



TO: Neighborhoods and Planning Committee

FROM: David Gaspers, Ryan Winterberg-Lipp, CPD Planning Services

DATE: March 10th, 2016

RE: **I-25 and Broadway Station Area Plan**

Community Planning and Development is pleased to submit the final draft of the I-25 and Broadway Station Area Plan to the Neighborhoods and Planning Committee of the Denver City Council. The Planning Board unanimously approved the plan as a supplement to the Denver Comprehensive Plan 2000 after holding the required public hearing at its regular meeting of March 2, 2016 with the condition that it be updated for clarity and correctness. This memorandum documents the overall plan contents and process based on the three criteria established in the Denver Comprehensive Plan 2000:

1. Consistency with the Denver Comprehensive Plan and applicable supplements
2. Inclusive public process
3. Long-term view

The memo concludes with the staff recommendation to the Denver Planning Board.

1 - Plan Consistency

Denver Comprehensive Plan 2000

Environmental Sustainability Chapter

Objective 2: *Ensure environmental stewardship of natural resources, taking into account the entire ecosystem, not just human needs. Preventing pollution will be the action of first choice in accomplishing this objective.*

2-F – Conserve land by:

- Promoting infill development within Denver at sites where services and infrastructure are already in place.
- Designing mixed-use communities and reducing sprawl, so that residents can live, work and play within their own neighborhoods.
- Creating more density at transit nodes.
- Sharing parking at activity centers.
- Protecting natural corridors, wetlands and floodplains from the encroachment of development.
- Encouraging the redevelopment of brownfields.

Land Use Chapter

Objective 3: *Preserve and enhance the individuality, diversity and livability of Denver’s neighborhoods and expand the vitality of Denver’s business centers*

3-A – Complete neighborhood and area plans for parts of Denver where development or redevelopment is likely or desirable.

3-B – Encourage quality infill development that is consistent with the character of the surrounding neighborhood, that offers opportunities for increased density and more amenities, and that broadens the variety of compatible uses.

Objective 4: *Ensure that Denver’s [plans] and regulatory system support the development of a clean, efficient and innovative transportation system that meets Denver’s future economic and mobility needs.*

4-B—Ensure that land-use policies and decisions support a variety of mobility choices including light rail, buses, paratransit, walking and bicycling, as well as convenient access for people with disabilities.

Mobility Chapter

Objective 1: *Provide Denver’s diverse residents, workers and visitors with a choice of transportation modes that are safe and convenient.*

1-B - Promote public transit, both bus and rail, as a safe, attractive and convenient choice for people who might otherwise drive to employment, education, cultural, shopping or other destinations.

1-C - Identify areas throughout the city where transportation policies should reflect pedestrian priorities. These include areas such as schools, child-care centers, civic institutions, business centers, shopping districts and parks.

Objective 7: *Address neighborhood transportation issues in a manner that balances overall mobility with neighborhood integrity.*

Objective 8: *Provide safe and convenient facilities to encourage bicycling and walking for commuting, recreation and other trips.*

8-A—Ensure safe and convenient access and accommodation of bicycle riders, pedestrians and transit riders.

Denver’s Legacies Chapter

Objective 3: *Incorporate visionary urban design principles into new development patterns to achieve a higher concentration and more diverse mix of housing, employment and transportation options in identified areas of the city.*

Objective 9: *Plan for the maintenance and expansion of Denver’s parks and recreation system.*

Objective 11: *Strengthen Denver’s system of “green” connections: trails, bicycle routes, parkways, greenways and watercourses.*

Economic Activity Chapter

Objective 5: *Support the creation and growth of neighborhood businesses that enhance the vitality and quality of life in their communities.*

Neighborhoods Chapter

Objective 1: *Strengthen the positive attributes and distinctive character of each neighborhood to help sustain Denver as a healthy, vital city.*

Objective 3: *Make neighborhoods clean and safe places that inspire community pride, where residents and visitors feel secure and comfortable.*

Arts and Culture Chapter

Objective 1: *Support and promote a flourishing artistic community.*

1-C—Support a full range of cultural and artistic opportunities within Denver’s neighborhoods and among its diverse communities, including festivals, performing and visual arts events, and cultural activities.

Blueprint Denver (2002)

Key Concepts

- All areas of Denver are either an Area of Stability or Change, or on a continuum from change to stability
- Direct growth to places that will benefit from an infusion of activity, population and investment
- Character preservation, reinvestment and limited growth are the primary concerns for stable residential neighborhoods
- Regulations should encourage development with standards for appropriately located density
- Public private partnerships create innovative projects
- Public infrastructure investments stimulate private investment and improve the physical environment
- Smart growth connects residents to transit, jobs and centers of activity, and increases housing and employment opportunities

Guiding Principles: Areas of Change

- Contribute to urban design vision
- Respect valued attributes of area
- Expand transportation choice
- Improve environmental quality

Civic Responsibilities of Small Area Plans

- Affordable housing
- Transportation system integrity
- Transit oriented development
- Community facilities
- Consistency with adopted plans

Transit Oriented Denver (2014)

TOD Principles

The following TOD principles establish a base line for Denver neighborhoods to envision and plan for great transit communities.

- Connect
 - Entry Point – access to the regional economy
 - First/Last Mile – walk, bike, bus to the station
 - Access to All – connect to new and existing neighborhoods
- Innovate
 - Sustainable – economic, social, environmental
 - Equitable – opportunities for all
 - Global Economy – compete on the world stage
- Efficient
 - Location – one place to live, work, and play decreases need for regional trips
 - Shared Resources – reduce cost of infrastructure per household
 - Balance – jobs and homes nearby reduce travel times and long commutes
- Place
 - Active – promote safety and visual interest
 - Vibrant – bring together people and activities
 - Destination – public life happens in the streets and open space
- Mix
 - Choice – housing, jobs, shopping, transit options
 - Diversity – mix of incomes and age groups
 - Resilient – stands up through changing economic conditions
- Shift
 - Car Free/Car Lite – becoming non-/less car dependent for most trips
 - Public Space – more room for pedestrians and bikes, less for cars
 - Reduce and Energize – carbon emissions go down, healthy living goes up

Station Typology

Transit Oriented Denver identifies the I-25 and Broadway Station as an Urban Center context within the Station Typology classification system. Urban Center rail stations typically serve or are planned to serve as a destination for surrounding neighborhoods with strong transit use and a high level of pedestrian and bicycle activity. Urban Centers have a mix of uses, with mid- to high-rise multi-family residential integrated with mixed-use commercial buildings. The intended high intensity nature of urban centers positions these stations as regional employment hubs. Buildings front sidewalks with consistent pedestrian entrances and are located within a pattern of regular, smaller blocks and linear streets. Many urban center stations have one or more major land owners.

Urban Center characteristics include:

- Shared Structured Parking
- Employment Focus
- Smaller programmed plazas and open spaces

- Higher ease-of use bicycle infrastructure
- High frequency transit
- Pedestrian infrastructure

Strategic Transportation Plan (2008)

Vision

A great city is livable for all of its citizens now and in the future. The STP creates a multimodal transportation system to support a livable, connected and sustainable city.

- Multimodal
 - Safe pedestrian linkages
 - Comprehensive bicycle system
 - Dependable transit options
 - Efficient and well-maintained infrastructure
- Safe, Efficient, Reliable
 - Connected multimodal system
 - Safe transportation network
 - Manage congestion
 - Accessible to all

Innovation

- A transformative approach to transportation.
- Plans for travelsheds, not just travel corridors.
- Move people, not just vehicles.
- Does not grow Denver's road footprint.

Strategy

- Maintenance and efficiency are fundamental to our current transportation system, followed by improvements and planning for future transportation.
- A balance of behavioral, physical and operational recommendations are included.
- The result is a comprehensive plan for each travel shed.

The STP identifies three types of recommendations that can increase person trip capacity through three primary areas:

- Capital improvements - New types of facilities that can be added to or changed within the public right-of-way but does not grow Denver's current roadway footprint.
- Operational improvements - Improvement of the function or efficiency of existing facilities in the public right-of-way with minimal changes to the physical footprint and equipment.
- Behavioral changes - Increasing the likelihood that an individual will choose alternative transportation through the promotion of alternative modes of travel such as walking, biking and use of the public transit system.

Denver Moves (2011)

Denver Moves is the next phase of making bicycle and multi-use connections in the Mile High City.

- A physical and action-oriented plan that builds upon the Bicycle Master Plan Update, Denver Parks and Recreation Game Plan, Pedestrian Master Plan, and transit-oriented development (TOD) plans.
- Integrates the off-street and on-street networks identified in these past planning efforts to create safe, comfortable corridors that link neighborhoods, parks, employment centers, business districts, transit hubs, and other destinations in all parts of Denver.
- Recommends improvements for Denver's bicycle corridors, as well as a phasing plan for implementation. Adds 270 miles of facilities to the existing 172 miles.
- Serves as a guide for City staff, stakeholders, and the public interested in the development of the non-motorized network.

Sets two goals for biking and walking in Denver:

- A biking and walking network where every household is within a quarter mile (5-minute walk or 2-minute bicycle ride) of a high ease of use facility.
- Achieve a 15% bicycling and walking commute mode share by 2020.

Sets four objectives to achieve these goals:

- Create a new identity
- Build a simpler system
- Embrace innovative, practical ideas
- Include all users

Strategic Parking Plan (2010)

This guiding document for on and off street parking policies in Denver is a comprehensive, city-wide framework that helps articulate and clarify the threefold vision and approach for parking management in Denver.

- Acknowledge a variety of land use patterns and contexts so that no one-size-fits-all approaches are unilaterally applied
- Manage parking as a valuable asset to keep the asset healthy and sustainable for the public good
- Take an integrated approach to parking management with partnerships, coordination, and public outreach

The SPP establishes a five-step process with incremental tools and strategies to deal with parking pressures from an asset-management perspective to maximize use of existing parking inventories.

- **Demand** –tools that mitigate or reduce the demand for parking
- **Location** - tools that move demand away from the core and into areas with excess parking supply and clearly locate or define where parking is available for users
- **Time** – tools that introduce or modify time restrictions to encourage turnover and better use of parking spaces.
- **Pricing** – tools that introduce a fee, which provides a wide range of flexibility. When appropriately calibrated, pricing tools can reduce occupancy in high demand areas and create a market for off -street parking

- **Supply** – tools that evaluate existing supply and work to optimize its use to the maximum extent before building/developing new supply.

Finding: The I-25 and Broadway Station Area Plan is consistent with the Denver Comprehensive Plan and relevant amendments and supplements.

2 - Inclusive Public Process

The I-25 and Broadway Station Area Plan is based on a robust 1-year public engagement process, as described below:

- **I-25 and Broadway Station Area Plan 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. All meetings were open to the public. The Steering Committee included 24 representatives from constituencies including registered neighborhood organizations, property owners, the Regional Transportation District, developers, advocates, non-profits, and elected officials. 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.
- **Public Meetings.** The City hosted three public workshops to garner insight and comments from the community.
 - **Public Workshop #1** - 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.
 - **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** - Public Workshop #3 was designed to review the first public version of the draft plan to the general public. The intent was to introduce the key plan elements of the plan, providing multiple ways to interact with the City and project team about the plan before stakeholders conducted their own review before the Planning Board Public Hearing.
- **Communication.**

- 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.
- Project information, draft content, and announcements were posted to denvergov.org/I25Broadway

- **Denver Planning Board**
 - Information Item on draft plan concepts
 - Information Item on Planning Board review draft

- **Comments Received Since January 20 Planning Board Information Item**
 - Since January 20, 43 unique emails and letters have been received regarding the Station Area Plan. Some comments address multiple points, and they are generally summarized below, not inclusive of all individual points. All comments received since January 20 are included in the staff report packet, organized by the time period in which they were received.
 - Registered Neighborhood Organizations: one letter of support was submitted by the Baker Historic Neighborhood Association with several suggestions, and one email was received from the Platt Park People’s Association submitting comments that were addressed.
 - Connectivity: 11 emails address the need for improved and additional bicycle and pedestrian connections to surrounding neighborhoods, destinations, and facilities. Some comments also express the desire to maintain adequate commuter parking at the station to ensure all modes have access to the station area.
 - Building Heights: one email expresses concern over appropriate building heights in relationship to stable neighborhoods. Note: this comment was addressed through a conversation with the author by clarifying the building heights map.
 - View Corridors: one email requests that the plan protect public views from the station platform.
 - Redevelopment: two emails address general redevelopment topics, including the character of the station, amenities, and loss of private property from redevelopment and other regional transportation improvements.
 - Transit and Safety: one email addresses the desire for greater transit frequency and hours of operation to serve the station to connect users without auto trips.
 - Commuter Parking: 25 emails express the desire to maintain adequate, safe, and convenient commuter parking at the station. Comments address the importance of maintaining ridership and access to jobs, services, and schools.

Finding: The I-25 and Broadway Station Area Plan was developed through an inclusive public process.

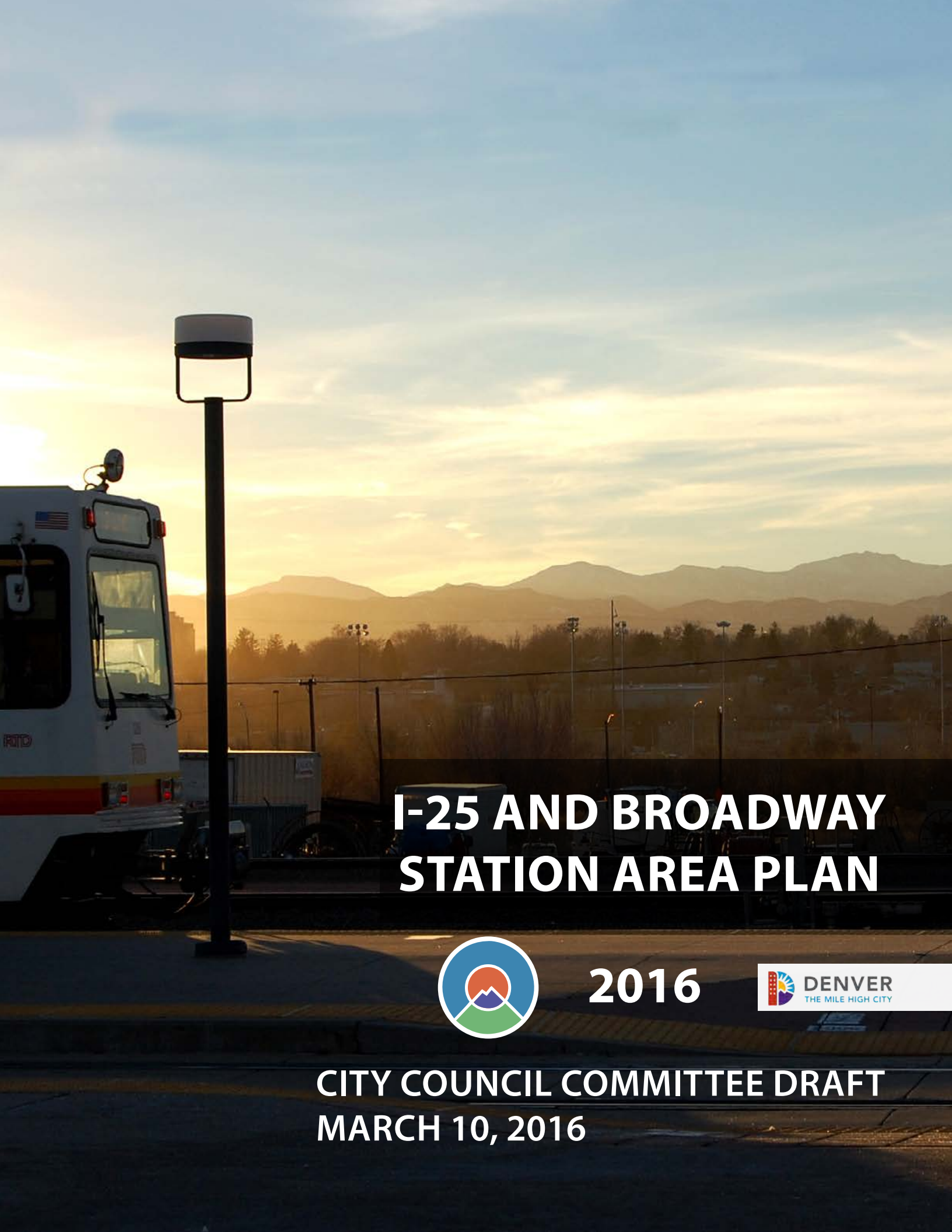
3. Long-Term View

The I-25 and Broadway Station Area Plan establishes a vision framework that will guide change in the neighborhood for the next 20+ years. Many of the recommendations are based on a long-term vision that will take many years to achieve.

Finding: The I-25 and Broadway Station Area Plan has an appropriate long-term perspective.

Staff Recommendation:

Based on the findings that the plan is consistent with the Denver Comprehensive Plan and applicable supplements, that an inclusive public process was utilized, and that the plan includes a long-term view, staff recommends **approval with the condition that the document be edited for clarity and correctness.**



I-25 AND BROADWAY STATION AREA PLAN



2016



**CITY COUNCIL COMMITTEE DRAFT
MARCH 10, 2016**



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

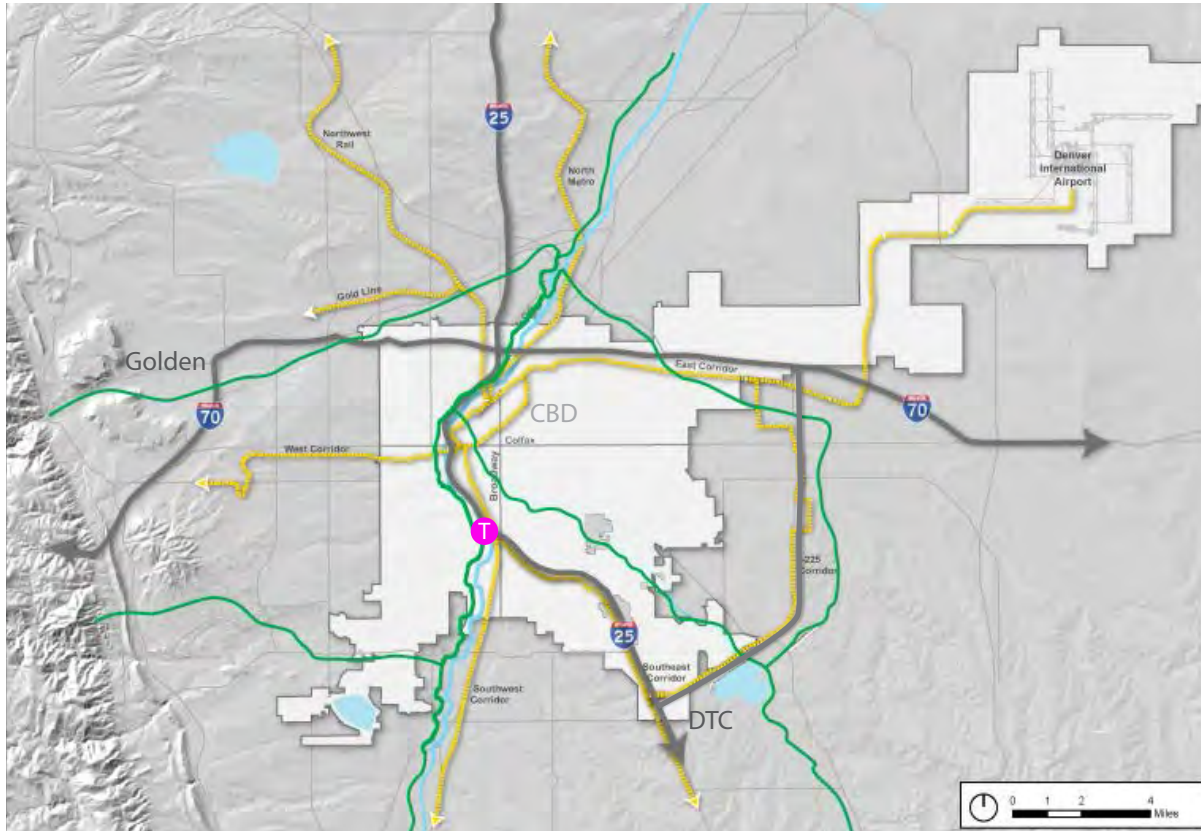
PLANNING PROCESS

PLANNING CONTEXT

CHALLENGES AND OPPORTUNITIES

HOW TO USE THIS PLAN

Regional Connections



- Interstate Highways
- Regional Trails
- Passenger Rail (existing, under construction, and planned)
- South Platte River
- T** 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. With that opportunity comes the responsibility to build a resilient environment can that support healthy lifestyles. The design of the Station Area can promote healthy living for those who live, work, learn and play there.

