traffic to open spaces, reducing drive time*



*Example of parking garage facade that enhances the urban environment.*

## 3.2 Mitigate the impact of the I-25 and Broadway Interchange / Broadway Reconstruction Projects.

The I-25 and Broadway Interchange and Broadway Reconstruction projects will have significant impacts on the local connections between adjacent neighborhoods and the station. While improving traffic operations, the future S. Broadway widening creates challenges for pedestrian and bicycle connections to the surrounding neighborhoods.

- As development occurs, re-evaluate the actual impact development has on the transportation network.
- Explore opportunities to reduce pedestrian crossing distances across S. Broadway and increase crossing time.
- Focus primary bicycle and pedestrian improvements between the station and West Washington Park along W. Exposition Avenue to encourage bicyclists to move through the Station Area and avoid the constrained connection beneath the I-25 interchange.

## 3.3 Create a Parking Management Strategy

I-25 and Broadway Station serves as primarily a commuter Park-n-Ride station. Until the recent change in RTD fare structure, this station offered free parking with a 'one-zone' fare to Downtown, creating a highly beneficial alternative to paying Downtown parking rates. As this station transitions from a Park-n-Ride to a more urban neighborhood station, evaluate parking patterns and needs within the Core Station Area beginning with the RTD Park-n-Ride facility and continuing throughout build-out of the Core Area. The evaluation should identify strategies that provide a proper balance of parking supply and demand. Parking strategies for this area should follow the Strategic Parking Plan's (SPP) five-step process, which orders management approaches incrementally through demand, location, time, pricing, and supply availability. This process, coupled with stakeholder involvement, will help determine the most effective parking management strategy for this area.

- Consider Transportation Demand Management Strategies including employer or community funded transit passes.
- Prioritize user groups appropriately on adjacent streets. Introduce time limits on-site to limit long term parking on-street within the core area. Continue to monitor commuter parking that spills over onto adjacent neighborhood streets.
- Establish a parking management plan in anticipation of increased development and continued parking demand.
- Retain the existing number of RTD parking spaces at this station in the near-term and actively manage those spaces to maximize the availability of parking assets throughout the day for a variety of users.
- Prioritize designated car pool, van pool, and car share parking spaces.
- Pursue implementation of the connectivity recommendations included in this plan to strengthen multi-modal access to the station for adjacent neighborhoods.
- Explore a dispersed RTD parking strategy, utilizing multiple, smaller lots, that serves differing commuter patterns for this rail station.

## Relocate Parking to Create Developable Land Adjacent to the Station



Denver's Strategic Parking Plan 2010



One option to explore is to relocate parking in conjunction with I-25 Interchange Improvements.

RTD's transit access guidelines for commuter parking siting distances are illustrated in the map above. At least half of the park-N-Ride capacity shall be located less than 600 feet from the platform center, at least 75% shall be located less than 900 feet from the platform center, and the remainder can be located up to 1,500 feet from the platform center. Relocating RTD parking to create usable land immediately adjacent to the station platform is necessary to create an urban, mixed-use transit station. In addition, it will minimize I-25 commuter traffic immediately adjacent to the platform, allowing for the creation of a more pedestrian and bicycle friendly multi-modal hub.

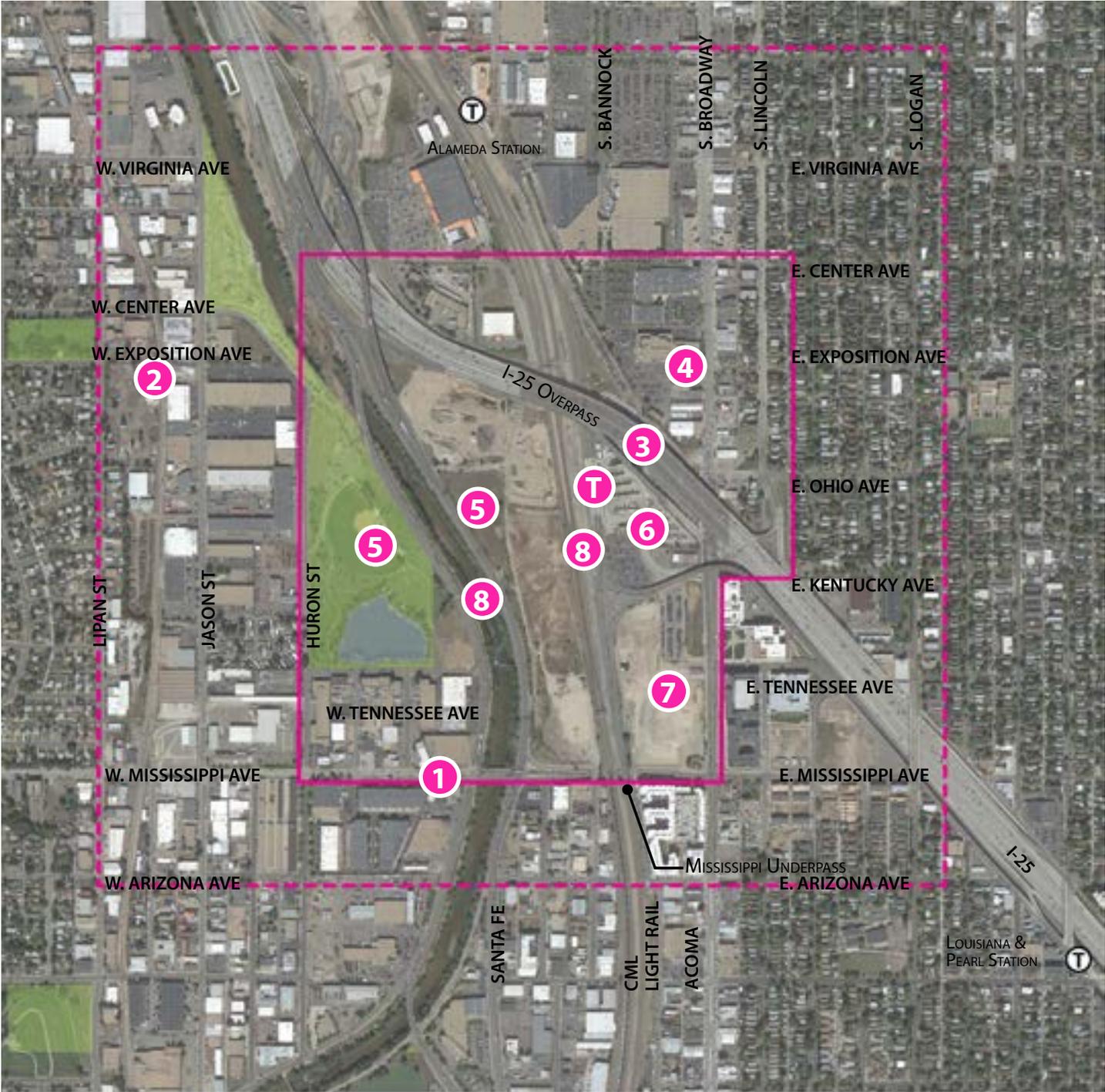
- Create a phased parking strategy that relocates or reconfigures existing RTD parking over time in order to facilitate development near the station platform.
- Re-evaluate commuter parking demand and capacity needs as ridership increases due to improved connectivity and increased density at the station.
- Introduce pricing for RTD parking spaces, when appropriate, to better manage to the utilization of spaces available to different users.
- Utilize new technologies like parking count systems and mobile applications to effectively communicate the availability of spaces available to commuters at this and other RTD park-n-ride stations.
- Continue to prioritize other parking management tools as outlined in the Strategic Parking Plan (SPP) including car share, bike share, bicycle parking, etc.