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. Lincoln Street is a residential corridor in this area.

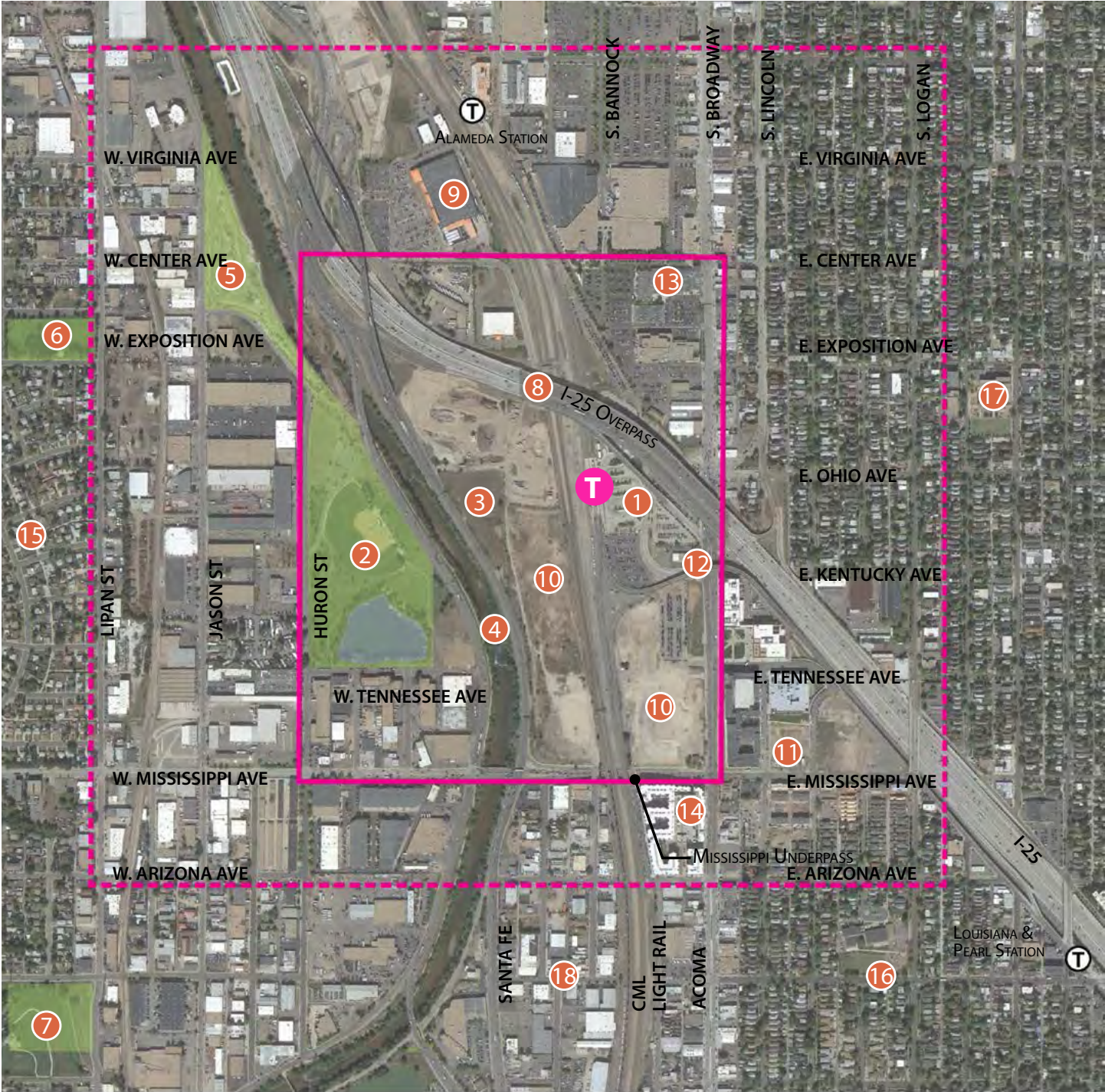
The South Platte River and the regional bike trail run through the western portion of the Station Area providing the area with valuable amenities as well as a responsibility to ensure development improves, not impairs, the river's health.

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 (freight rail tracks), 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. Land use, building height, and urban design recommendations are limited to the Core Station Area.
- The Area of Influence was established with the understanding that mobility and connectivity issues extend beyond the Core Station Area. Within the Area of Influence, the Plan does not include exhaustive recommendations related to mobility. 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





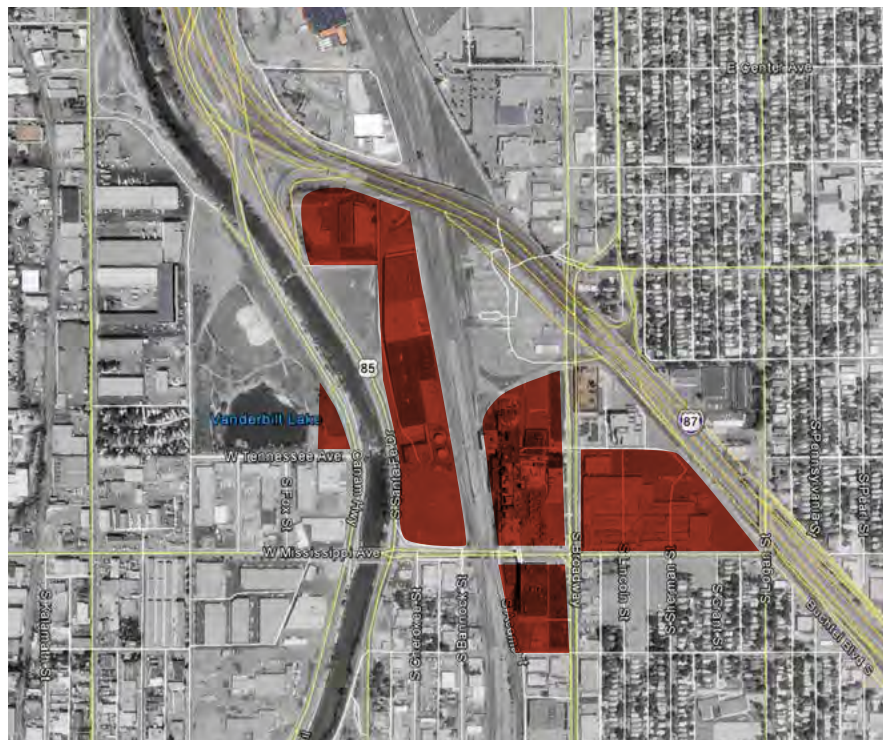
PLANNING AREA OVERVIEW

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 northwest 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



Athmar Park Neighborhood Meeting



Website

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.

Project Timeline

- 1 Stakeholder Interviews
- 2 Public Workshop 1
- 3 Preliminary Market, Fiscal and Multimodal Analysis
- 4 Steering Committee 4: Review Preferred Frameworks
- 5 Public Workshop 2: Concept Framework Review
- 6 Steering Committee 5
- 7 TWG Review Cycles
- 8 Steering Committee Draft Plan
- 9 Steering Committee 6: Review Draft Plan
- 10 Public Workshop Draft Plan
- 11 Public Workshop 3: Review Draft Plan



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



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

Public Workshop #1 Walking Tour Map (the Core Area boundary was adjusted at a later time)

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

Public Workshop #3 was designed to review the first public version of the draft plan to the general public. The intent was to introduce the key plan elements of the plan, providing multiple ways to interact with the City and project team about the plan before stakeholders conducted their own review before the Planning Board Public Hearing.

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 Core Area 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 Core Area relates to and affects these small area Plans as follows:

- **Alameda Station Area Plan (2009):** The I-25 and Broadway Station Area Plan Core Area 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 and building frontage. The I-25 and Broadway Station Area Plan reinforces all other recommendations such as bicycle and pedestrian circulation. 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 Core Area 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 be 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 Core Area 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 be used to inform decisions that affect this area of overlap.

- **Athmar Park Neighborhood Perimeter Plan (2000):** The I-25 and Broadway Station Area Plan Core Area 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 Core Area 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.

The adoption of the I-25/Broadway Station Area Plan does not nullify any recommendations in these overlapping small area plans unless specifically noted above. Users should still refer to these small area plans for a full understanding of each area's vision and supporting recommendations. For example, detailed mobility recommendations found in the Alameda Station Area Plan have not been fully captured in the I-25 and Broadway Station Area Plan. Users of this Plan should refer to the Alameda Station Area Plan for those recommendations and not take the omission of any recommendations as modifying that plan.

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)

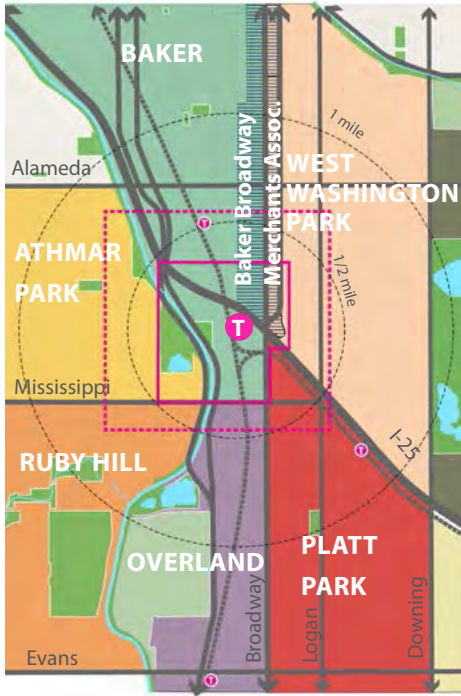
Coordination with Concurrent Planning and Implementation Efforts

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 Environmental Assessment and Section 4(f) Evaluation, dated March 2008
- South Broadway Finding of No Significant Impact, dated October 2008
- South Broadway and I-25 System Level Study and Interchange Access Request, dated January 2008



CHALLENGES AND OPPORTUNITIES



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

Neighborhoods within the Station Area.

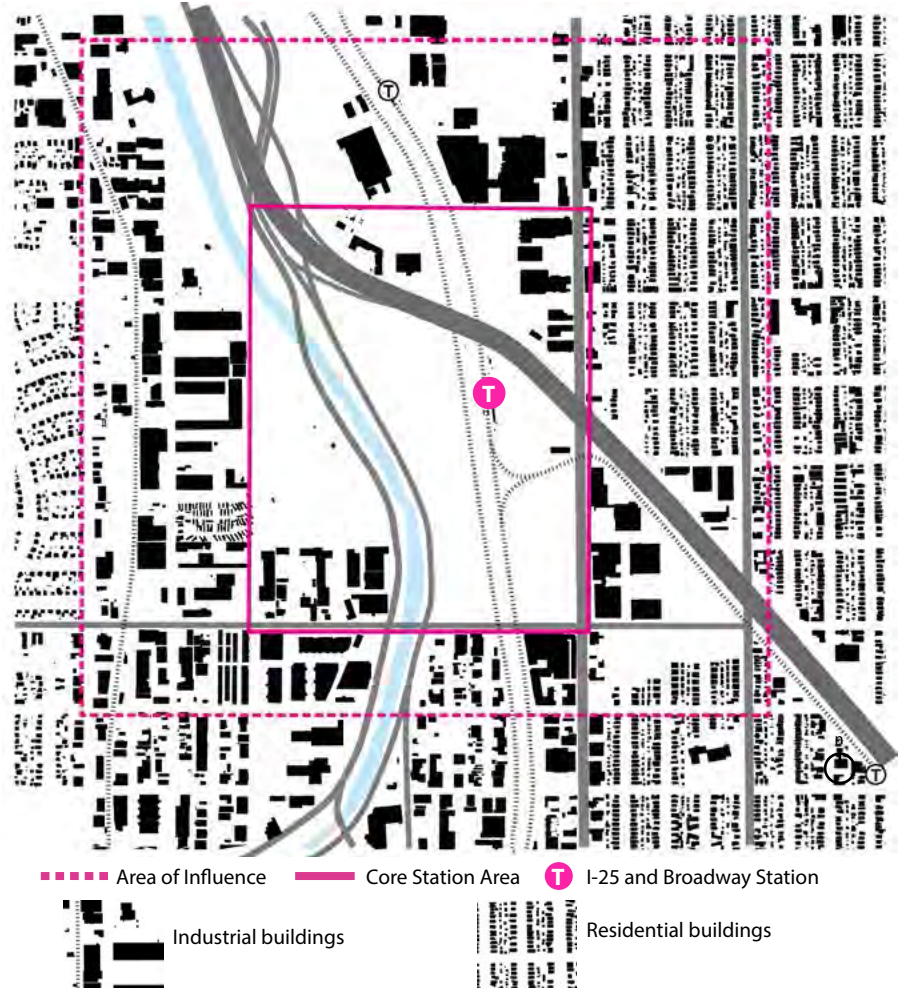
Neighborhood Context

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.

FIGURE GROUND



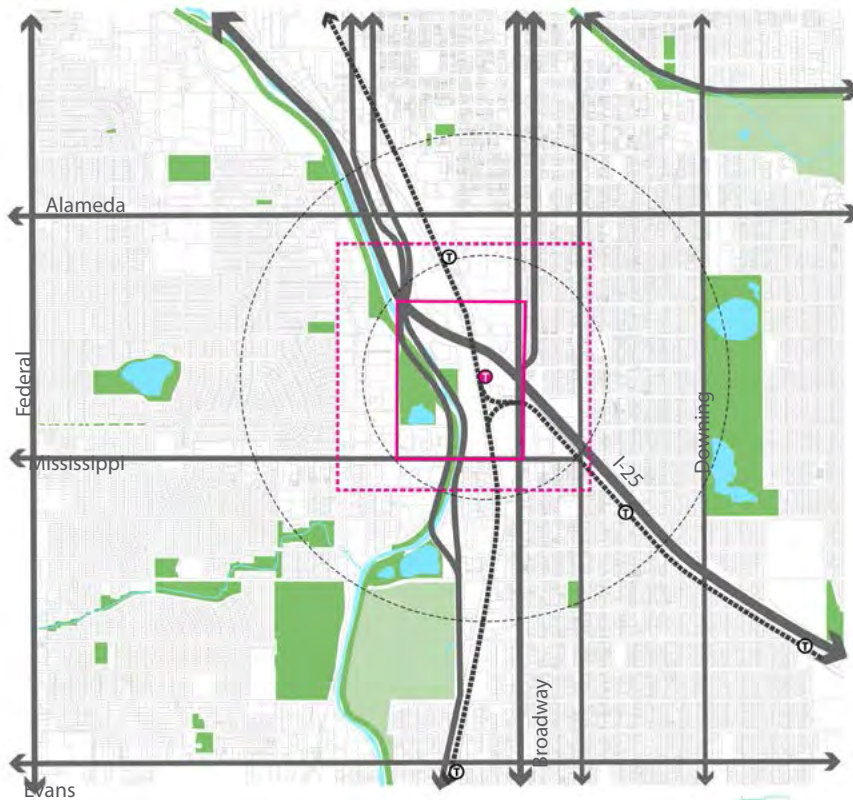
Parks and Open Space

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 from the trail to the Station Area, which cause 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-

EXISTING TRANSPORTATION NETWORK



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



CHALLENGES AND OPPORTUNITIES

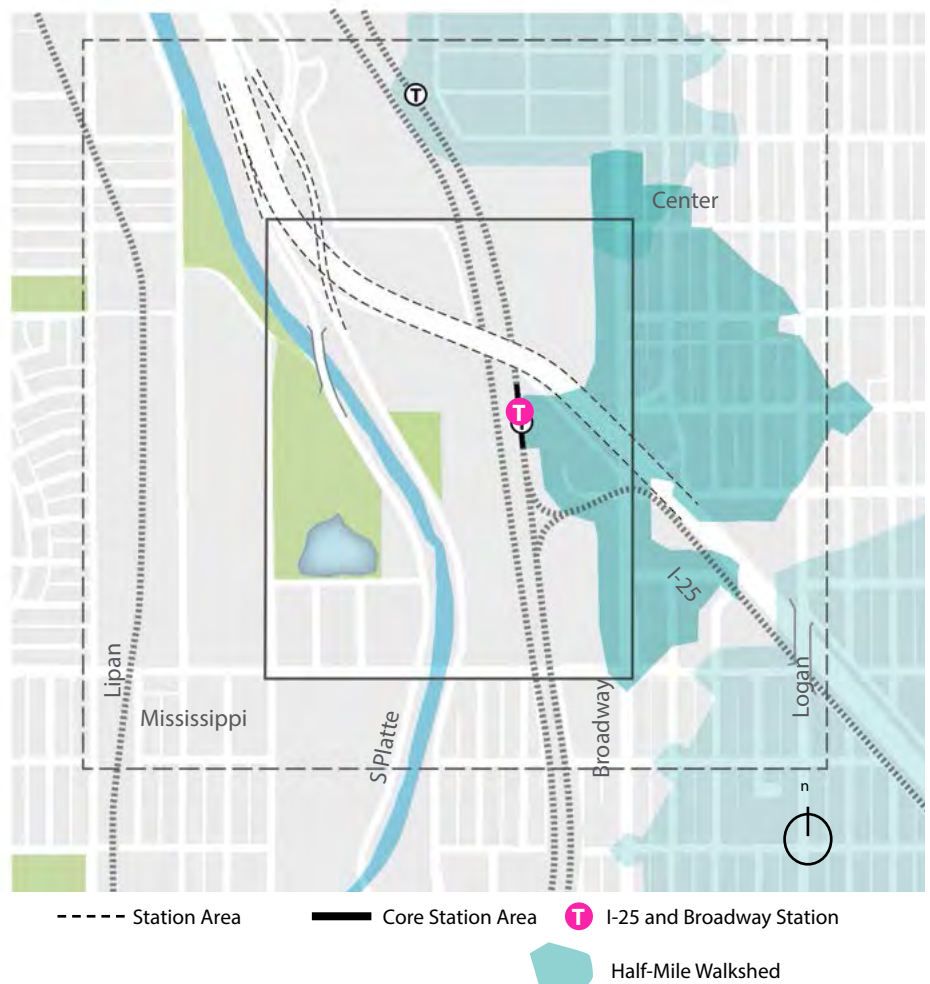
west connection through the site is Mississippi Avenue, which ends at I-25 to the east. There are street connections to the station and bus terminal from the east, but the remainder of land in proximity to the station is largely vacant with no existing street network.