# 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



----- Station Area    
 ————— Core Station Area    
 T I-25 and Broadway Station





# 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.



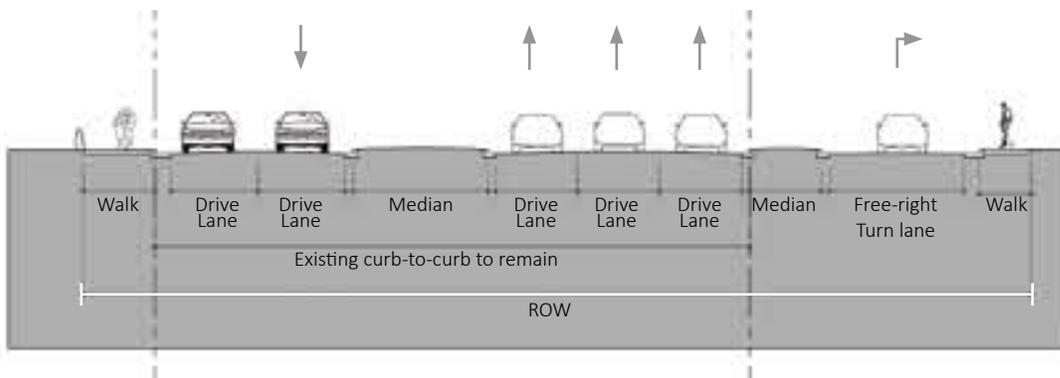
Existing condition along Mississippi Avenue Underpass



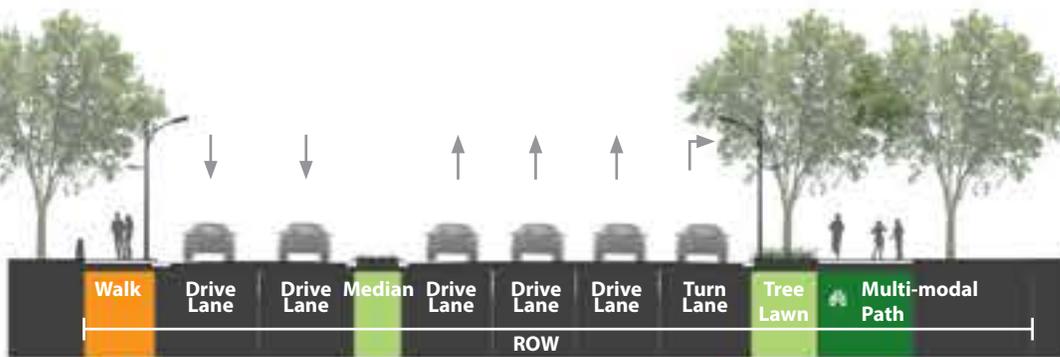
Community artwork and lighting will improve existing underpass exchange.



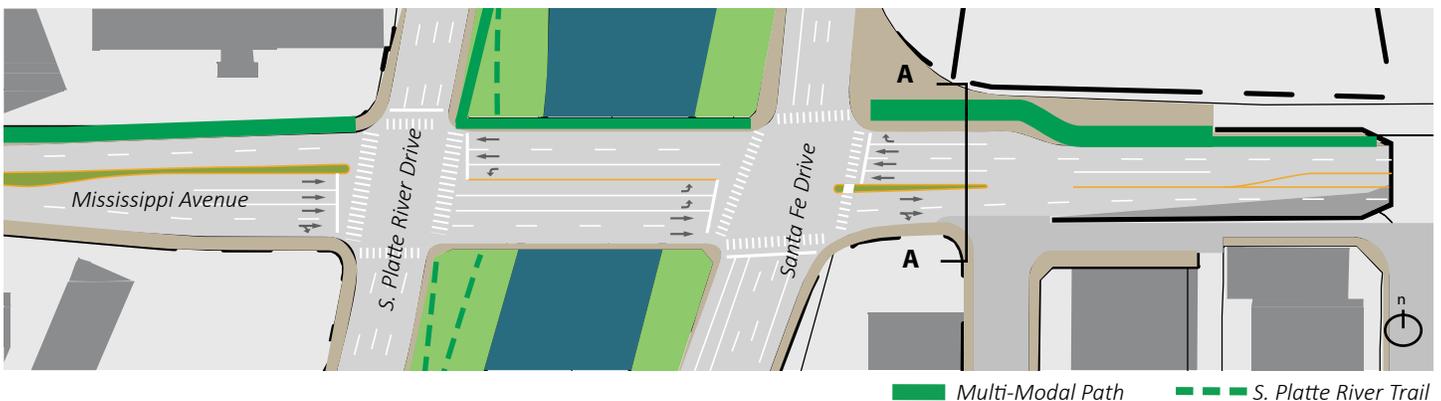
- Connect to future development east of the CML.
- Prioritize pedestrian and bicycle crossings at the north side of Mississippi to align with the existing Mississippi underpass and an improved pedestrian and bicycle connection along the northern side of the Mississippi Bridge.
- Evaluate intersection 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**