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

EXISTING WALKSHED

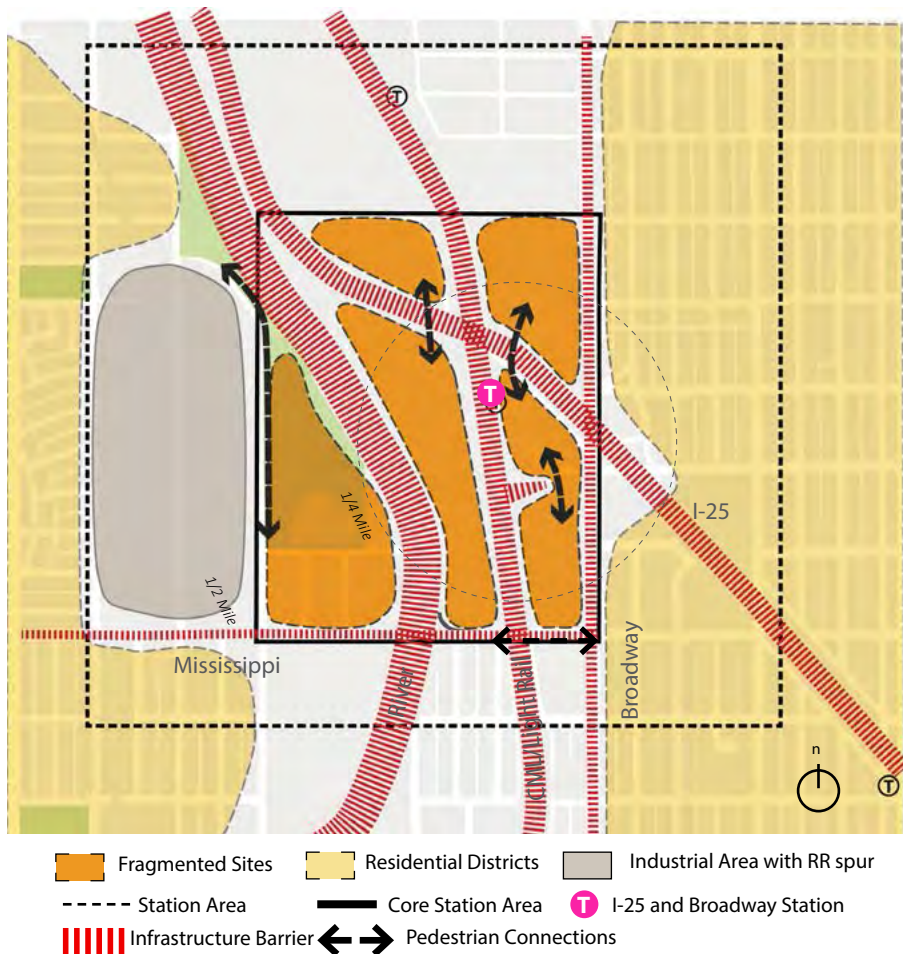


the lack of sidewalks and the physical barriers of the Consolidated Main Line (CML) railroad tracks, Santa Fe Drive, and the South Platte River, the walkshed is limited to the eastern side of the CML corridor, making the I-25 and Broadway Station a one-sided station. On the other hand, the neighborhoods 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.

EXISTING BARRIERS





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. Many of the recommendations require multiple steps over a period of years by a variety of participants -- the plan does not seek to identify the parties responsible for the various recommendations. At the same time, the Plan allows the latitude to pursue unforeseen opportunities that will arise and to respond to new challenges over the coming years. Development in the station area will occur over multiple phases, reacting to changing market conditions, all while maintaining the long-range vision of becoming a vibrant, compact, urban center and world-class transit-oriented community.

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.

In addition, many of the Transformative Projects involve significant cost which cannot be borne solely by private development. Implementation of these projects will depend on the availability of public and private funding for such projects, funding which will likely exceed monies available through tax increment financing or metro district financing. Also, the order and phasing of the Transformative Projects will depend on the phasing of private development.

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

1 VISION FOR I-25 & BROADWAY

The Plan on a Page introduces the Vision and Principles and Transformative Projects.

- Principles
- Overall Recommendations
- Transformative Projects

2 FRAMEWORK OVERVIEW

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

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

3 PRINCIPLES.

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



Recommendation Outline

Principle Statement

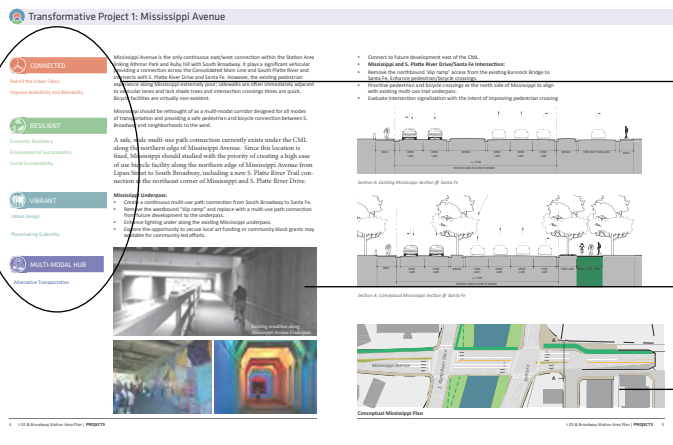
4 RECOMMENDATIONS

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



5 TRANSFORMATIVE PROJECTS:

These are specific projects that are seen as important 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

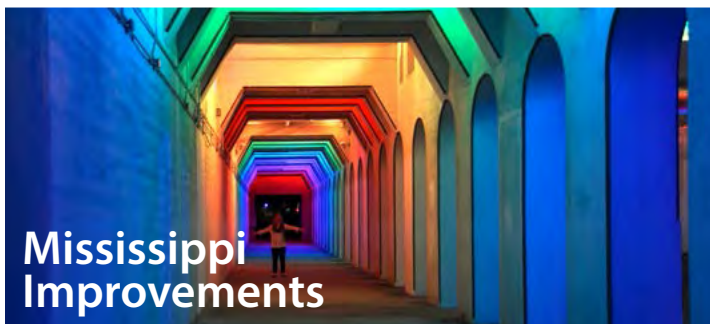
Improve Walkability and Bikeability

Encourage Environmental Sustainability

Create A Network of Parks and Open Spaces

Enhance Social Sustainability

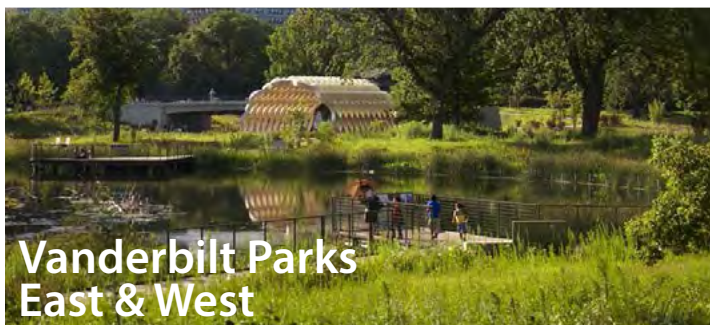
TRANSFORMATIVE PROJECTS



Mississippi Improvements



Exposition Avenue (West of CML)



Vanderbilt Parks East & West



Broadway Station Plaza



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



I-25 Underpass Improvements



Exposition Gateway (East of CML)



Signature Shared-Use Street



East/West Connections

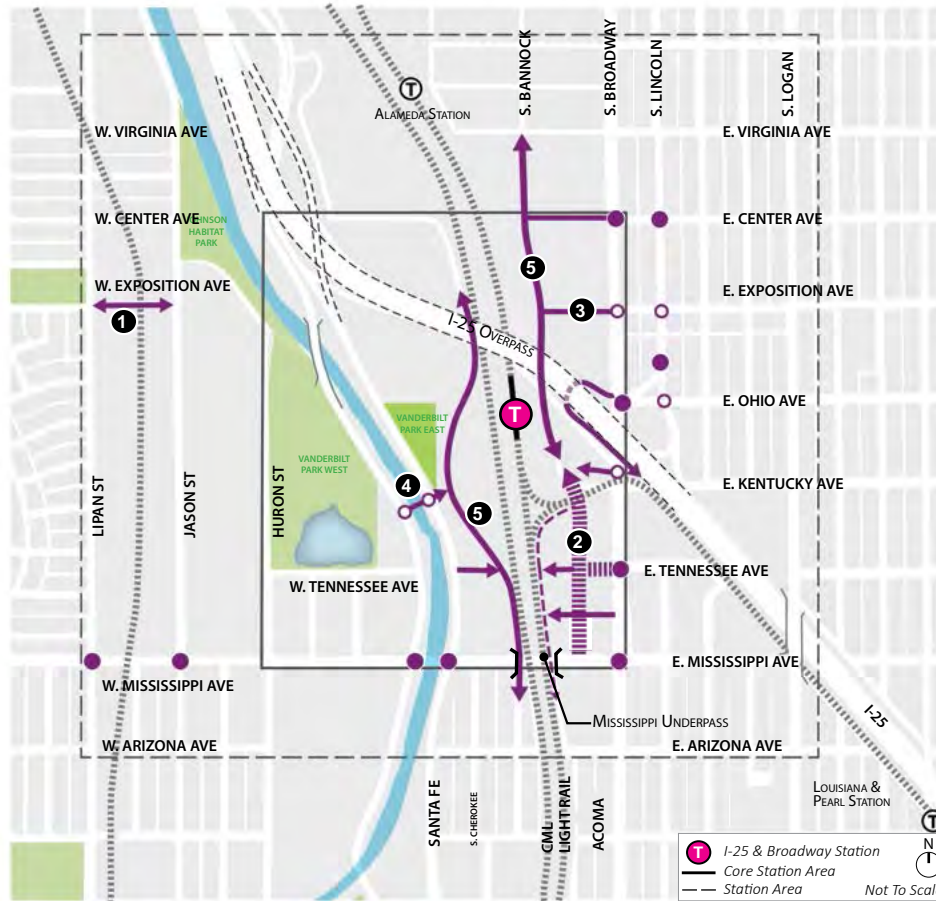


FRAMEWORK OVERVIEW

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.



Recommended Street Existing Signal Recommended Signal

Proposed Shared-use Street

- 1 Extend W. Exposition Street from Lipan to Jason Street. (CONNECTED 1.1.E and Transformative Project 2)
- 2 Create a shared-use north/south street parallel to S. Broadway. (CONNECTED 1.2.A and Transformative Project 7)
- 3 Create a multi-modal gateway into the Station at Exposition Street and S. Broadway. (CONNECTED 1.1.D and Transformative Project 4)
- 4 Construct multi-modal bridge over the South Platte River. (CONNECTED 1.1.C and Transformative Project 8)
- 5 Create a continuous and direct north/south connection parallel to S. Broadway (CONNECTED 1.2.B and 1.2.C)

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 and Transformative Project 2)
- 2 Create a bicycle connection on Lipan Street. (CONNECTED 3.2)
- 3 Improve bicycle and pedestrian connections along the north side of Mississippi Avenue. (CONNECTED 3.2.A and Transformative Project 1)
- 4 Create a new South Platte River Trail access north of the Mississippi Avenue Bridge. (CONNECTED 2.3)

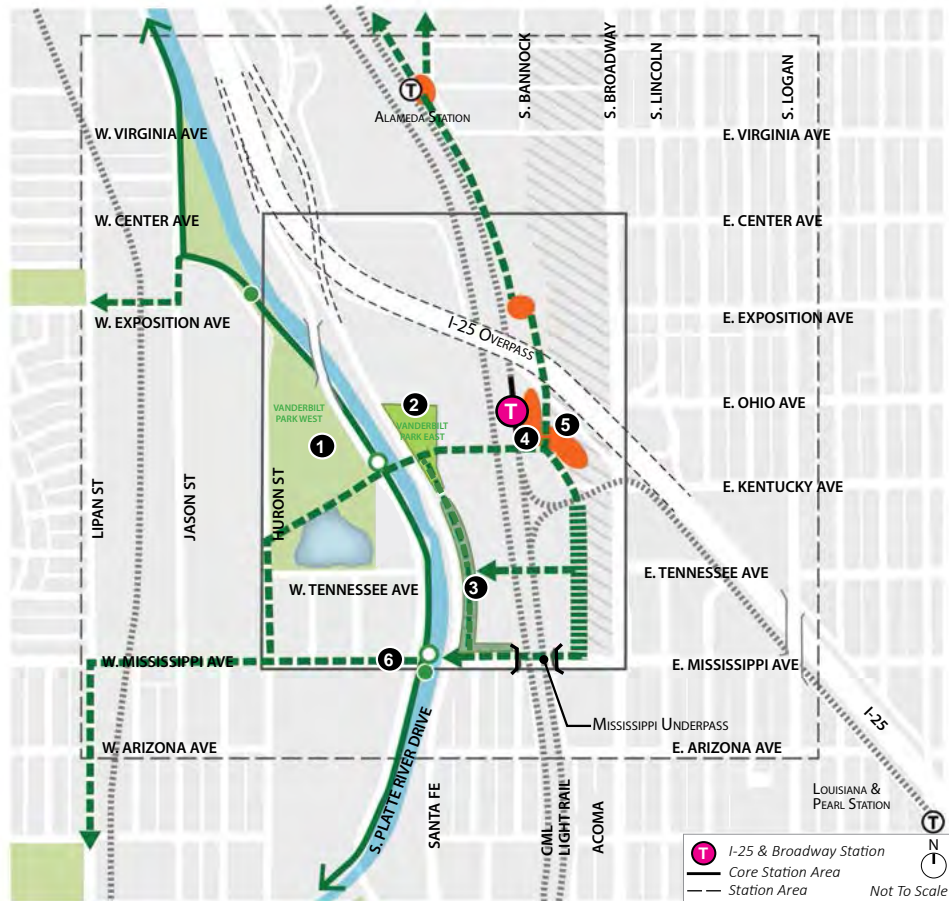
- 5 Enhance and connect to the regional greenway by widening the South Platte River Trail to meet today's standards between Florida and Johnson Habitat Park. (CONNECTED 2.3)
- 6 Create a pedestrian and bicycle priority street that connects to the station. (CONNECTED 1.2.A and Transformative Project 6)
- 7 Connect to future S. Broadway and Lincoln bicycle facility. (CONNECTED 3.2.B and Transformative Project 4)
- 8 Create bicycle and pedestrian connections between Alameda Station and I-25 and Broadway Station. (CONNECTED 3.2)



FRAMEWORK OVERVIEW

PARKS AND OPEN SPACE FRAMEWORK

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



- Existing Park
- Proposed Park
- Connections to Open Space
- S. Platte River Trail
- Proposed Open Space
- Proposed Trail Connection
- Plaza
- Existing Trail Connection
- Future Bike/Ped Connections to be studied

- 1** Improve Vanderbilt Park West to create a community amenity. (CONNECTED 2.1.B and Transformative Project 5)
- 2** Design and construct Vanderbilt Park East. (CONNECTED 2.1.A and Transformative Project 5)
- 3** Create a linear open space along Santa Fe that connects Vanderbilt Park East to the Mississippi underpass connection. (VIBRANT 2.2)
- 4** Create a plaza space for transit users adjacent to the station. (CONNECTED 2.4 and Transformative Project 6)
- 5** Create a civic plaza space that is the heart of the community. (CONNECTED 2.4 and Transformative Project 6))
- 6** Create a connection to the South Platte River Trail along the north side of Mississippi. (CONNECTED 2.3)

REFINED CONCEPT 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 Create a "Midtown" office location by encouraging a high-density office uses near the station to capitalize on visibility and multi-modal access. (RESILIENT 1.1 and VIBRANT 1.2)
- 2 Encourage a mix of residential, office, civic and public plazas immediately adjacent to the station to encourage 18-hour activity. (VIBRANT 1.1 and Transformative Project 6)
- 3 Encourage high-density mixed-use residential within walking distance of the transit station that includes a range of unit sizes and price points that promote a healthy lifestyle. (RESILIENT 3.2)
- 4 Continue to support industrial and industrial mixed-use uses 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 transit and civic plaza space.
- 2.5 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.

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

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.



Example of Specialized Bike Signal Crossings

Street Network Framework

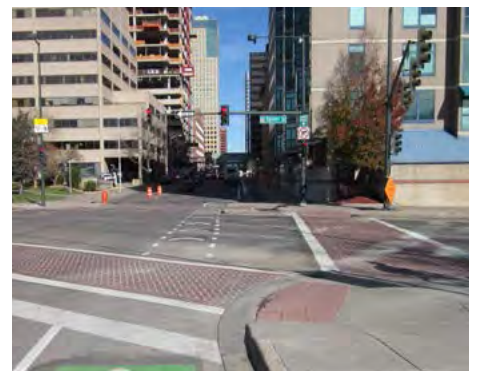


such as signal timing modifications as well as physical modifications to enhance the pedestrian experience. Over time and as the Station Area redevelops, a full evaluation of the S. Broadway multi-modal environment will be needed to ensure that the corridor continues to meet the needs of all modes, consistent with the Strategic Transportation Plan's focus on "person-trip capacity." Additionally, through upcoming transit planning activities and studies, including the development of Denver Moves: Transit, major transit corridors including the Broadway-Lincoln corridor will be further evaluated. These studies will further identify potential transit service improvements along corridors as well as connectivity improvements to major transit facilities such as the Broadway Station.

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 additional features and traffic calming measures, such as pedestrian islands and bump-outs within S. Broadway to shorten pedestrian crossing distances at Tennessee, Kentucky and Mississippi Avenues where possible.



Example of a high-quality pedestrian crossing on Speer Boulevard



Potential transportation improvements may impact S. Broadway in the future



The I-25 Interchange and Broadway construction project includes key multi-modal connections to the station.



Future S. Broadway/S. Lincoln intersection at Ohio, with the I-25 Overpass in the background.



Future pedestrian crossing where Ohio Avenue intersects with S. Lincoln and S. Broadway



Example of a Multi-Modal Bridge

1.1.C Kentucky Multi-modal Bridge: *TRANSFORMATIVE PROJECT 8B*

- 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 the intersection of Exposition Avenue and S. Broadway that safely accommodates bike, pedestrian, automobile and bus access to the site.

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 the grid west from Broadway into the former Gates property site such as Exposition, Kentucky and Tennessee. Explore extending Hoye Street (new east/west street between Tennessee and Mississippi), which would need further study.
- 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 an 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

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.

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.

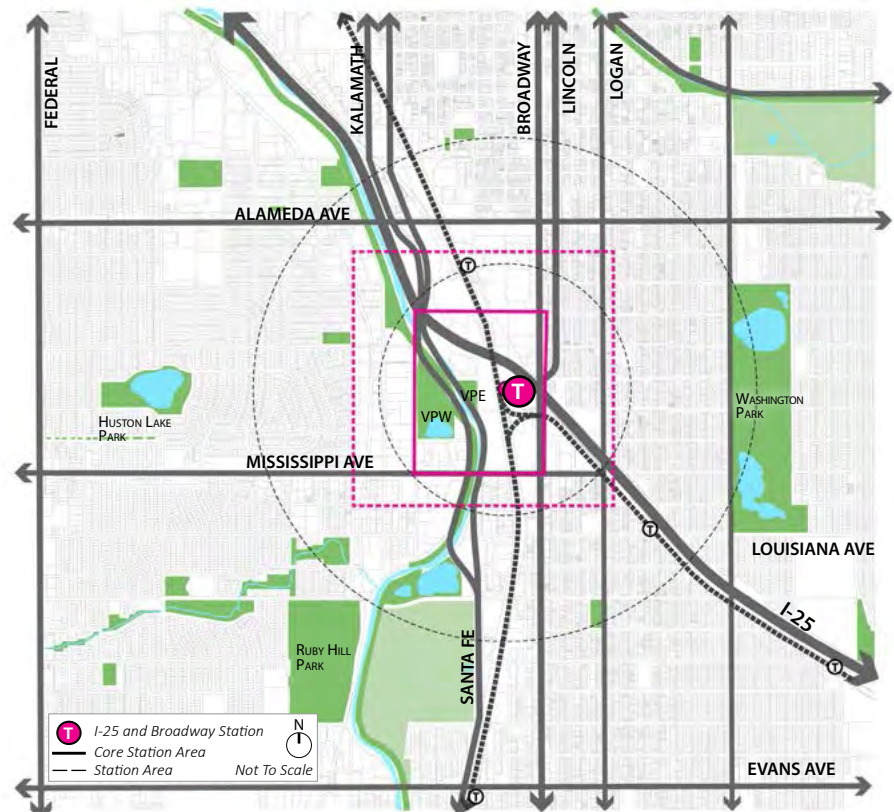
Within a quarter mile of I-25 and Broadway Station are three city parks: Johnson Habitat Park, Vanderbilt Park West (which is primarily used for organized softball leagues), and Vanderbilt Park East (which is designated as a park, but has yet to be built). In addition, the South Platte River Trail runs 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 phased private redevelopment at the former Gates Rubber Company site to provide an amenity for residents and employees in the

Neighborhood Park and Open Space Framework



Existing Regional Trails

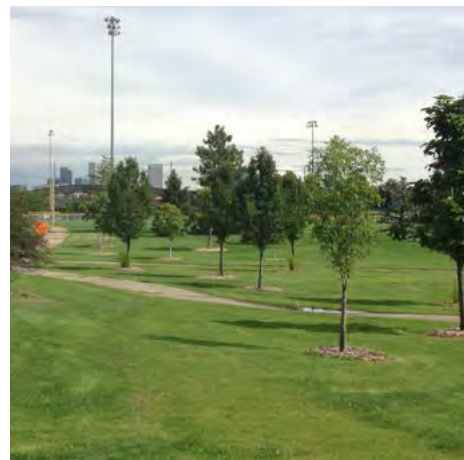
project. Envisioned as a more urban, formal open space, this park should be designed to support both office and residential users by providing:

- 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 ensuring a vegetated buffer, planted with native species, exists between the lake and manicured turf areas. The buffer should be as wide as needed and reflect a more natural state in order to enhance water quality.
- 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 while working within the context of greenway restoration efforts.
- 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 Florida and Johnson Habitat Park 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



2.4 Create transit and civic plaza space: TRANSFORMATIVE PROJECT 6

The station platform and its surroundings are the first impression of I-25 and Broadway Station when passengers arrive by train or bus. Plaza space that both serves transit users and provides civic gathering space is needed.

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.

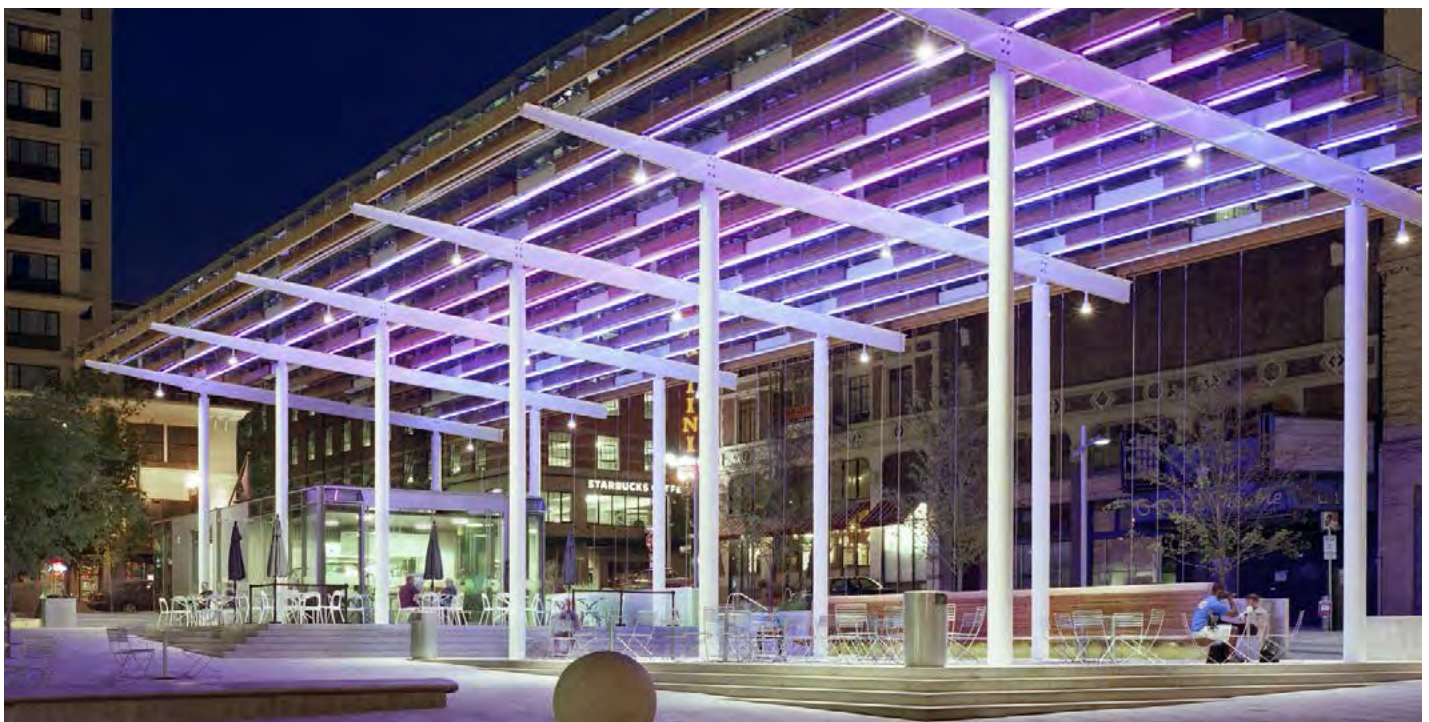
I-25 and Broadway Station is envisioned as a new center and gathering place for the surrounding neighborhoods. As such, a new civic plaza should be centrally located to serve as the 'heart' of the future community and existing neighborhoods. The civic plaza should be designed to accommodate a variety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

2.5 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 bicyclists 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

PEDESTRIAN PRIORITY INTERSECTIONS

The Station Area includes several high demand, arterial streets that divide the area. Special multi-modal consideration for these streets can successfully balance diverse demands and accessibility responsibilities. To ensure that these streets provide high quality connections for pedestrians and cyclists, priority intersections on arterial streets where the pedestrian crossing movement should be enhanced to better balance the use of the right-of way.

PEDESTRIAN PRIORITY INTERSECTION TOOLKIT

This toolkit identifies potential pedestrian enhancement options. The application of these design options will vary, depending on location and the public or private resources available for construction and maintenance. There is an opportunity for property owners, special districts and the city to work together to consider these enhancements where appropriate. Each option should be weighed against any potential trade-offs including impacts to drainage or on-street parking. Possible elements for consideration include:

- Well marked crosswalks
- Curb extensions
- Full ADA compliance
- Median nose extension
- Signalized pedestrian crossings
- Reduced right turn bypasses
- Countdown pedestrian signals
- Shallow building setbacks
- Detached 8-foot-wide sidewalks
- Tree lawn or trees in grates
- Street trees
- On-street parking
- Pedestrian lighting
- Outdoor seating areas
- Trash receptacles
- Wayfinding signage
- Public art
- Banners/flags
- Landscaped planters
- Well marked transit stops with amenities
- Enhanced pavement treatments

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

Sidewalks



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.

- 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, especially across S. Broadway, Mississippi, Santa Fe, and S. Platte River Drive.
- 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



Pedestrian bridge example in Denver.



Pedestrian paseos create connections that break up large blocks.

Future Walkshed





CONNECTED

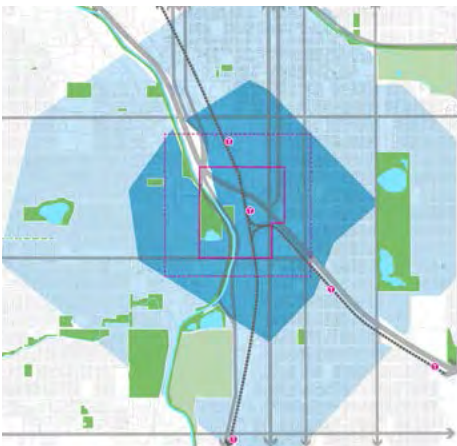


Buffered bike lane adjacent to vehicular lane

3.2 Connect the local and regional bicycle networks.

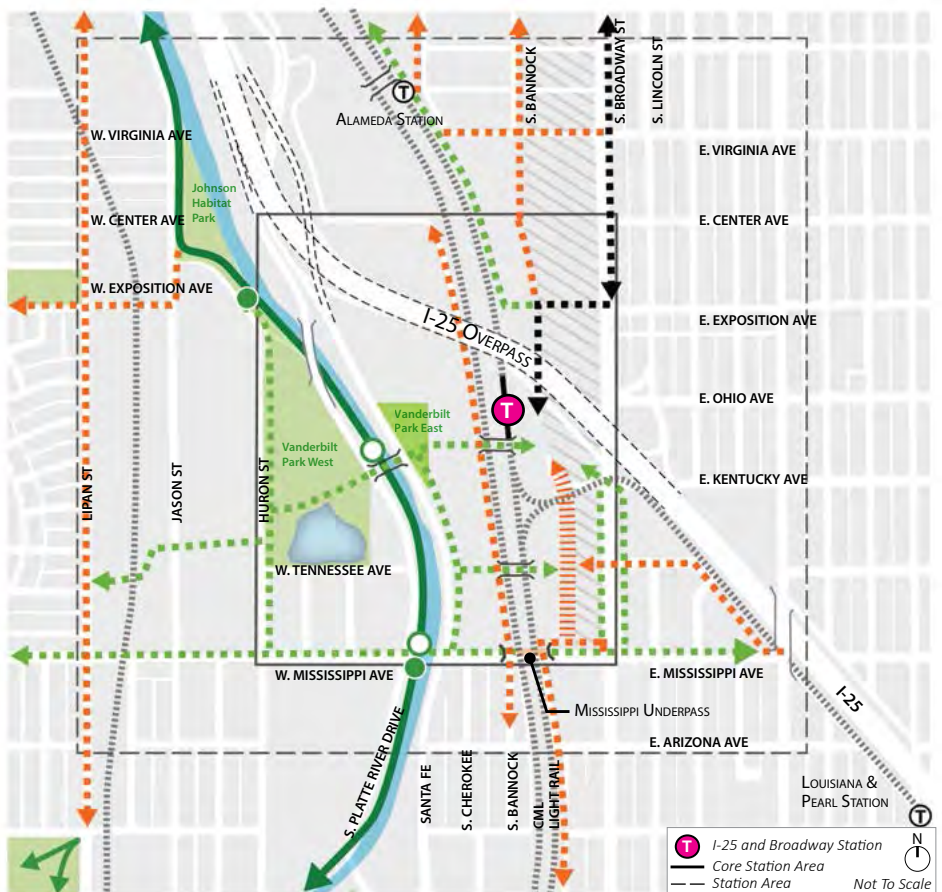
Since the I-25 and Broadway Station is located in a critical location in the City, it is important to enhance the city's regional bicycle connections as well as local connections between the station and adjacent neighborhoods. This plan identifies several strategic opportunities that should be studied in greater detail. Denver Moves: Bicycles should be updated to reflect bicycle connections recommended in this plan. In most cases, the type of facility is unspecified and left for Denver Moves to determine (e.g. "bike connection"). In a few specific cases, a facility type has been recommended in this plan. The Bicycle Facilities Map (below) indicates the desired future network.

- 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.
- 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.



Future bicycle travelshed map showing 1-mile (dark blue) and 2-mile (light blue) distances.

Bicycle Facilities Framework



- Bicycle Connection
- 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
- ▨ Future Bike/Ped Connections to be studied

DENVER MOVES: Bicycles
Making Bicycle and Multi-Use Connections



Denver Moves focuses on integrating the off-street and on-street networks to create safe, comfortable corridors that link neighborhoods, parks, employment centers, business districts, transit hubs, and other destinations in all parts of Denver.

- 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 S. Acoma Street and S. Bannock Street bridges over Mississippi to create bicycle connections from the Station to the Platt Park and Overland Park neighborhoods and employment areas.
- Provide a green, landscaped, multi-use trail connection between Alameda Station and I-25 and Broadway Station creating a linear park that parallels the light rail tracks as recommended in the Baker Neighborhood Plan.
- 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 and provide increased connectivity to Ruby Hill Park and Levitt Pavillion to the south.
- Explore the potential of bicycle connections from the Station Area to Washington Park. These connections would use the current street configurations, maintaining two-way vehicular movement and existing on-street parking. A neighborhood bikeway is a possible facility type that could work for these connections. A neighborhood bikeway is a low-volume, low-speed street modified to enhance bicyclist safety by using treatments such as signage, pavement markings and crossing improvements. Further evaluation and study is necessary for any of these proposed bicycle connections.



South Platte River Trail

3.2.A 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.B Multi-Modal Station Access TRANSFORMATIVE PROJECT 4

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



Protected two-way cycletrack



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, riverfront 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 Create healthy communities.
- 3.2 Provide a range of housing options.
- 3.3 Increase access to housing.
- 3.4 Increase access to jobs.
- 3.5 Strengthen outreach on development projects.
- 3.6 Empower RNO's to champion improvements near the station.



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. In addition, the station's location along the South Platte River provides the opportunity to build upon citywide efforts, such as the to rejuvenate the entire river corridor and its connection to diverse economic and recreational opportunities.

- 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. The Station Area is an opportunity for modern, innovative office types including collaboration spaces, shared spaces, and flexible spaces. These office models are appealing to small, start-up, and under-capitalized users and will enable the Station Area to serve the range of businesses and employees.
- 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.

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

BROADWAY	
Facts	Corridor: Central
	Opened: 1994
	Ridership: 14,002
	RTD Parking Spaces: 1,248
Typology	UC urban center
Score	Market Readiness: High
	Development Potential: High
	TOD Characteristics: Medium
Status	Plan: ⓪
	Infrastructure Analysis: ⓪
	Zoning: ⓪
	Infrastructure Investment: \$
Action Plan	Complete I-25 & Broadway Station Area Plan Timeframe: 2014-2015
	Work with property owner and RTD to address parking management and joint development opportunities Timeframe: 2016-2018

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.
- 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.



Shared Spaces incorporated within revived industrial areas.

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.



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. The South Platte River, one of Denver’s most important natural resources, also runs through the western portion of the plan area. 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.

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, that provide multiple public benefits including improved water and air quality, increased tree canopy, and enhanced pedestrian experiences.
- 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.



Solar farm



Hydro electric barrel.

“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



- 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.

“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

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 and S. Broadway.

- Utilize specific building construction techniques, including design elements and siting, to avoid subjecting adjacent neighborhoods to increased noise levels emanating from I-25 and S. Broadway.
- 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.



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

The River South Greenway Master Plan contains strategies for improving water quality and habitat within and around the South Platte River as well as recommendations for using the area’s existing and proposed parks to create a sense of place, thus promoting economic vitality and development opportunities along the river corridor.

River South Greenway Master Plan 2010



Example of curb extension planter.

- 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 of 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. 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. The majority of the eastern area of the plan falls within a medium priority basin, indicating there is significant need to pursue efforts to improve water quality in these areas.

To improve water quality, the City and County of Denver is making green infrastructure a fundamental part of the city's long-term stormwater management strategy by incorporating large-scale green infrastructure with small or site-scale green infrastructure. On a large scale, green infrastructure refers to a network of parks, open spaces, drainageways, and floodplains which help mitigate the impacts

Storm Water Basins



- Storm Water Basins**
- High Priority
 - High-Medium Priority
 - Medium Priority
 - Medium-Low Priority

- Green Infrastructure Opportunities**
- Large Scale
 - Site Scale



caused by impervious (hard) surfaces. Within the Broadway Station Area Plan, the use of Vanderbilt Park represents a large-scale green infrastructure opportunity.

Site-scale green infrastructure refers to smaller, engineered structural practices. To facilitate the implementation of smaller and site-scale green infrastructure, CCD has developed an Ultra-Urban Green Infrastructure Guide that details site-scale green infrastructure practices particularly well-suited within the right-of-way (ROW). Treating street runoff is critical to improving the health of the South Platte River. While streets represent one of the largest urban pollution and runoff sources, it also represents one of the best opportunities for the use of site-scale green infrastructure. New streets within the Broadway Station Area Plan should maximize use of site-scale green infrastructure practices including streetside stormwater planters, curb extensions, green gutters, green alleys, and tree trenches.

A combination of both large and small scale green infrastructure can be implemented depending on space and water quality treatment needs for the development site. Utilizing a site-planning approach that integrates the site's natural features with engineered water quality best management practices (BMPs) that are distributed throughout the site is the most effective approach for addressing water quality.



Example of storm water planter.



Example of green gutter along cycle-track.



3. ENHANCE SOCIAL SUSTAINABILITY

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.

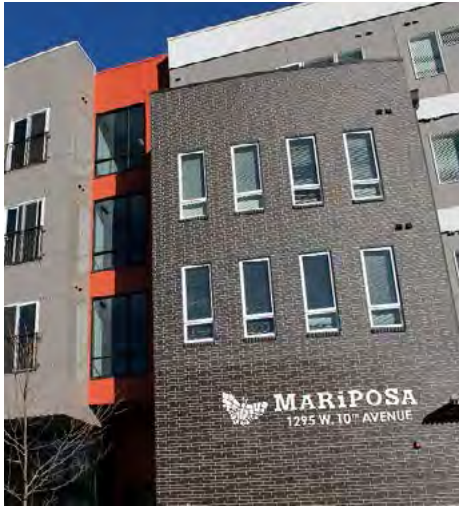
3.1 Create healthy communities.

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 in and near the Station Area.
- Partner with Re:Vision to provide pop-up markets and support local, urban farming businesses in the Westwood Neighborhood.

3.2 Provide a range of housing options.

- Provide a range of housing types, sizes, and prices within Areas of Change in the Station Core Area with a focus on promoting access to transit options, recreational opportunities and the availability of fresh food.
- In the residential Areas of Stability surrounding the Station Core 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 that can align with the intent of the City's Inclusionary Housing Ordinance.
- 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.
- 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.



Create affordable housing with strong access to the station.



TOD artist housing in Seattle



Private Open Space



3.3 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.

3.4 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.

3.5 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.

3.6 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.



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 vertical and horizontal mix of land uses including office, residential, commercial, and industrial along with a range of plazas and open spaces to achieve the vision of an 18-hour, mixed-use district. Higher density, mixed-use buildings should be concentrated near the station to create activity throughout the day, activate the street and public spaces, and provide a social energy to the district. 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 should be encouraged. 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. These neighborhood-serving retail uses will be critical in activating spaces near the transit station while also strengthening the South Broadway corridor. Additionally, maintaining and encouraging high-intensity employment uses within the Station Area will support and diversify employment opportunities across the City.