Multi-Modal Path S. Platte River Trail



## 1B. Mississippi Bridge:

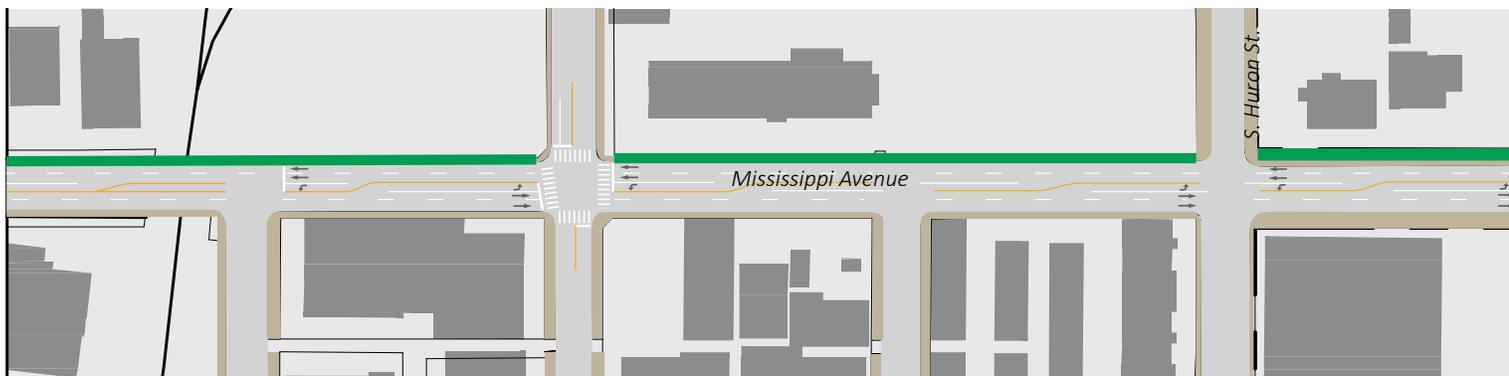
A wide sidewalk and access to the S. Platte River Trail currently exists on the south side of the Mississippi Bridge. The bridge should be studied to create a wide bicycle and pedestrian connection on the north side of the bridge to align with the existing multi-use path under the CML.

- 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.

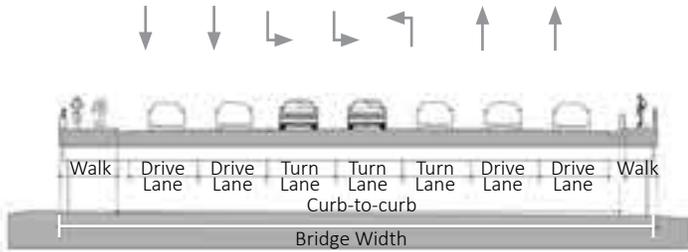
## 1C. Mississippi Avenue between Lipan Street & S. Platte River Drive:

- 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.

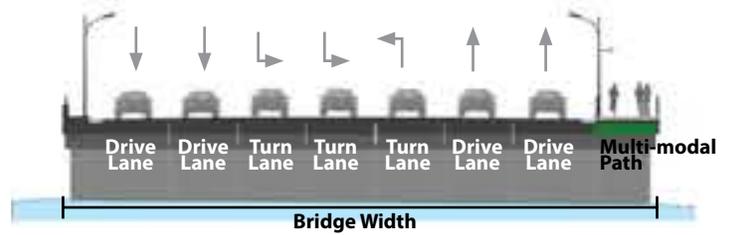
Additional detailed traffic analysis should be completed to further test and validate the proposed improvements. Ongoing traffic analysis will be needed to reflect decisions made relating to other key connections, including a new vehicular bridge over the South Platte River at the Kentucky alignment and the Tennessee Avenue connection across the CML.



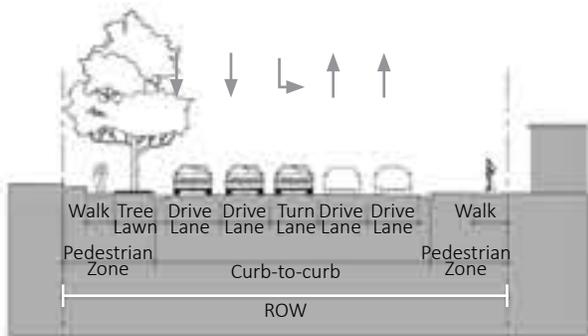
*Mississippi Concept Diagram with Multi-Use Path on North Side of the street.*



Section B-B: Existing Mississippi Bridge



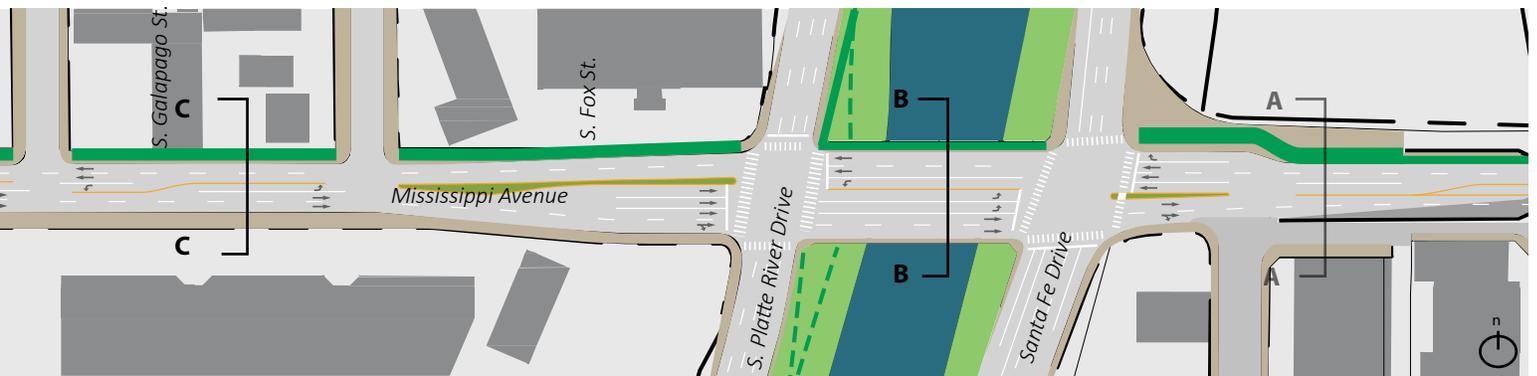
Section B-B: Conceptual Mississippi Bridge



Section C-C: Existing section near Inca Street



Section C-C: Conceptual section Near Inca Street



Mississippi Concept Diagram with Multi-Use Path on North Side of the street.

█ Multi-Modal Path    
 - - - S. Platte River Trail



# 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

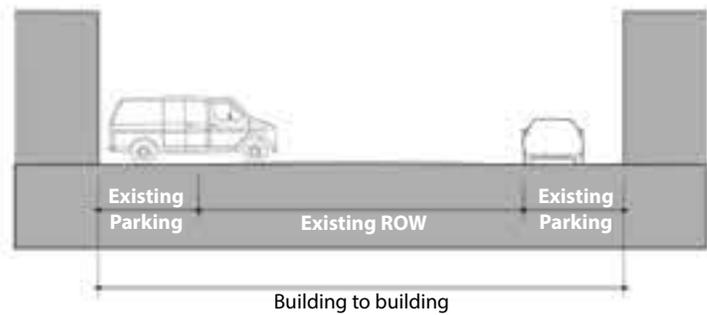


## MULTI-MODAL HUB

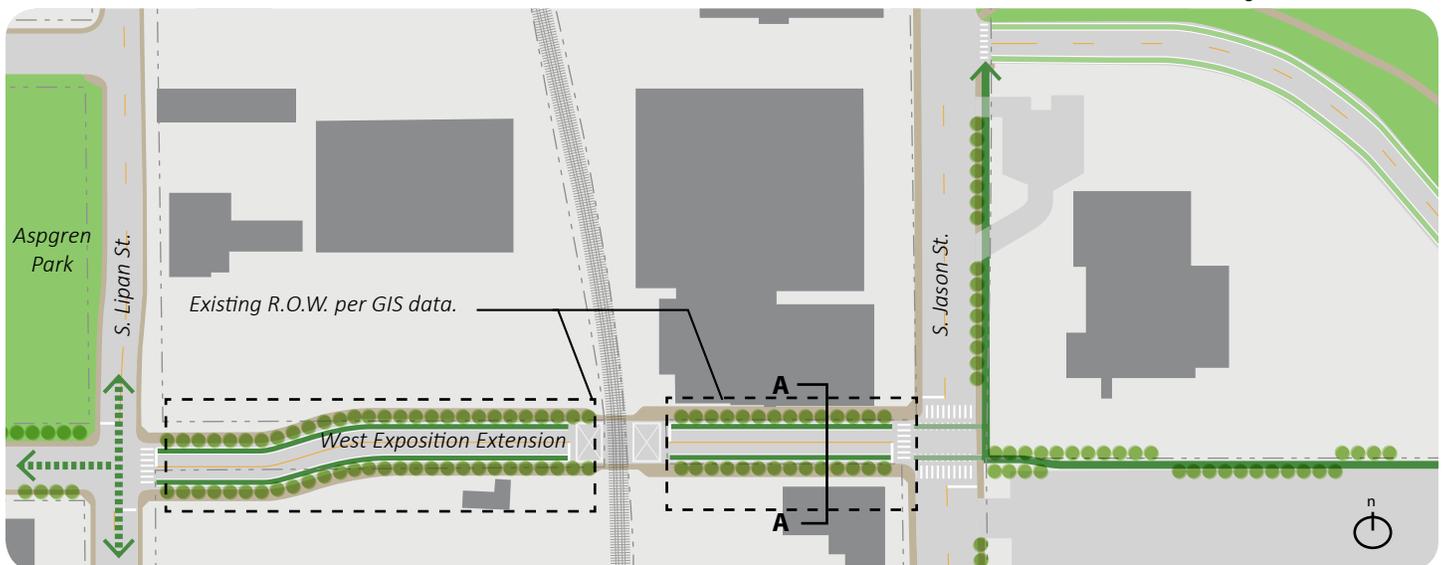
Promote Alternative Transportation

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



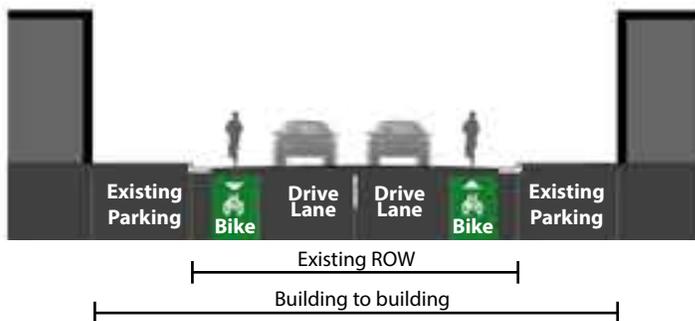
Conceptual West Exposition Extension between S. Lipan St. and S. Huron St.



Example of pedestrian and bicycle only connection.



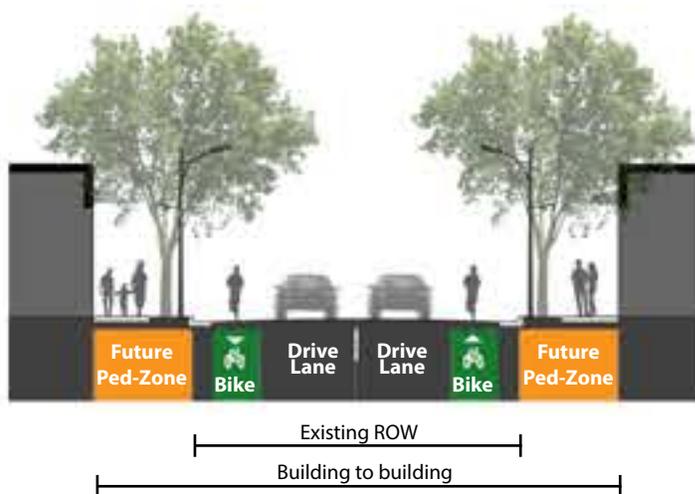
Example of special, narrow vehicular and bicycle street.