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

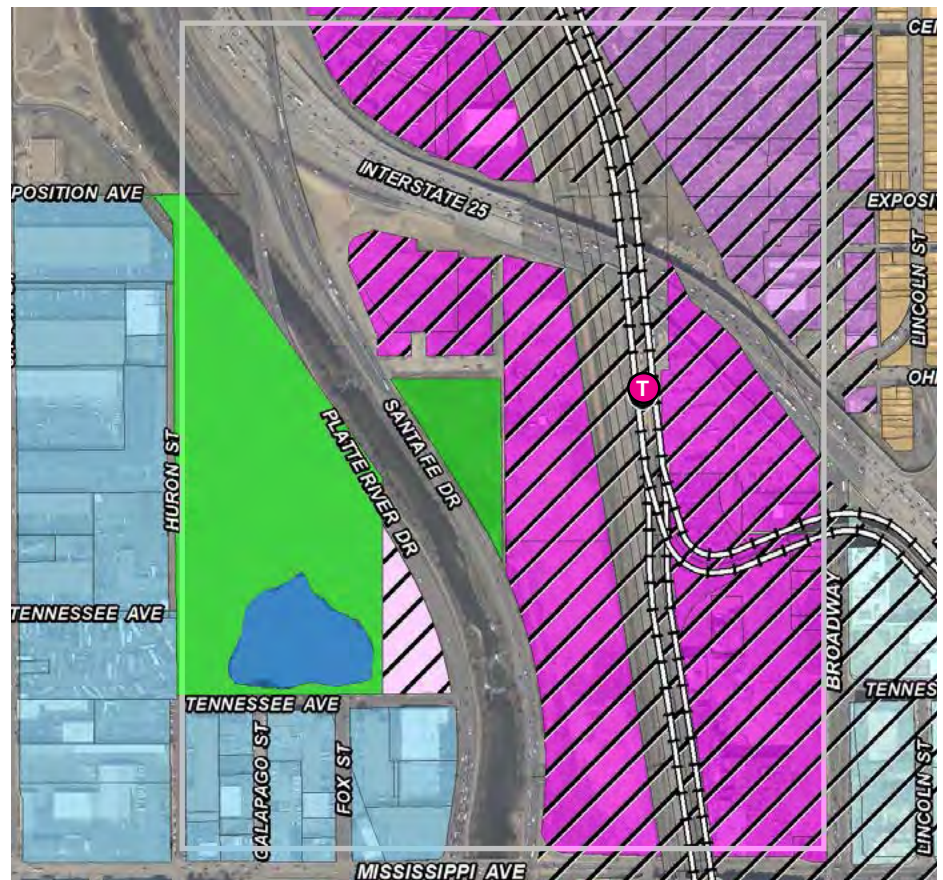
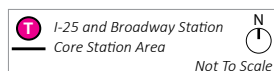
1.1.A Blueprint Denver Concept Land Use Map

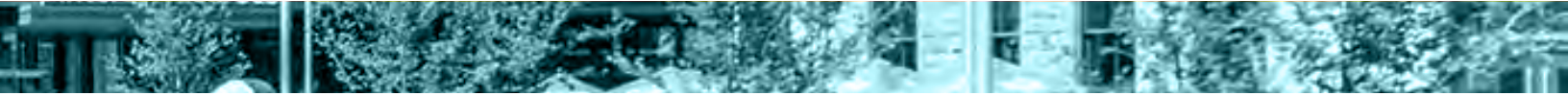
Blueprint Denver establishes land use categories that describe the particular character and scale that is desired in the future. This Plan uses these categories as the foundation for its recommended Concept Land Use Map. The Blueprint Denver concept land use map will be amended to reflect the changes recommended in this Plan. The only recommended changes are to Vanderbilt Park West (Industrial to Park) and the adjacent “triangle parcel” (Industrial to Mixed Use). The following list of land uses are mapped on the Concept Land Use Map within the Core Station Area.

Blueprint Denver Concept Land Use

The future concept land use map in Blueprint Denver depicts TOD, Park and Industrial uses in the Core Station Area.

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





Transit Oriented Development

Transit-Oriented Developments have land uses with a direct correlation to the function of a mass transit system. These development sites are typically located within a half mile walking distance of stations or stops along mass transit lines, especially rail lines. Transit-Oriented Developments provide housing, services, and employment opportunities for a diverse population in a configuration that facilitates pedestrian and transit access.

Mixed Use

These areas have both a sizable employment base as well as a variety of mid to high-density housing options. Intensity is higher in mixed-use areas than in predominantly residential areas. Land uses may be, but are not necessarily, mixed in each building, development, or block. Pedestrian access is important within these areas, with residential and non-residential uses always within walking distance of one another.

Industrial

These are active industrial areas that typically require access to major arterials or interstates. Besides industrial uses, a variety of non-residential uses (commercial, office, etc.) can occur in these areas. Heavy rail facilities also are often adjacent to industrial areas. Streets in these areas must be able to accommodate heavy trucks. Special attention to design, screening, and buffering is necessary where industrial areas abut areas that include residential uses and open spaces.

Town Center

Town Centers meet a large variety of shopping, entertainment, service and employment needs and are large enough to serve several neighborhoods. They usually contain shopping and commercial uses and often have specialty shops for ethnic products, baked goods, apparel, toys and the like. Entertainment and other types of unique services that attract people from across the city are also found in Town Centers. Unlike many shopping centers and malls, Town Centers should be pedestrian-friendly places that are focal points of nearby neighborhoods. Urban design features such as plazas, landscaping, small parks and civic features contribute to making these places focal points of community activity.

Park

Parks and open spaces range from active neighborhood and community parks with recreation fields and centers to larger preserves of natural open areas that provide space for wildlife habitat. A “greenway” is a linear park or open space developed along a stream, canal, or other natural or man-made feature. They enhance nearby neighborhoods by providing park space and frequently off-street bicycle paths.

1.1.B Refined Land Use Framework

Reflecting land use strategies specific to the Station Area, this Plan offers a refined land use framework to guide potential character. This refined land use framework reinforces the Blueprint Denver Concept Land Use Map and provides a uniquely nuanced approach to suggest the appropriate mix and intensity of land uses. The refined land use framework is conceptual and does not allocate specific land uses or intensities.

Transit Oriented Development: Residential

These provide housing, services, and employment opportunities for a diverse population, especially featuring higher intensity housing to encourage 18-hour activity. These areas differ from Blueprint Denver Concept Land Use TOD areas in that they recognize the potential market for transit-oriented residential development in targeted locations to create a new urban center neighborhood within the Station Area.



Transit Oriented Development



Mixed Use



Industrial



Town Center



Industrial Mixed Use

Transit Oriented Development: Office

These areas have a sizable employment base while accommodating a variety of mixed uses to activate the Station Area and provide an 18-hour environment. These areas differ from Blueprint Denver Concept Land Use TOD areas in that they recognize the potential market for high-intensity employment uses to create a “midtown” transit-oriented office location. These areas represent an opportunity for innovative, collaborative office products and layouts to serve the range of employers

Industrial Mixed Use

These are mixed-use areas with light industrial uses that are compatible with residential uses, such as light manufacturing, smaller warehouses, institutional/vocational, commercial, flex, and live/work. These areas have a sizable employment base and may include mid-density housing options. Land uses may be, but are not necessarily, mixed in each building, development, or block. Pedestrian access is important within these areas, with residential and non-residential uses always within walking distance of one another

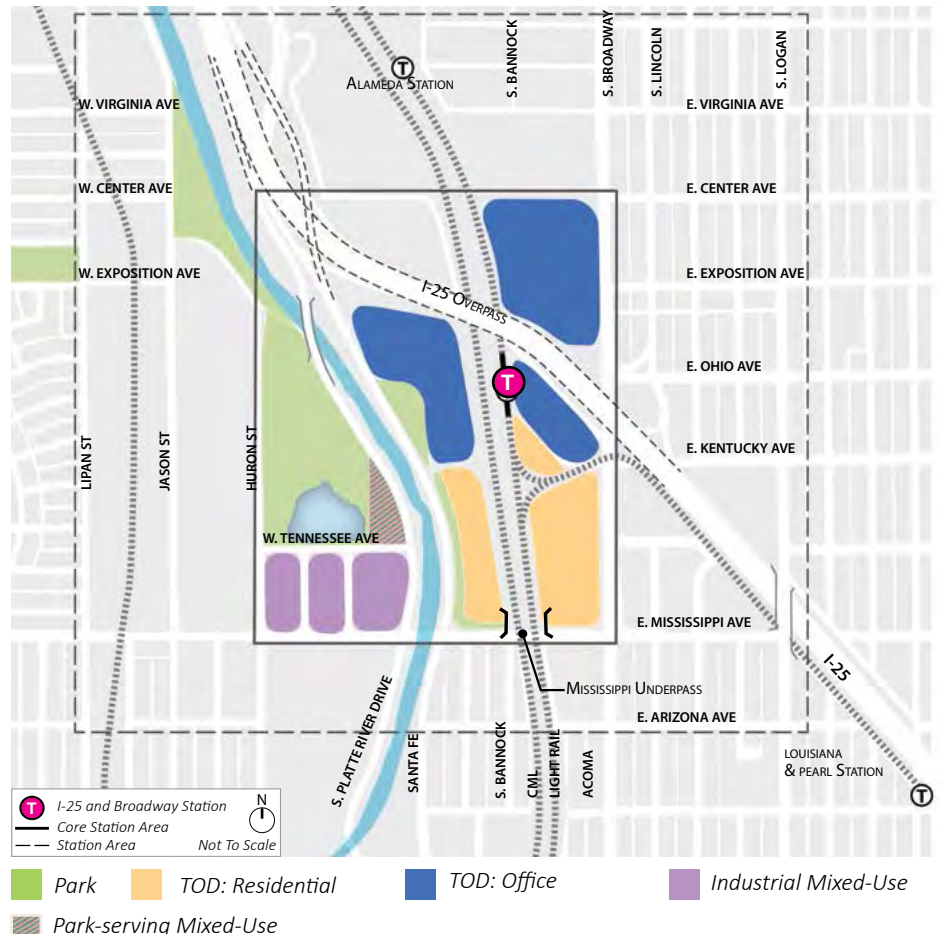
Park-Serving Mixed Use

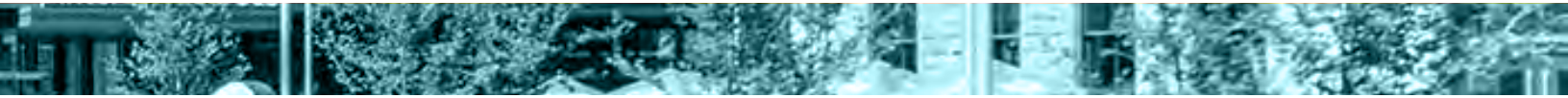
This mixed-use area activates nearby park space through an appropriate mix and intensity of complementary commercial and residential land uses. This area also improves the transition between more intense commercial and industrial development and nearby park spaces. Appropriate uses include pedestrian-oriented, neighborhood-serving retail and commercial, high- to mid-density housing options, and employment uses. These areas differ from Blueprint Denver



Park

Refined Land Use Framework





Concept Land Use Mixed Use areas in that uses that do not support “eyes on the park” or are more auto-oriented are not appropriate in these areas.

Park

Park areas within the Station Area will serve as an amenity for residents and employees of the Station Area and surrounding communities while reknitting the urban fabric through a range of urban and natural spaces. Linear park areas can provide additional connections to enhance mobility while also providing natural features.

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 station to capitalize on visibility while using design elements and siting to avoid subjecting adjacent neighborhoods to increased noise levels.
- Consider mid-rise mixed-use buildings near Vanderbilt Park West to provide opportunities for residential uses and greater park activation.



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

The I-25 and Broadway Station, located on major transportation corridors and near significant parks and open space, provides a unique opportunity to add to Denver's proud "City Beautiful" design legacy. From providing recreational, passive, and formal civic open spaces, to encouraging enhanced vistas and delivering place-defining architecture, high quality urban design is at the heart of creating a vibrant urban center. The station should be redeveloped as an exemplary transit-oriented community that elevates urban and architectural excellence in Denver and nationwide, while respecting the history, culture and needs of the existing community.

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. A bold vision for this Station Area will enable its evolution as a transformative model of transit-oriented redevelopment in Denver. The creation of new East-West and North-South gateways in this Station Area will establish its reputation as a critical connection between neighborhoods both into and out of downtown. 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 – guiding future redevelopment that celebrates the station's future while connecting to Denver's design legacy.

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.



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



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

- 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 Frontages and Active Edges



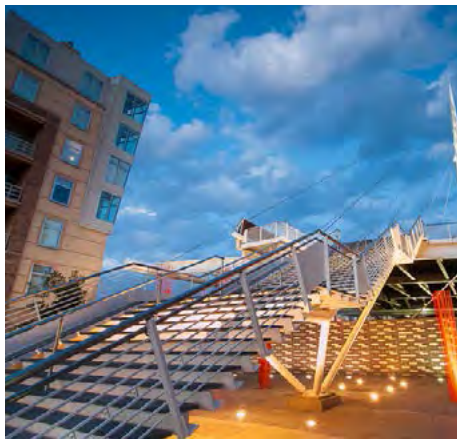
Building Frontage: Buildings are built at or near the property line. High-quality, attractive architecture and building materials should be used.

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.



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.

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).



Gateway identity.



Art creates an identity.

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.



MULTI-MODAL HUB

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 reconfigure the bus facility immediately adjacent to the station platform in a manner that retains convenient, timed transfers between bus and rail, but creates a more pedestrian friendly environment at and access to the station platform. Develop strategies for consolidating surface commuter parking into structured parking, including but not limited to investigating opportunities for shared used parking structures and for commuter parking incorporated into development.
- 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 multi-modal 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.



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

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 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

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.



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



Designated Car2Go parking nearby will encourage use.

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 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 reconfiguring the bus facility in a manner that retains convenient, timed transfers between bus and rail, but creates a more pedestrian friendly environment at and access to the station platform.
- 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. ENHANCE REGIONAL CONNECTIVITY

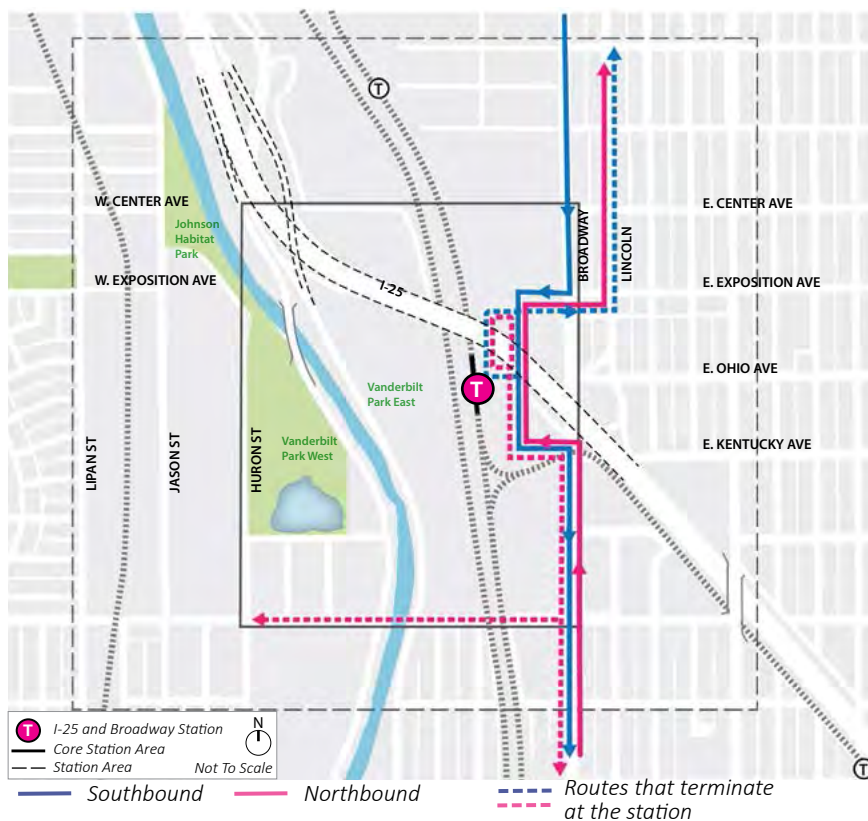
3.1 Improve Multi-Modal Connectivity

- 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-modal station connections along South Broadway at Kentucky Avenue and Exposition Avenue.



Example of a multi-modal corridor.

RTD Bus Circulation



Canopy provides shelter and creates human scale and inviting environment.



MULTI-MODAL HUB



Denver's Strategic Parking Plan 2010

3.2 Examine ways to improve and/or enhance the multi-modal environment within the S. Broadway corridor.

The I-25 and Broadway Interchange and Broadway Reconstruction projects will have significant impacts on the local connections between adjacent neighborhoods and the station. 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.

- 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.
- Explore potential bicycle connections across S. Broadway.

3.3 Create a Parking Management Strategy

Providing convenient access to transit by any mode of transport is key to promoting transit use. I-25 and Broadway Station currently serves primarily as a Park-n-Ride station and offers commuters a beneficial alternative to downtown traffic and parking challenges. To fully realize the station vision as a "Midtown" destination, it will be imperative to identify the number of spaces available at the site for all uses so as to maximize both access to transit and the potential of the immediate station area to become a true transit-oriented community. As the station transitions from a Park-n-Ride to a more urban neighborhood station, it will be necessary to evaluate the RTD Park-n-Ride facility and the entire build-out area in order to determine existing parking patterns and future needs. The evaluation should identify a phased set of strategies that balance parking supply and demand in the near term, through the construction of the anticipated Wedge Ramp project at the I-25 interchange, and into the future when additional development is expected.



Example of parking garage facade that enhances the urban environment.

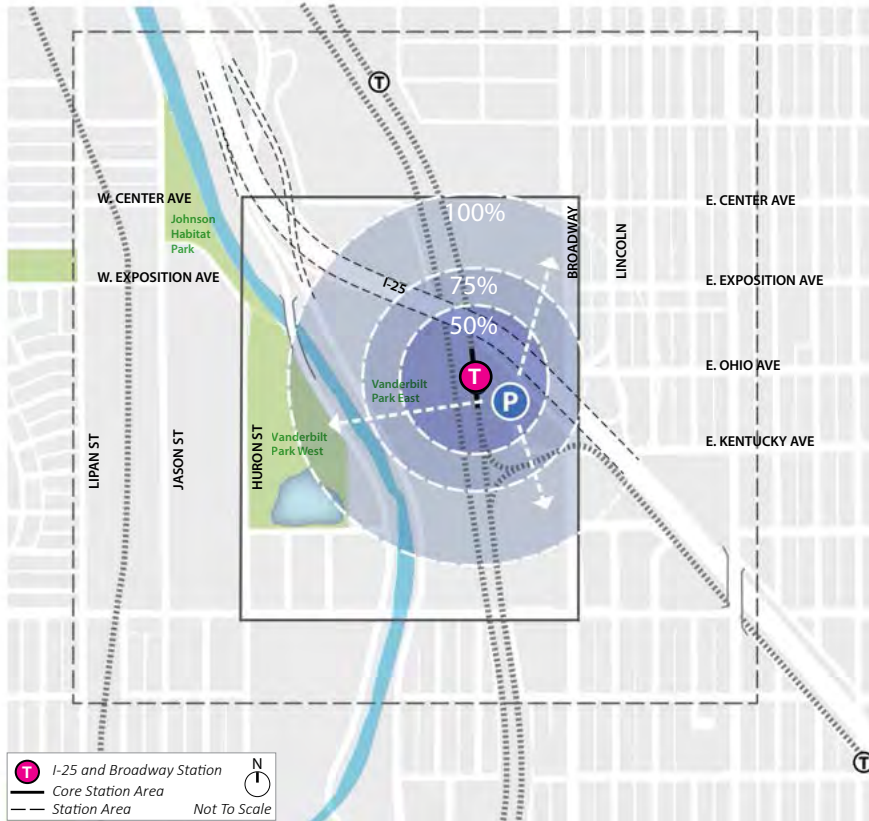
A comprehensive parking strategy is needed and will require the immediate and strong partnership of property owners, RTD, the City and County of Denver, and other managing entities. A closely coordinated approach will maximize this unique opportunity as both private and public projects proceed in the near future. Overall, parking strategies for this area should follow RTD's transit access guidelines, as well as the Denver Strategic Parking Plan's 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.



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

- Work closely with partners such as RTD and other property owners in the near term to identify a comprehensive parking management plan that anticipates increased development, temporary construction impacts, and the amount of transit-generated parking demand the area should accommodate in the future. Develop strategies for funding structured commuter parking, either stand-alone, shared-use, or integrated into development.
- Re-evaluate commuter parking demand and capacity needs as ridership increases due to improved connectivity and increased density at the station. Harness information generated from RTD's SmartCard technology as it develops to inform this evaluation.
- Continue to use parking management tools as outlined in the Strategic Parking Plan.
- Think comprehensively about how on- and off-street parking functions as one system.

RTD Transit Access Guidelines for Commuter Parking



- Explore a dispersed parking strategy utilizing multiple, smaller areas of parking inventory that serve differing user and commuter patterns.
- Actively manage the number of RTD parking spaces available on-site to maximize the availability of parking assets throughout the day for a variety of users.
- Consider introducing pricing for parking on site to better manage the availability of spaces for different users.
- Use new technologies like parking count systems and mobile apps to effectively communicate the availability of spaces at this and other RTD Park-n-Ride stations.
- Consider designated car pool, van pool, and car share parking spaces in and around the Core Area.
- Prioritize user groups appropriately on adjacent streets according to land use characteristics (residential, retail, commercial). Introduce time limits on-site to limit long term parking on-street within the core area. Continue to monitor for site-related parking impacts that spill over onto adjacent neighborhood streets as part of a comprehensive parking management strategy to address parking demand within the core area.
- Pursue implementation of the connectivity recommendations in this plan to strengthen multi-modal access to the station for adjacent neighborhoods, which have the potential to reduce parking demand.
- Consider transportation demand management strategies including employer- or community-funded transit passes or partnerships with local transportation management associations.

RTD's transit access guidelines for commuter parking siting distances are illustrated in the map to the right. 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.



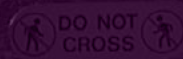
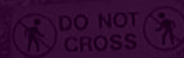
One option to explore is to relocate parking in conjunction with I-25 Interchange Improvements.

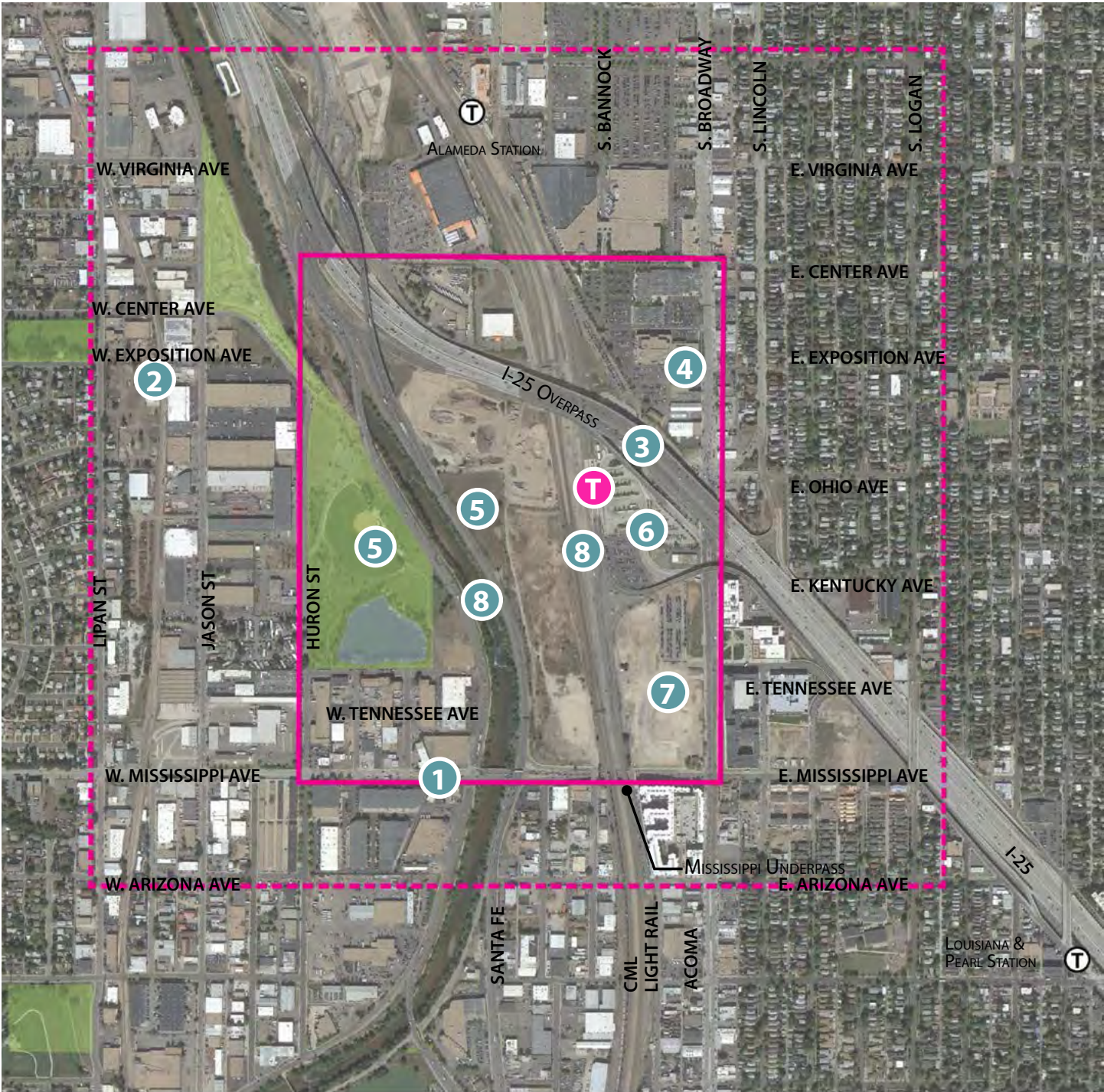


TRANSFORMATIVE PROJECTS

PROJECT KEY & LOCATIONS

- ① Mississippi Improvements
 - 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 Underpass Improvements
- ④ Exposition Gateway (east of CML)
- ⑤ Vanderbilt Park
 - 5.A Vanderbilt Park East (VPE)
 - 5.B Vanderbilt Park West (VPW)
- ⑥ Urban Plazas
- ⑦ Signature Shared-Use Street
- ⑧ East/West Connections
 - 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 1: Mississippi Improvements



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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.
- Connect to future development east of the CML.

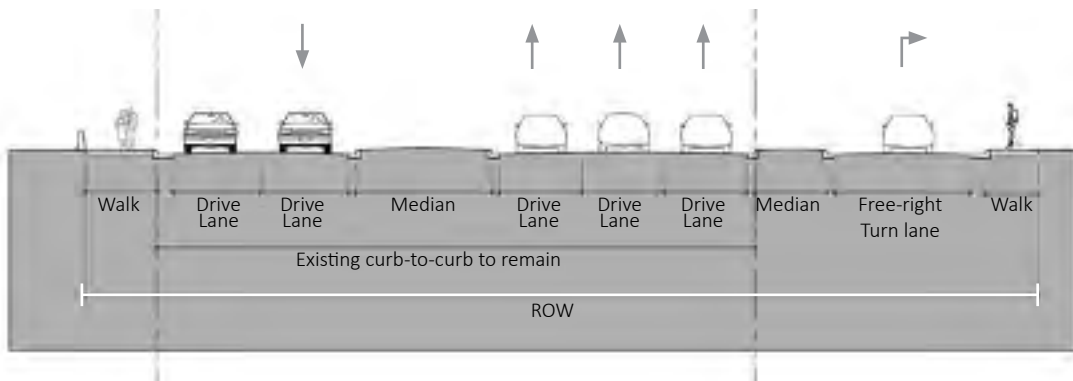
Existing condition along Mississippi Avenue underpass



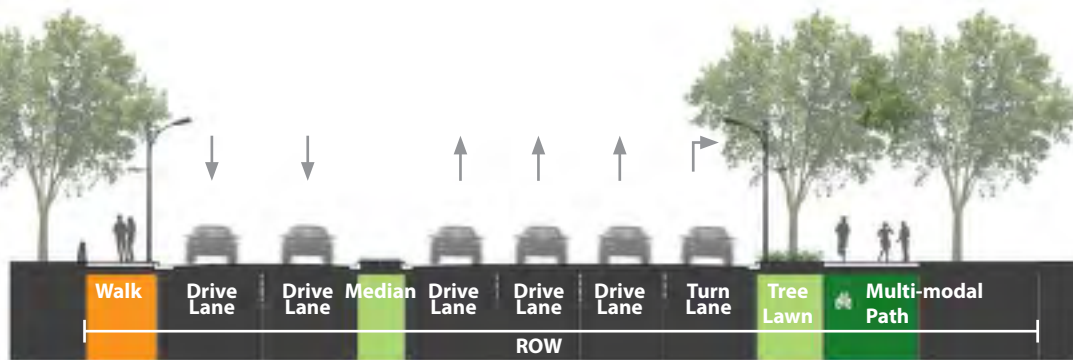
Community artwork and lighting will improve existing the existing underpass condition.



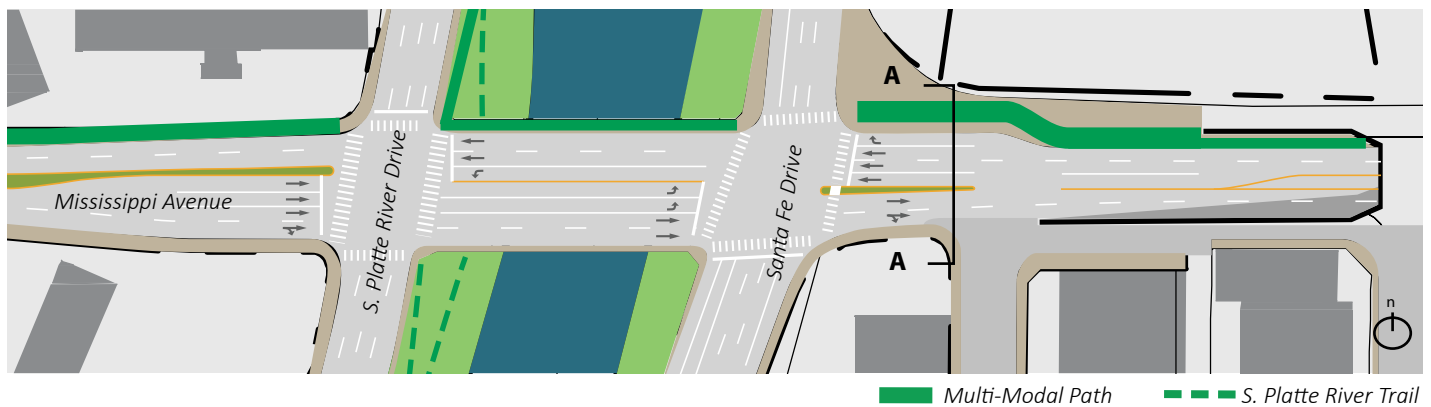
- Prioritize pedestrian and bicycle crossings at the north side of Mississippi to align with the existing Mississippi underpass and an improved pedestrian and bicycle connection along the northern side of the Mississippi Bridge.
- Evaluate intersection signalization with the intent of improving pedestrian 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



Transformative Project 1: Mississippi Improvements

1B. Mississippi Bridge:

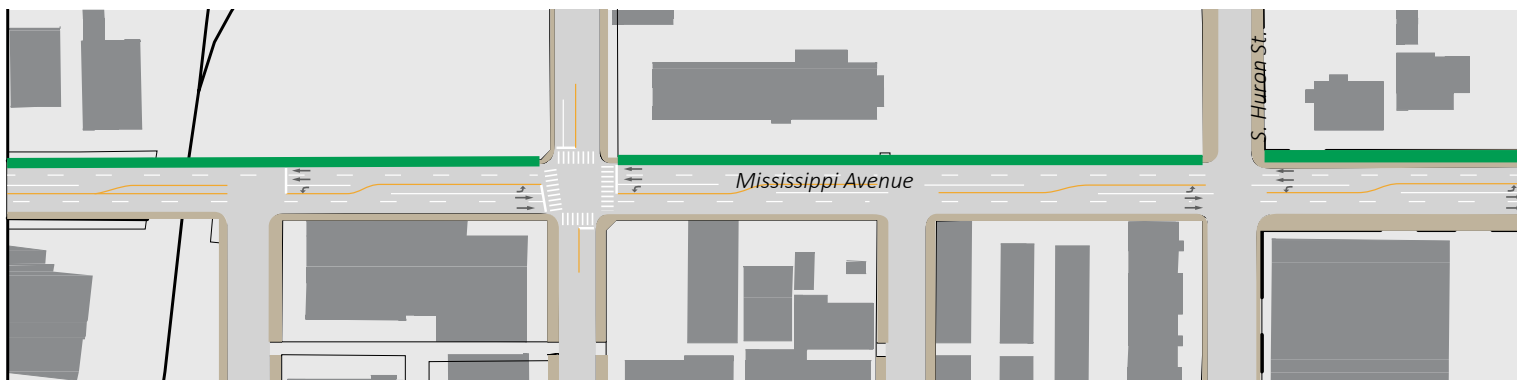
A wide sidewalk and access to the S. Platte River Trail currently exists on the south side of the Mississippi Bridge. The bridge should be studied to create a wide bicycle and pedestrian connection on the north side of the bridge to align with the existing multi-use path under the CML.

- 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.

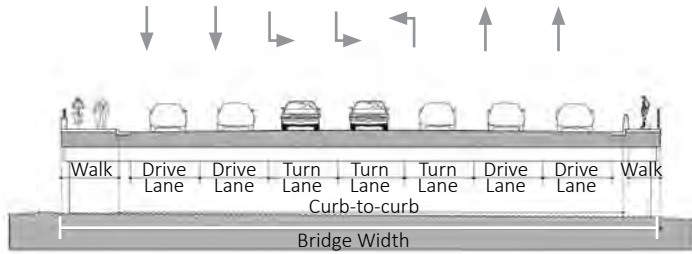
1C. Mississippi Avenue between Lipan Street & S. Platte River Drive:

- 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.

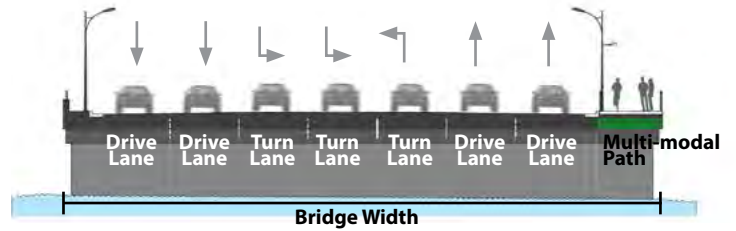
Additional detailed traffic analysis should be completed to further test and validate the proposed improvements. Ongoing traffic analysis will be needed to reflect decisions made relating to other key connections, including a new vehicular bridge over the South Platte River at the Kentucky alignment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



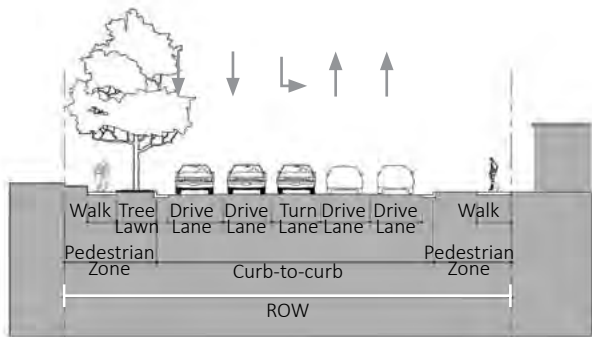
Mississippi Concept Diagram with Multi-Use Path on North Side of the street.



Section B-B: Existing Mississippi Bridge



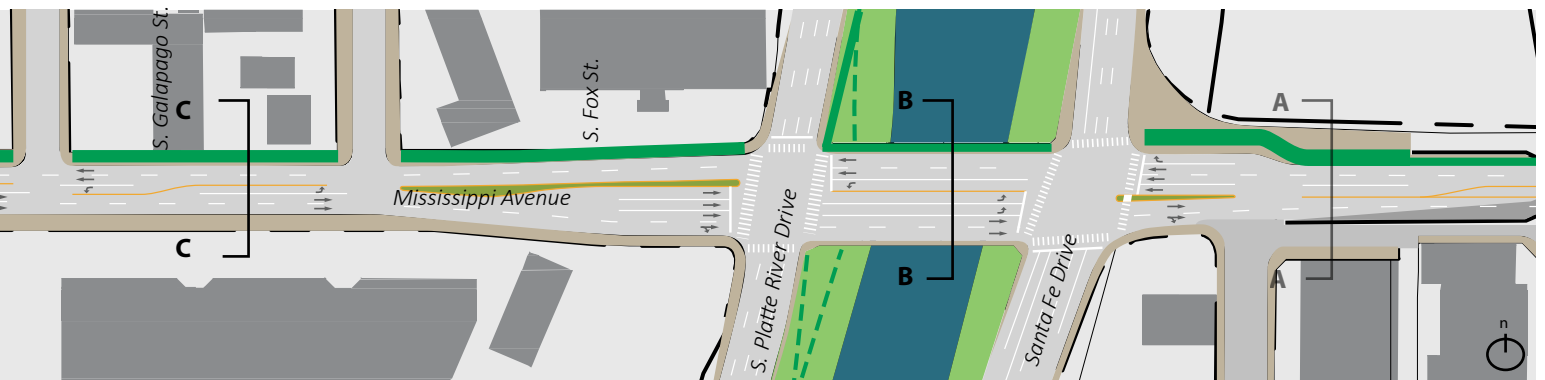
Section B-B: Conceptual Mississippi Bridge



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 2: Exposition Avenue (West of CML)

Study the feasibility of creating a new pedestrian, bicycle and vehicular connection from the Athmar Park Neighborhood to Vanderbilt Park West along the West Exposition Avenue alignment.