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

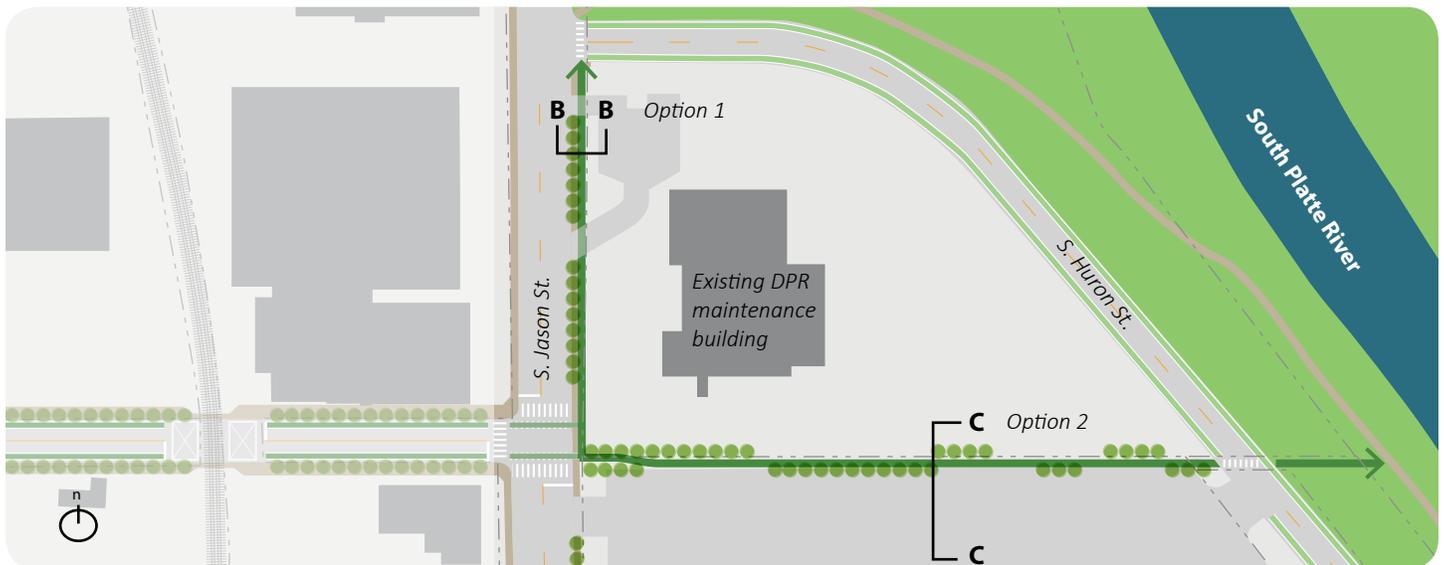


## Jason Street to S. Platte River Trail

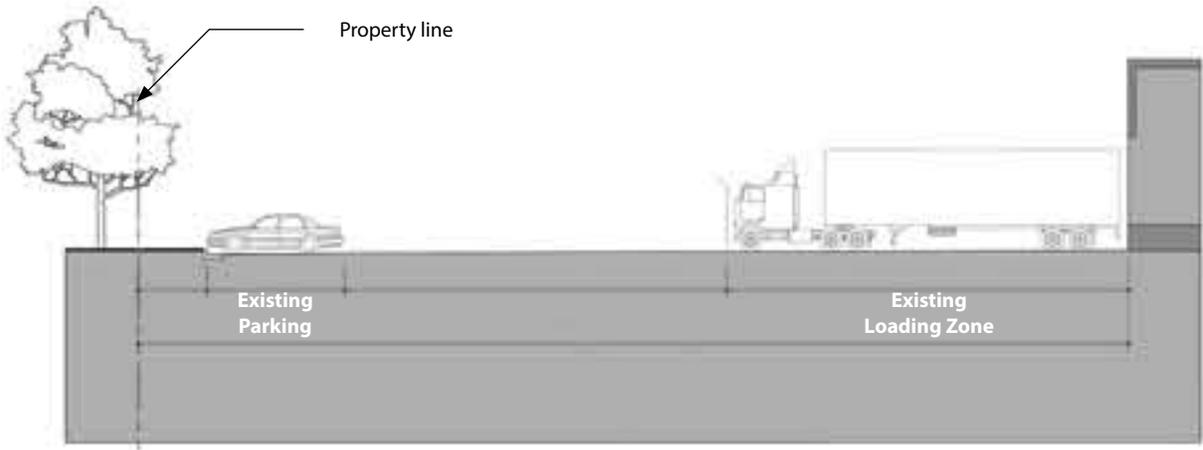
- Option 1: Create a multi-use trail connection along the east side of Jason Street to connect to Johnson Habitat Park
- Option 2: Work with property owner to create multi-use path connection between existing parking lot and northern property boundary



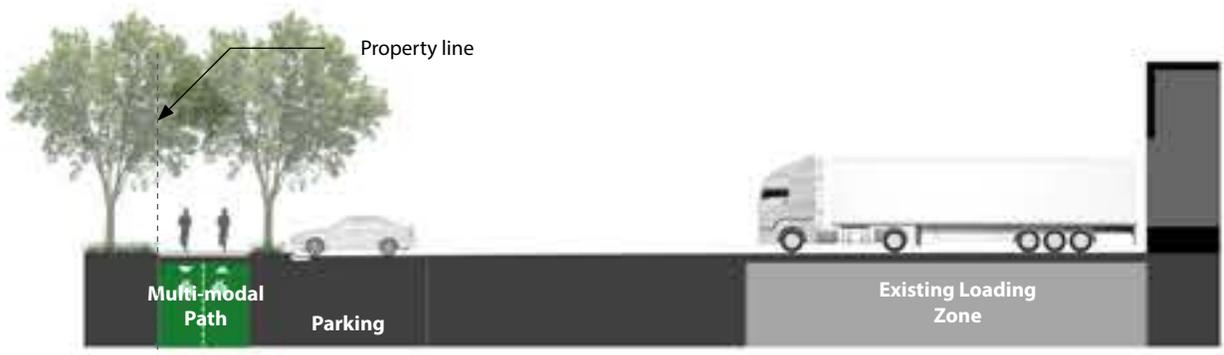
Section B: Option 1 Proposed Bike Connection