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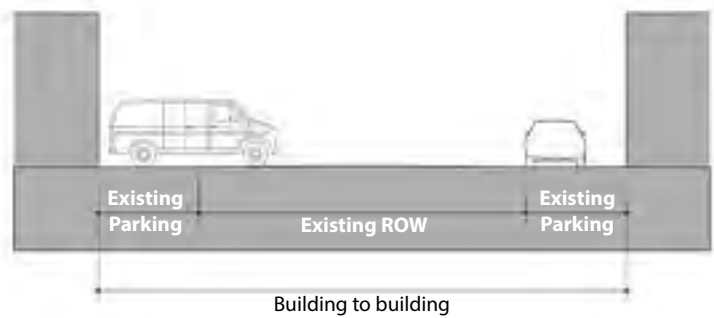
Incorporate High-Quality Urban Design



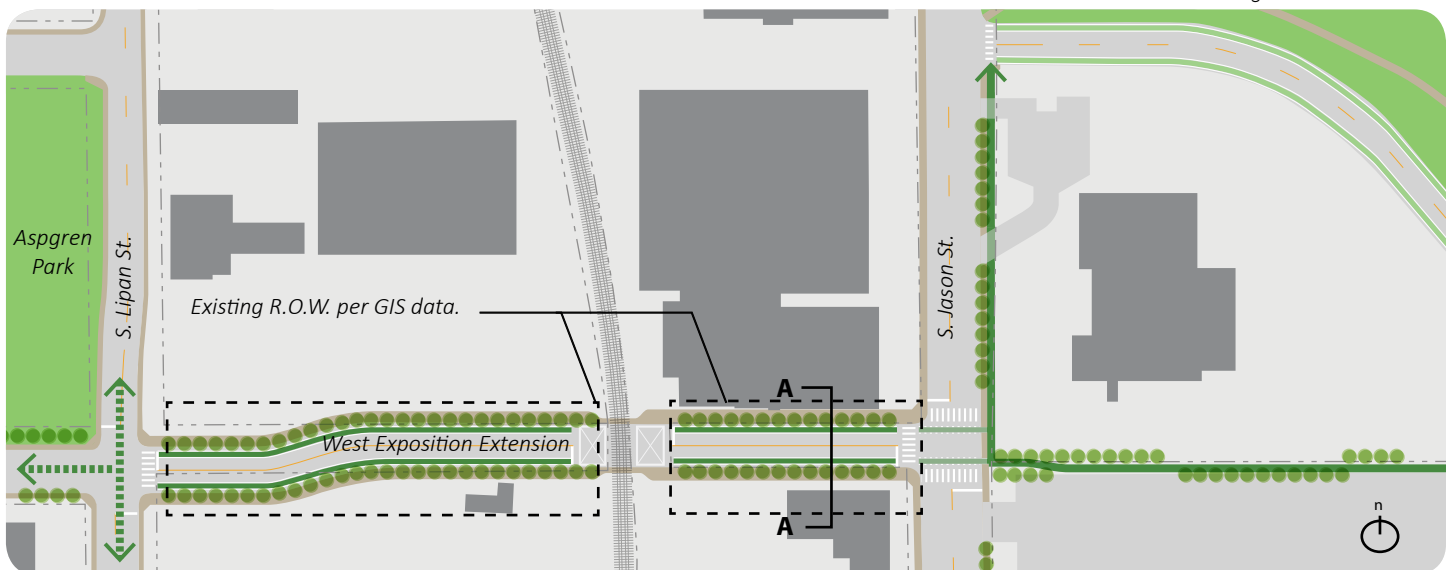
MULTI-MODAL HUB

Promote Alternative Transportation

- 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



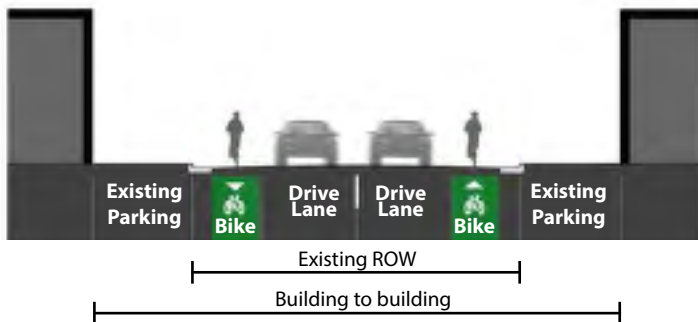
Conceptual West Exposition Extension between S. Lipan St. and S. Huron St.



Example of pedestrian and bicycle only connection.



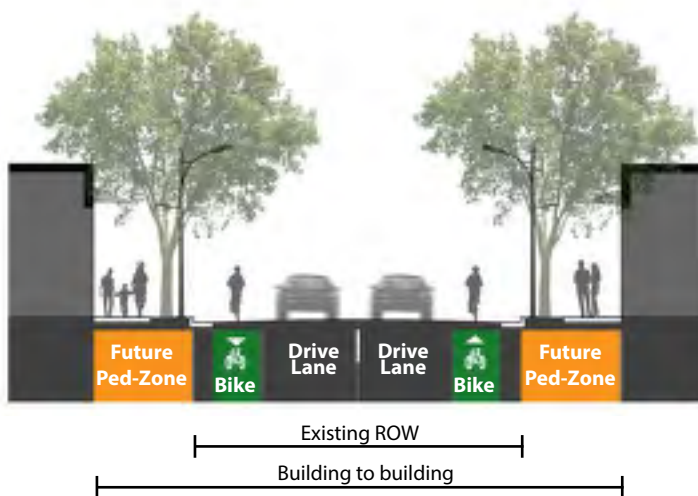
Example of special, narrow vehicular and bicycle street.



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

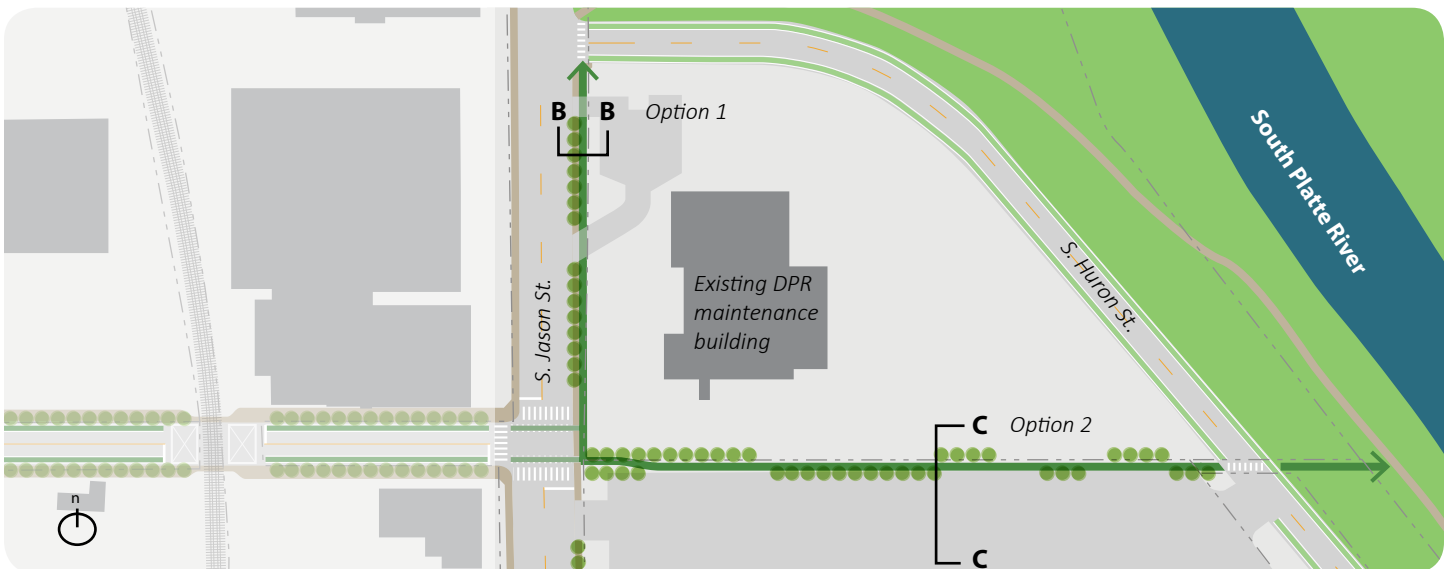


Jason Street to S. Platte River Trail

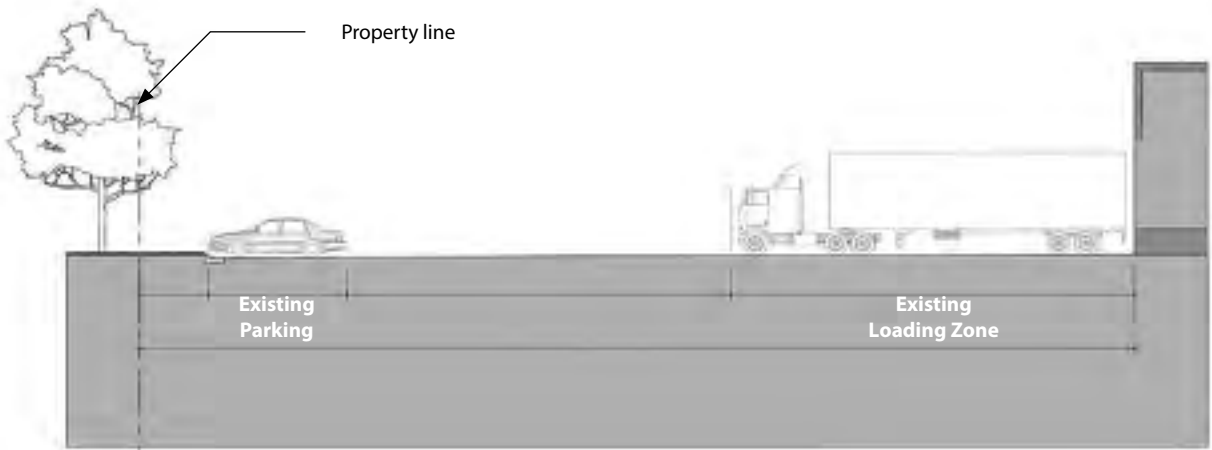
- Option 1: Create a multi-use trail connection along the east side of Jason Street to connect to Johnson Habitat Park
- Option 2: Work with property owner to create multi-use path connection between existing parking lot and northern property boundary



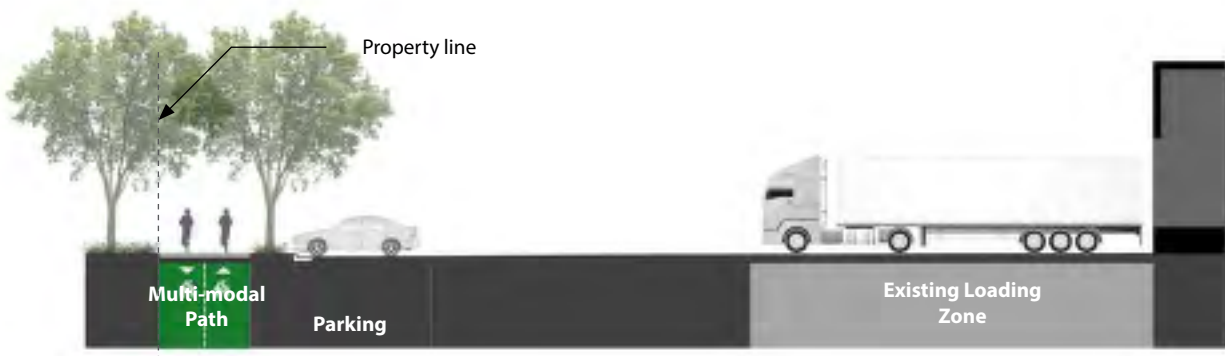
Section B: Option 1 Proposed Bike Connection



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 3: I-25 Underpass Improvements



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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 4: Exposition Gateway (East of CML)



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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, west of Lincoln, 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 a new street (W. Exposition) at the alignment of Exposition Avenue, as the primary bicycle network connection between the Station Area and the future Broadway/Lincoln bicycle facility.
- Separate the Exposition bicycle facility (between S. Broadway and the future Bannock) from vehicular traffic; explore options for a dedicated two-way protected bike lane or shared multi-use path on this section only.
- 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.
- Incorporate enhanced crosswalks and adequately timed pedestrian crossings.

Vehicles

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

Overall

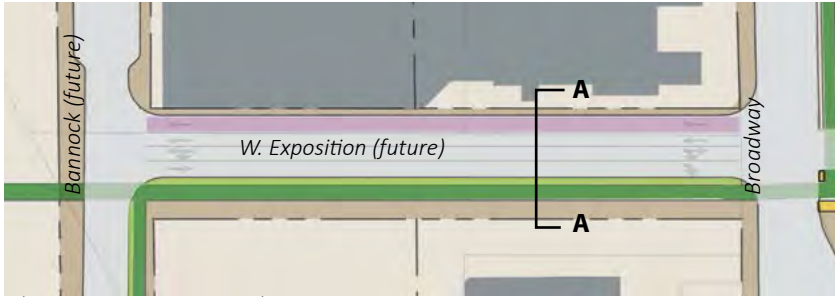
- Work with RTD, City and County of Denver Public Works and property owners to design a multi-modal entry that will benefit the overall Station Area. Design a phased build-out strategy to allow existing businesses to continue to function in the near term.



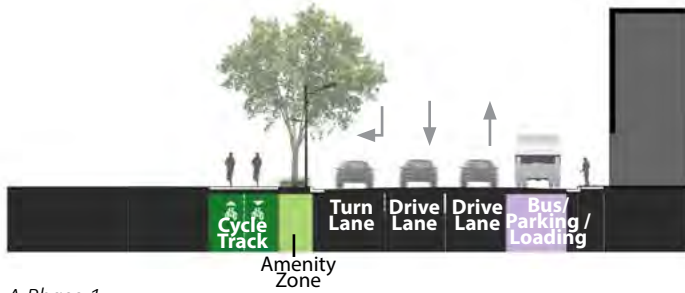
Multi-modal street

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: W. Exposition Phase 1



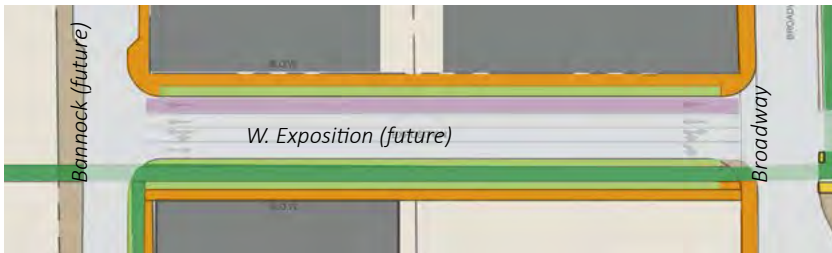
Section A-A Phase 1



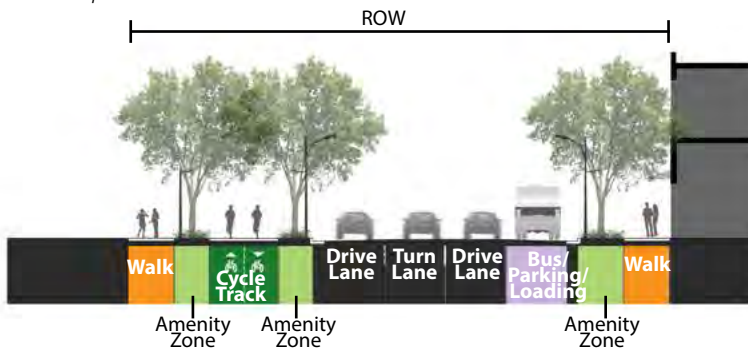
Two-way, protected bike lanes at sidewalk level

Exposition Improvement: Phase 2

As the area redevelops over time, the northern side of W. 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: W. Exposition Phase 2



Section View: Exposition Phase 2



Two-way, on-street cycletrack



Transformative Project 5: Vanderbilt Park

5A: Vanderbilt Park East (VPE)



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Vanderbilt Park East (VPE) isn't currently an accessible or usable park space. This park should be designed and built simultaneous with adjacent phased 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 usable open space, both passive and informal, that capitalize on the lake and Downtown views in order to attract neighborhood users.



Dog park

- 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 invasive species along Vanderbilt Lake to provide a visual connection to the water. Consider the use of low growing, riparian vegetation to establish wildlife habitat along the water's edge.
- Consider adding boardwalks adjacent to and over Vanderbilt Lake to provide a unique experience near the water, while maintaining physical separation.
- Allow for park-related commercial uses in this location to activate the park.
- Create a landscape buffer that may include an earthen berm and vegetation along S. Platte River Drive to minimize visual and audible impacts on the park.
- Explore the possibility of locating a dog park in VPW.



Lake with natural edges and boardwalks



Transformative Project 6: Urban Plazas



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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 plaza space throughout the day and evening. The plaza space should be designed 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 the plaza space. Urban Plaza space near the station should both serve transit users and provide civic gathering space. The configuration of the plaza space near the station could take the form of one large plaza that is designed to serve multiple purposes, or take the form of two or more smaller spaces. Below are desired characteristics of the plazas for both transit users and civic activities.

Transit Plaza Characteristics

The station platform and the surrounding area are the first impression of I-25 and Broadway Station when passengers arrive by train. A 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

Civic Plaza Characteristics

I-25 and Broadway Station is envisioned as a new center and gathering place for the surrounding neighborhoods. As such, a new civic plaza space 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 7: Signature Shared-Use Street



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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"



Transformative Project 8: East/West Connections



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Provide Convenient & Accessible Transit
Promote Alternative Transportation

Improving access to and through the station area is a priority recommendation in order to deliver the plan vision of weaving the former Gates property into the existing community fabric. 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. A comprehensive evaluation of potential connections for all modes, (vehicular, bicycles, pedestrian) is needed for the station area and adjacent areas to the north and south with similar barriers. This Next Steps Study will include a specific focus on creating seamless multi-modal (bike and pedestrian) connections between the existing on-street network, transit stations, and the regional trail system in the area to move people to and through the travel shed. Desired study outcomes include the identification of projects for future funding opportunities. Below are three critical connections that can occur independent of each other and the study, but should inform this comprehensive and holistic approach to east/west connectivity.

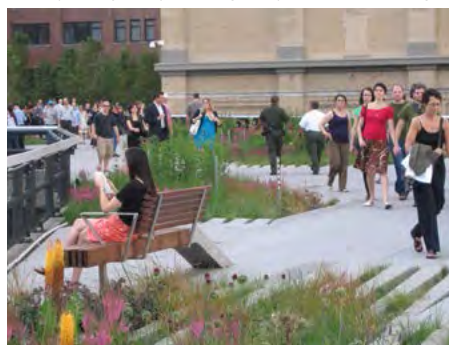
8A: Pedestrian Bridge over CML

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.



Examples of simple, elegant pedestrian bridge.



Pedestrian bridge designed as linear park.



Bicycle trough at staircases.

- 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 (8B).
- Design the pedestrian bridge in a manner that does not preclude the possibility for a future pedestrian/bicycle bridge from the west.8B: Multi-modal Bridge over South Platte River



Vehicular bridge with dedicated bicycle and pedestrian zones.

8B: Multi-modal 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.



Vehicular bridge with dedicated bicycle and pedestrian zones.

- 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, calm traffic, and enhance, or at least not impact, current traffic operations further.



8C: 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.



Signature pedestrian and bicycle bridge.

- 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.



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. Public investment can take many forms, which include public/private partnerships and funding from non-profits and local and federal governments. For public projects noted in this plan, next steps include feasibility studies, next steps studies and alternative analyzes. All of these technical studies can include a National Environmental Policy component to be eligible for Federal funding.

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, partnerships, and investments. 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 multi-modal transportation access. Much of the I-25 and Broadway Station Area was considered an Area of Change in 2002. Blueprint Denver also 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 while making targeted updates.