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: 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.*



# 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

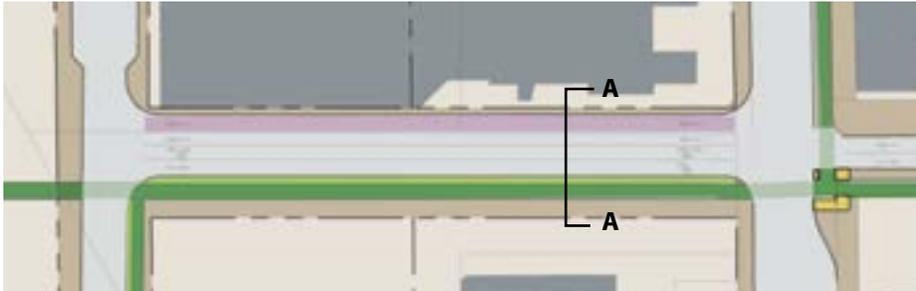
- Work with RTD, City and County of Denver Public Works and property owners to design a multi-modal entry that will benefit the overall Station Area. Design a phased build-out strategy to allow existing businesses to continue to function in the near term.
- Investigate if the existing slower school zone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



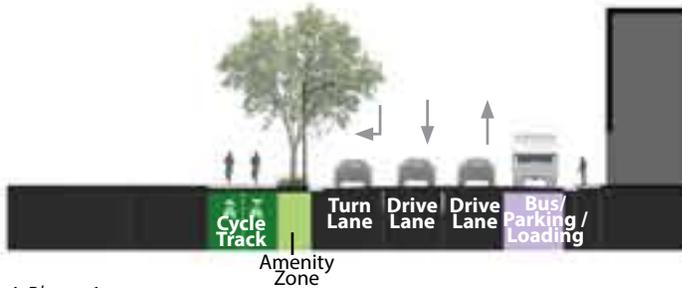
Multi-modal street

**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.



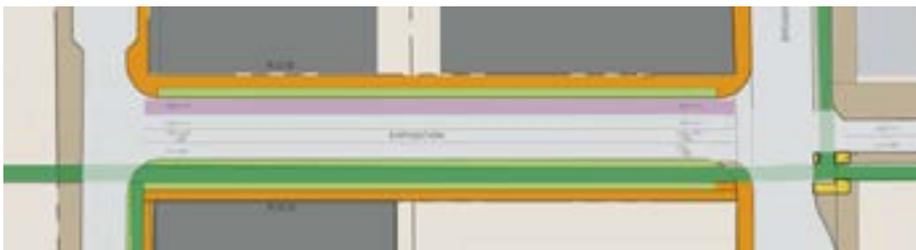
Plan View: Exposition Phase 1



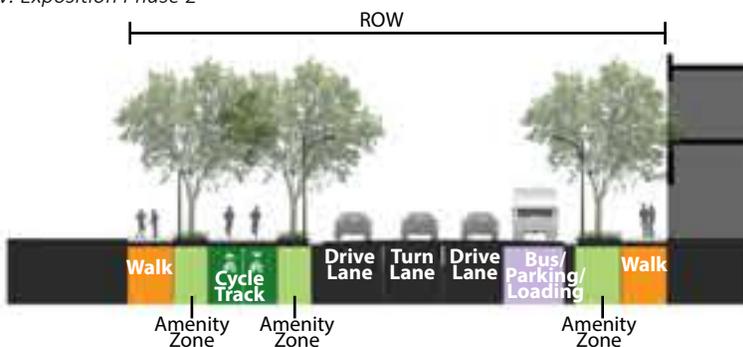
Section A-A Phase 1

**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



# Transformative Project: Vanderbilt Park



## 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*



# Transformative Project: Urban Plazas



## 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.*



# 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

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.*



# MOVING FORWARD

## Realizing the Vision

Implementation of the I-25 & Broadway Station Area Plan will occur incrementally over many years through the effort of property owners, the City, residents, business owners and non-profit organizations. The Plan provides a vision for the future of the Station Area and its surrounding neighborhoods. Market readiness, political will, available resources, and strength of leadership will be determining factors on the rate and approach to achieving this vision.

## A Collaborative Approach

Achieving the vision for the I-25 & Broadway Station Area will take a concerted, sustained effort among all of the stakeholders to tackle these initiatives in this Plan and set the course for success. The City, RTD, and private developers share the primary responsibility for the plan implementation. It is critical for these entities to form a standing partnership to champion a connected, resilient, vibrant and multi-modal development and continue to collaborate the other area stakeholders to achieve successful integration of the Station Area Plan vision. Plan recommendations are intended to provide direction for the actions that are now seen as means to achieve the plan vision. These recommendations are just that because the future will bring unforeseen opportunities and challenges.

Whether and how plan recommendations and transformative projects are realized will depend on the type and phasing of private development and the availability of private and public funding sources for the recommendations and transformative projects. This plan acknowledges that private development may diverge from plan recommendations or not include transformative projects because funding sources are not available to implement the recommendations of transformative projects.

In addition, the phasing of plan recommendations or transformative projects is expected to depend on and be tied to the phasing of private development of the property included within the plan area.

## Types of Implementation Activities

Blueprint Denver identifies three types of implementation activities: regulatory/policy, public investment, and partnerships. These activities focus on public sector actions, many of which create a positive environment that enables actions by other groups, such as property owners, developers, neighborhood organizations, districts or homeowners. While public actions can help set the stage, in most cases it is private actions (such as constructing new buildings and houses, opening new businesses, and attracting new residents) that are the most critical elements to achieving a plan's vision.

## REGULATORY AND POLICY STRATEGIES

These strategies result in changes to City codes, regulations, processes or design guidelines to affect desired outcomes. Typical examples include Denver Zoning Code text and map amendments, Public Works requirements for infrastructure improvements associated with development projects, and Parks and Recreation requirements regarding open space and plantings.

### Priority: Update Blueprint Denver Map

#### Plan Recommendation: Vibrant 1.1

Blueprint Denver, the City's integrated land use and transportation plan adopted in 2002, identifies Areas of Change and Areas of Stability throughout the City with the goal of directing new development toward places in the city that have a high degree of multimodal transportation access. Much of the I-25 and Broadway Station Area was considered an Area of Change in 2002. Blueprint Denver established land use types that describe a particular character and scale desired in the future. The I-25 & Broadway Station Area Plan uses the Blueprint Denver Land Use Map as the basis of its recommended future land uses; reconfirming the use of TOD Mixed Use for a large portion of the plan area.

- This Plan updates the Area of Change to more accurately reflect redevelopment opportunities within walking distance of the I-25 and Broadway light rail station area.
- This Plan serves to update the 2002 Blueprint Denver Map, based on a more recent analysis of existing conditions and the City's and community's vision for the Station Area as reflected in this Plan's recommendations. (Add Blueprint Denver Land Use Map with proposed changes to LU and AOC/AOS to this section)

### Priority: Ensure that Zoning Regulations Align with the Plan Vision

#### Plan Recommendations: Vibrant 1.1, 1.2, 2.1

The Denver Zoning Code's context and form-based approach provides the regulatory framework to implement many of the Plan's land use and urban design recommendations. Ensuring that zoning regulations align with the Plan vision is critical for achieving the mix of land uses, densities, and urban design recommendations that will transform the station area into a vibrant, mixed-use district and catalyze redevelopment. Official zone map amendments may be initiated by property owners or their authorized agents, Denver City Council, or the Manager of Community Planning and Development. Rezoning priorities include:

- Rezoning vacant properties regulated by Former Chapter 59 zoning into an appropriate Denver Zoning Code zone district to facilitate redevelopment



**Priority: Development Plan Champions**

**Plan Recommendations: Resilent 1.4, 2.1, 2.3, 2.5, 3.1, 3.2, 3.4, 3.5, 3.6, Multi-Modal 1.1, 1.2, 2.1, 2.2, 2.3, 3.2, 3.3**

Champions of plans typically include neighborhood organizations, property owners, business districts, council members, developers or non-profits. Continued involvement from these groups will be necessary to ensure that all stakeholder perspectives are considered as the implementation of this Plan moves forward.

- Work with major property owners, including public and private entities to realize the vision of a vibrant transit-oriented development. An effective partnership between the major property owners and a continued collaboration with community stakeholders will be key to successful development.
- Work with non-profit housing partners, Denver Office of Economic Development, and other potential financing entities to explore opportunities for new affordable and mixed income housing units in the station area.

**SECTION 3: INVESTMENT STRATEGIES**

Implementation of this plan requires investment from private real estate and capital markets. The lack of adequate horizontal infrastructure to support vertical development will likely necessitate the use of public financial tools to encourage and facilitate private development. While the public financial toolbox is continually evolving based on economic, political, legal and neighborhood objectives, the following list represents several potential funding opportunities:

- Tax Increment Finance (TIF). TIF is a tool whereby the City captures and remits property and/or sales taxes above the base level to the Denver Urban Renewal Authority (DURA) to fund eligible public improvements or financing gaps for private development for a period of up to 25 years. The designation of a TIF area requires a finding of blight and that development would not take place “but for” the public investment. TIF was previously authorized for much of the plan area in 2006 before development on the site stalled. The potential to reset the 25-year TIF clock should be explored to allow for the full utilization of this financing tool.
- Special Districts. State statute and the City charter enable various types of districts to be created. Examples of special districts include business improvement districts, general improvement districts, metropolitan districts, and local improvement or maintenance districts. Districts are a useful tool when a local population desires and is willing to pay for an enhanced level of public improvement. District revenues can be used to pay for infrastructure on a “pay-as-you go” basis, for ongoing operations and maintenance, or to support repayment of debt. The Broadway Station area currently has three metro districts that were established in 2006 and essentially operate as a single district. They should be reevaluated and retooled to maximize their effectiveness in support of the plan.

- Capital Improvement Program (CIP). The City’s Capital Improvement Program receives appropriations as part of the Mayor’s annual budget. Funds are primarily used to support capital maintenance programs and fulfill contractual obligations. However, approximately 20% of capital funds, representing a few million dollars per year, are available for discretionary projects. CIP funding for a next steps study to evaluate regional bicycle and pedestrian connectivity should be pursued.
- Bonds. Periodically, the City requests voters to approve a tax increase to pay for specific public improvements. For instance, the citizens of Denver voted in 2007 to raise their property taxes in a specific amount to support the issuance of over \$500 million of Better Denver Bonds whose proceeds subsequently funded hundreds of specific public improvement projects. Future bond issuances could potentially provide an opportunity to secure funding for some plan recommendations.
- Grants. Grant funding opportunities come from public and private entities. Public entities are typically interested in encouraging a specific outcome and these grants usually include specific conditions and requirements as to how the funds may be deployed. Grants from the Federal Highway Administration (FHWA) have been awarded to support improvements to the Broadway and I-25 interchange as well as along Broadway, south of the interstate. Additional funding may be available to complete other infrastructure projects in the station area.
- Partnerships. In addition to public funding sources, public-private partnerships will be instrumental in plan implementation. With limited availability of public improvement dollars, other organizational types often come into broader, more innovative use. Some examples of these organizations include community development corporations, nonprofits or foundations, and transportation management organizations. Implementation of the Broadway and I-25 Station Area Plan will require the coordinated involvement of many different organizations in pursuing a variety of activities with existing and new funding sources.

**Priority: Next Steps Connectivity Study**

**Plan Recommendations: Connected 3.1, 3.2, Transformative Projects 1, 2, 4, 8**

Connectivity through the station area and to the station itself is a clear priority for the community. Several key plan recommendations require additional technical study to understand cost and feasibility. In addition to specific plan recommendations related to connectivity, there is an overall need to examine long-range transportation planning investments within and immediately beyond the station area. Any improvements in this area will be costly, and it would be ideal to outline those needed improvements and the strategies to accomplish those improvements. A next steps study to evaluate these connectivity issues comprehensively is recommended.



# Glossary

**Active edges-** Priority pedestrian streets and key intersections where buildings are designed to help increase visual and physical interaction between the public realm (street/sidewalk) and private realm (inside the building).

**Active Recreation-** Physical activity that a person voluntarily undertakes in their leisure time for the purpose of mental and/or physical satisfaction.

**Adaptive Reuse-** The process of reusing an old site or building for a purpose other than which it was built or designed for. Along with brownfield reclamation, adaptive reuse is seen by many as a key factor in land conservation and urban infill.

**Area of Change** – Locations where Denver intends to direct residential and employment growth taking advantage of existing and planned transit and infrastructure.

**Area of Stability** – Locations that represent an established character to enhance as reinvestment and redevelopment occur.

**Arterial** – Major roadway designed to provide a high degree of mobility and serve longer vehicle trips to, from, and within major activity centers in Denver and the region.

**Bicycle Facilities and Amenities** – Includes bike routes, lanes and paths which are interconnected, safe and attractive; bike parking and storage (racks & lockers). These efforts are further defined by Denver Moves. This Plan recommend additions to Denver Moves as well.

**Blueprint Denver** – Denver’s citywide land

use and transportation plan adopted in 2002. This plan defines areas of change and stability.

**Building frontages-** Help frame the streetscape by encouraging buildings to be built close to the sidewalk with minimal setbacks.

**Built Environment-** the human-made surroundings that provide the setting for human activity, ranging in scale from buildings and parks or green space to neighborhoods and cities that can often include their supporting infrastructure, such as water supply, or energy networks.

**Capital Improvement Program** – Scheduled infrastructure improvements as part of a city budget.

**Community Garden-** a single piece of land gardened collectively by a group of people. They provide fresh produce and plants as well as satisfying labor, neighborhood improvement, sense of community and connection to the environment.

**Complete Streets** – The practice to promote safe and convenient access for all users along and across travelways.

**Consolidated Main Line (CML)** – A major freight rail thoroughfare into and out of the city.

**Density** – also referred to as intensity. The quantity of development as measured by dwelling units or square feet on a certain amount of land.

**Denver Housing Authority (DHA)-** A quasi-municipal corporation with a portfolio of over 11,000 units and housing choice vouchers, providing affordable housing to more than 26,000

very low, low and middle income individuals representing over 10,000 families. DHA has transformed public housing in Denver creating vibrant, revitalized, sustainable, transit oriented, and mixed-income community of choice.

**Green Streets** – Streets with additional landscaping, often linking parks. Defined in the Parks Game Plan.

**Greenprint Denver-** The City of Denver’s sustainability policy focusing on Green Building and Energy Conservation, Materials and Waste Management, Water Conservation, and Environmental Public Health policy.

**Flex Space-** A building that provides a flexible configuration of office or showroom space combined with, for example, manufacturing, laboratory, warehouse, distribution.

**Food Hub-** A centrally located facility with a business management structure facilitating the aggregation, storage, processing, distribution, and/or marketing of locally/regionally produced food products

**Infill Development** – Development on vacant properties in developed areas

**Infrastructure** – Public improvements such as roads and traffic signals, sidewalks and bicycle paths, parks, water and sewer lines, power and telecommunication lines.

**Light Rail** – A rail system with vehicles operating on a fixed track and powered by an overhead electric power source.

**Mixed-Use Development** – Mixes of residential, commercial and office space within the same buildings and districts.

**Multi-Modal Streets** – Streets that accommodate multiple modes of travel

including rapid transit (bus and rail options), bicycles, pedestrians, and vehicles.

**Node**- Focal points, intersections or loci of activity of varying scales in a city or neighborhood.

**On-Street Parking** – Parking that is provided within the right-of-way of a public street, typically in designated parallel or diagonally striped spaces adjacent to moving traffic lanes.

**Passive Recreation**- An undeveloped space or environmentally sensitive area that requires minimal development. Entities such as a parks department may maintain passive recreation areas for the health and well-being of the public and for the preservation of wildlife and the environment.

**Pedestrian-Friendly** – Street design that facilitates safe, comfortable and attractive pedestrian travel.

**Pedestrian Realm** – Sidewalks, pedestrian signals, crosswalks, benches and other amenities designed to improve the pedestrian friendly nature of both the mixed-use and residential areas.

**Public-Private Partnership** – An agreement between a public agency (federal, state or local) and a private sector entity through which the skills and assets of each sector are shared in delivering a service or facility for the use of the general public.

**Public Realm**- Any publicly owned streets, pathways, right of ways, parks, publicly accessible open spaces and any public and civic building and facilities.

**Regional Transportation District (RTD)**

– The regional public transportation agency for the Denver metro area.

**Scale** – The relative proportion of the size of different elements of the built environment to one another; the measurement of the relationship of one object to another.

**Setback** – The distance a building is set back from the property line.

**Streetscaping** – Physical amenities added to the roadway and intersections, including lighting, trees, landscaping, art, surface textures and colors and street furniture.

**Stormwater Improvements** – Facilities to control surface runoff from precipitation; alleys, curbs and gutters, and intersection drainage (“cross-pans”), in addition to underground pipes are components of the system.

**Structured Parking** – Parking that is provided in a structure, either above or below grade, as opposed to surface parking.

**Sustainability** – The long-term social, economic and environmental health of a community. A sustainable city survives today without compromising the ability of future generations to meet their needs.

**Superblocks** – Large parcels with few connected through-streets or often have curvilinear streets within them, limiting connectivity.

**Tax Increment Financing (TIF)**- a public

financing method that is used for subsidizing redevelopment, infrastructure, and other community-improvement projects. TIF is a method to use future gains in taxes to subsidize current improvements, which are projected to create the conditions for said gains.

**Transit** – Public transportation by bus, rail, or other conveyance.

**Urban Design** – Involves the social, economic, functional, environmental, and aesthetic objectives that result in the plan or structure of a city, in whole or in part.

**Wayfinding**- Signs, maps, and other graphic or audible methods used to convey location and directions to travelers.

**Zoning** – Basic means of land use control used by local governments. It divides the community into districts (zones) and imposes different land use controls on each district, specifying the allowed uses of land and buildings, the intensity or density of such uses, and the bulk of buildings on the land.

**Zoning Code** – The compilation of land use regulations for the City. It includes definitions and land use, and building size and location requirements by zone district.