- This Plan updates the Area of Change to more accurately reflect redevelopment opportunities the context of the I-25 and Broadway light rail station.
- This Plan serves to update the 2002 Blueprint Denver Concept Land Use Map, based on a more recent analysis of existing conditions and community's vision for the Station Area as reflected in this Plan's recommendations. The refined Land Use Framework in Vibrant 1.1.B does not update the Blueprint Denver Concept Land Use Map and serves as a finer-grain suggestion for appropriate land uses.

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
- Enabling higher intensity, mixed-use employment opportunities in areas identified for Industrial Mixed-Use concept land use

Priority: Develop Urban Design Standards and Guidelines

Plan Recommendations: Connected 2.1, 2.4, 2.5, 2.6, Vibrant 2.1, 2.2, 2.3, 3.1, 3.2, Transformative Projects 3-7

Design standards and guidelines establish Rules and Regulations for a specific geographic area or development in order to implement a desired character through the design and construction of sites, buildings, streetscapes, lighting, signage, and outdoor spaces. Design standards and guidelines address a higher level of design that is not already covered in the Denver Zoning Code or existing Rules and Regulations. They are tailored to the need of specific geographic areas and therefore can help establish character that is unique to a place. Design Standards and Guidelines are useful when:

- Urban design recommendations cannot be achieved solely by zoning alone
- Streetscape design recommendations go above and beyond implementing the typical cross section of the Streetscape Design Manual. This applies, for instance, to the recommended “Shared Use” street paralleling South Broadway as well as a multi-modal Exposition Ave at South Broadway.
- Coordination of signage, landscaping and lighting is needed.
- The development of concise Design Standards and Guidelines are needed to achieve the desired development function and aesthetics.

Priority: Ensure that Implementation Tools Advance the Plan Vision

Plan Recommendations: Connected 1.1, 1.2, 2.1, 2.3, 2.4, 2.5, 2.6, 3.1, 3.2; Vibrant 1.1, 1.2

Other implementation tools are available to advance the Plan’s vision, especially related to infrastructure, connectivity, and open space recommendations. Such tools include, but are not limited to, General Development Plans, Infrastructure Master Plans, and development agreements between public and private parties. Ensuring the appropriate combination and sequence of regulatory tools will be a critical aspect of realizing development consistent with the Plan vision while responding to changing conditions over the Plan’s horizon. In some cases and with further evaluation, existing layers of regulatory tools may require modification or repeal to advance the Plan’s recommendations.

PARTNERSHIP STRATEGIES

Partnerships represent the most diverse approach to public implementation and can take on many forms. The City will rely on other public, non-profit and private partners to help implement many recommendations in this Plan.

Once a plan is adopted by City Council as a supplement to the Comprehensive Plan, the City, property owners, and stakeholders use the plan as a guide for decision making. With many neighborhoods and programs in the City competing for limited resources, attracting public and private investment to the area will require the dedication and resourcefulness of champions.

Priority: Development Plan Champions

Plan Recommendations: Resilient 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.

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. A comprehensive evaluation of potential connections for all modes, especially for east/west mobility is critical to achieving the station area plan vision. Any improvements in this area will be costly, and it is necessary to outline those needed improvements and the strategies to accomplish those improvements. A next steps study to evaluate these connectivity issues comprehensively with outcomes including the identification of projects for future funding opportunities is recommended.

Priority: Comprehensive Parking Management Strategy

Plan Recommendations: Multi-modal Hub 3.3 Transformative Project 5

A comprehensive parking strategy, utilizing Denver’s Strategic Parking Plan and RTD’s transit access guidelines, is needed for the station area and requires coordination from major stakeholders and property owners. The evaluation should identify a phased set of strategies that balance parking supply and demand in the near term, through the construction of the anticipated Wedge Ramp project at the I-25 interchange, and into the future when additional development is expected. The development of this strategy will include stakeholder involvement to help determine the most effective parking management plan for this area.

Priority: Denver Moves Updates and Studies

Plan Recommendations: Connected 3.2

Denver Moves: Bicycles should be updated to reflect bicycle connections recommended in this plan. Where routes and/or facility types are undefined, such as the recommendation in Connected 3.2 to explore potential connections to Washington Park, conduct the necessary evaluation to refine the plan recommendation. These bicycle studies will include stakeholder involvement to help determine the most effective connections.



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.

Comments Provided to Planning Board in Packet

From: [Tiff Moehring](#)
To: [Gaspers, David - Community Planning & Development](#); [Winterberg-Lipp, Ryan J - CPD Planning Services](#); [I25Broadway](#); [Clark, Jolon M. - City Council](#)
Subject: I-25 and Broadway Station Area Plan - Resident Feedback
Date: Thursday, February 18, 2016 3:48:13 AM

Dear Councilman Clark, Mr. Gaspers, and Mr. Winterberg-Lipp,

Thank you for the opportunity to provide feedback on the I-25 Plan/Proposal. I have been a resident of the West Washington Park Community for almost twenty years, and currently live and own my home at 844 South Grant Street. I also own a home at 823 South Lincoln Street. This plan is very important to me and my family as it has the potential to greatly improve our neighborhood, and overall quality of life. We, particularly myself and my two teenagers, are regular users of public transportation, and walk/bike whenever we can.

Overall, I think the proposed plan is very thoughtful, and beautifully presented.

However, I am writing specifically to express my very deep concern about the safety of the intersection at Ohio and Lincoln. Over the years, I have seen countless accidents at this intersection, and have feared for my own life (and my children's life) when trying to cross Lincoln – in a car, on a bike and by foot. It is a very confusing intersection to navigate, and puts people's lives at risk every day. Because of the safety issues with this intersection, it should be prioritized in this plan. Everyone who uses this intersection – vehicles, bikers, walkers – have struggled with how to safely cross Lincoln with cars coming off I-25. Right now, I avoid this intersection whenever possible; and never use the Broadway Station for public transportation because of the danger this intersection poses.

What good is a beautifully designed transportation center if one can not safely access it from nearby residences and businesses? Or even safely exit a neighborhood because of a very, very poorly designed, dangerous intersection?

Please do something about this intersection –and sooner rather than later. ***I am not exaggerating when I say that people's lives depend on it.***

Please provide me information regarding specifically how and when this intersection will be integrated into the overall project plan.

Thank-you for all of your hard work on this plan, and for making our neighborhood and our City a wonderful place to call home.

Sincerely,

Tiffiany Moehring

844 South Grant Street

Denver, CO 80209

work cell: 720-346-5372

From: form_engine@fs7.formsite.com on behalf of ulfurgrant@gmail.com
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9267404
Date: Tuesday, February 02, 2016 10:33:13 AM

Denver Logo



COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name * Ulfur

Last name * Grant

Email * ulfurgrant@gmail.com

City Denver

State Colorado

ZIP code 80223

Please enter your questions or comments below: There really needs to be a way to easily access the Broadway lightrail station from the neighborhoods west of Santa Fe. Also, the Mississippi crossing from Broadway and across Sata Fe is a nightmare, with traffic it take 5 minutes to go two blocks.

From: form_engine@fs7.formsite.com on behalf of brandy_moe@hotmail.com
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9267512
Date: Tuesday, February 02, 2016 10:58:28 AM

Denver Logo



COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name * Brandy

Last name * Moe

Organization Ruby Hill Neighborhood Organization

Email * brandy_moe@hotmail.com

Phone 7016109559

Street address 1670 S Quivas St

City Denver

State Colorado

ZIP code 80223

Please enter your questions or comments below: I had the day off yesterday so I thought it would be nice to strap on a backpack and walk through the beautiful snow to pick up a few groceries. I live in the Ruby Hill neighborhood and shop at the Wash Park Whole Foods. The distance to the grocery store is just a bit over a mile and a half and I welcomed the nice walk in the snow.

The snow was gorgeous, the walk felt good, but there were multiple times

where I questioned my sanity, as well as my safety, as I made my way across Santa Fe, Mississippi and Broadway. Crossing any of these three streets, as a pedestrian, is very, very unnerving. I genuinely feared for my safety, trying to cross Santa Fe at Florida. The "walk" signal flashes, but as a pedestrian, you are not protected, whatsoever. I cannot imagine if I had to cross any of these streets, as a pedestrian or on a bike, on a regular basis. I felt foolish, thinking that I might truly enjoy a stroll to my regular grocery store, and immediately wished that I had just walked to the King Soopers on Evans, even though I haven't visited that store in many years.

It is very, very difficult for folks living on the west side of I-25 and west of Santa Fe to access any amenities on the east side. It's scary, loud, and just generally very unpleasant. As you know, the amount of traffic that collects in the I-25/Broadway area also makes it difficult to travel there by car; if you are stuck in traffic in your car, you are part of the problem.

So many folks in the Ruby Hill neighborhood would absolutely love to see some type of bridge or walkway that could allow them to travel safely from the west side of Denver to the east side. We would love to ride our bikes or walk with our children to the Broadway light rail station or to some of the fabulous shops and restaurants on the east side, but as it is, we don't feel safe doing so. And it truly isn't safe.

Please consider helping our up-and-coming neighborhoods by ensuring that all Denver-ites have access to the new development at I-25 and Broadway. We desperately a solution that improves our connectivity, from east to west.

From: form_engine@fs7.formsite.com on behalf of eaugustine@gmail.com
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9267632
Date: Tuesday, February 02, 2016 11:38:31 AM

Denver Logo



COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name *	Erica
Last name *	Augustine
Organization	Ruby Hill Neighborhood Association
Email *	eaugustine@gmail.com
Phone	7202244300
Street address	1545 S. Quivas St.
City	Denver
State	Colorado
ZIP code	80223

Please enter your questions or comments below: I want to re-iterate my concerns for priority of both parking for the light rail station and ped/biking connectivity between the west neighborhoods and I-25/Broadway. I know these seem like opposing issues, but they are not mutually exclusive. Safe connections for walking and biking over to Broadway and parts east are important to us on the west side of Santa Fe. But I want to call out that even if you build these connections, it does not mean you don't need parking—there are PLENTY of people who use the

Broadway station for commuting who live outside a walking or biking radius. Because there is virtually no parking at surrounding light rail stations, Broadway has become even more important for commuters. And not everyone even within the walking/biking radius is able to do so all the time, whether due to timing, weather, physical ability, or just carrying too much.

I'm VERY concerned about the Land Use Framework map on page 27 of the draft plan: parking is called out in the legend, yet there is nothing within the immediate area of the station that is shaded with that color. I know developers get little benefit from building parking structures and RTD does not own all of the land that the current parking occupies. And I'm excited about the plans for retail, green space, and residential uses. But glossing over the huge parking issue is worrisome in the planning stages and, if carried through, will be detrimental to the convenience and ridership of the Broadway station, pushing the traffic congestion the station relieves back onto the streets and freeways.

Are there numbers available showing park-and-ride use by commuters outside the immediate vicinity? "Promot[ing] alternative transportation and mass transit" is well and good, but even Eco-Pass owners with bikes (I am one) will need to drive to the light rail station. I'm advocating for not excluding vehicular access to the station when looking at multi-modal or alternative transit.

From: form_engine@fs7.formsite.com on behalf of roth.226@gmail.com
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9267947
Date: Tuesday, February 02, 2016 1:44:21 PM

Denver Logo



COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name *	David
Last name *	Roth
Email *	roth.226@gmail.com
State	Colorado
ZIP code	80223
Please enter your questions or comments below:	A safe way to walk/bike from Ruby Hill to get East over to S. Broadway, Wash Park, etc. would be great.

From: form_engine@fs7.formsite.com on behalf of ashleigh.ruehrdanz@gmail.com
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9269742
Date: Wednesday, February 03, 2016 10:18:41 AM

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COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name * Ashleigh

Last name * Ruehrdanz

Organization Any Street Grocery

Email * ashleigh.ruehrdanz@gmail.com

Street address 1650 S Quivas St

City Denver

State Colorado

ZIP code 80223

Please enter your questions or comments below:

I live in the Ruby Hill neighborhood and commute to areas that take me through the Broadway/Mississippi/I-25 every day. The distance to many of these destinations is just a bit over a mile and a half or up to 3 miles - definitely within walking and biking distance. However, and it is a big HOWEVER, I do not feel safe making my way across Santa Fe, Mississippi and Broadway. Crossing any of these three streets, as a pedestrian or biker is against anyone's better judgement. When trying to cross Santa Fe at Florida, the "walk" signal flashes, but as a pedestrian, you are not protected, whatsoever. I cannot imagine if I had to cross any

of these streets, as a pedestrian or on a bike, on a regular basis.

It is very, very difficult for folks living on the west side of I-25 and west of Santa Fe to access any amenities on the east side. It's scary, loud, and just generally very unpleasant. As you know, the amount of traffic that collects in the I-25/Broadway area also makes it difficult to travel there by car; if you are stuck in traffic in your car, you are part of the problem. This is typically the situation I am in. The drive to my sons' school is just over 2 miles, and during the middle of the day takes less than 10 minutes (as it well should). However, in the morning it often takes nearly 30 minutes or more because of the congestion in this area. Turning left onto Broadway from Mississippi can take 4+ lights and is often dangerous since the cars going northbound on Broadway have all but backed up into the intersection. This area is such a hazard to drivers, bikers and pedestrians alike. It seems faster to get places without driving, however, it is completely unsafe to do so as a pedestrian or biker.

I've heard from multiple friends and neighbors in the Ruby Hill neighborhood that they would love to see some type of bridge or walkway that could allow them to travel safely from the west side of Denver to the east side. We would love to ride our bikes or walk with our children to the Broadway light rail station or to some of the fabulous shops and restaurants on the east side, but as it is, we don't feel safe doing so. And it truly isn't safe.

Please consider helping our neighborhood by ensuring that everyone has safe and equal access to the new development at I-25 and Broadway. We truly need a solution that improves our connectivity, from east to west.

From: form_engine@fs7.formsite.com on behalf of ev2bratdogs@aol.com
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9271083
Date: Wednesday, February 03, 2016 7:46:50 PM

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COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name *	Victoria
Last name *	Cornell
Organization	Ruby Hill Godsman neighborhood
Email *	ev2bratdogs@aol.com
Street address	1369 S Umatilla St
City	Denver CO
State	Colorado
ZIP code	80223
Please enter your questions or comments below:	What area or space has been given or set aside for future connections going southwest into Ruby Hill, or was any space at the southwest corner of the property set aside? What page or pages in the report cover this?

From: [Jace Driver](#)
To: [I25Broadway](#)
Subject: I-25 and Broadway
Date: Tuesday, February 02, 2016 12:54:19 PM

Hello,

I live in the Ruby Hill neighborhood and just wanted to reiterate a couple of issues that are at the top of my concerns for this project.

The first is the connectivity to the west side of Sante Fe. I think this is a crucial step in helping sustain this project, and it will have the added benefit of making the impact of this project more far reaching, and thus should bring more people to it. Not only will it activate the underserved neighborhoods that seem disconnected from the rest of Denver by the I-25/Sante Fe/Platte River barriers, but it will also help users of the Platte River trail access the site, which should help keep this project in line with the sustainability goals that Denver has. This access is absolutely vital, and the current infrastructure at Sante Fe and Mississippi will not cut it.

The second concern is that it does not seem as though RTD has been brought into the picture to address future parking needs once the surface lots that are currently being used disappear. This is one of if not the busiest station in the light rail network. And while it is a great bus to light rail terminal, there are also thousands of people who park and ride every day. The nearby stops do not have enough (if any) capacity to accommodate these park and riders once parking at Broadway is no longer an option. Please make sure that every effort is being made to bring RTD into the conversation with this project.

Otherwise I am very happy about the potential for this project, and appreciate the work that has been done to accommodate the public and our concerns and ideas.

Sincerely,
Jace Driver

From: [Karen Hinkel](#)
To: [125Broadway](#)
Subject: my 2 cents
Date: Tuesday, February 02, 2016 5:17:52 PM
Attachments: [image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hello,

My biggest concern is the connectivity between the east with the west side of Broadway / Lincoln to Broadway Station.

It is not easy to cross the Broadway on Ohio, the logical crossing point for peds and bikes. Walking to Mississippi (too long of a walk that does not make sense to walkers) will not make the cut...many will still cross at Ohio since this is the major road into the station.

We would also like connectivity (walking, biking and driving access) to the west side neighborhoods including Athmar and Ruby Hill.

We look forward to visiting the Levitt Pavilions without a car and so far there is no good way to get there from the east side without a long walk.

The west side has been marginalized over the years and it is time to bring the 2 sides together so the west side enjoys the fruits of progress.

These neighborhoods are really quite nice and affordable for first time home buyers!

My other concern, or rather request, is to include some green space, TREES, and inviting spaces in the development.

A dog park and benches to enjoy the new area. Think about parkways...real parkways!

We have lived on S Lincoln since 2000 and walk or take transit most days.

Thanks for listening!

*Kind Regards,
Karen*



Independent Broker / Owner
303.229.5224 / 720.427.4836



209 S Lincoln St Denver, Colorado 80209
www.TKHRealty.com / info@TKHRealty.com



From: [Nick Weidner](#)
To: [I25Broadway](#); [Gaspers, David - Community Planning & Development](#); [Winterberg-Lipp, Ryan J - CPD Planning Services](#); [Clark, Jolon M. - City Council board@3pa.org](#); [Charles Knight](#)
Cc: [board@3pa.org](#); [Charles Knight](#)
Subject: Platt Park People's Association Comments on Draft Station Area Plan
Date: Saturday, February 06, 2016 8:20:42 AM

I-25 and Broadway Station Area Planning Committee,

Thank you for giving us the opportunity to review and comment on the above-referenced Plan. Overall we believe this is a thoughtful and creative attempt to set the framework for a great transit-oriented development. We have identified some of the major issues in the Plan with respect to the Platt Park neighborhood for your further consideration. Our overall themes relate primarily to the following areas:

A. Pedestrian and bicycle accessibility to the Station.

1. Platt Park residents are very lucky to have access to three light rail stations from our neighborhood (Evans, Louisiana/Pearl and Broadway Station). We want to make sure that accessibility to Northwest Platt Park where the Broadway Station is the closest has every opportunity to access the station on foot in a safe and secure manner. The access along Mississippi is particularly important including that intersection which must take into account our disabled neighbors.

2. Please clarify the connection from our neighborhood to the site via the shared-use north/south street west of Broadway and further connection to the Station (CONNECTED 1.2.C).

3. Please clarify the primary connection to the Station along the north side of Mississippi Ave. both West (CONNECTED 3.2.A) and East of Broadway.

4. Please clarify what “Specialized Bike Signal Crossings” are (P30) and how they work; given the increased traffic and turning vehicles at the Mississippi/Broadway interchange.

5. References to the pedestrian “refuge zones” (P31) at Mississippi/Broadway imply pedestrians are an endangered species to be protected, but not encouraged. We request more emphasis on pedestrian access points and safe crossings at busy intersections, particularly for persons with disabilities.

6. Expand on the connection from the Station to the new bicycle lanes on S. Broadway (mentioned but our understanding is these are in the planning stages and more detail should be available).

B. Pedestrian and bicycle accessibility to the South Platte River Trail.

1. Please clarify the connection to the South Platte River Trail north of the

Mississippi Ave. Bridge (CONNECTED 2.3). The Plan should do more than “explore” such a connection; it needs to be part of the Plan (P36) as multiple crossings over Santa Fe are not realistic.

2. Provide more detail on the improved, protected bicycle and pedestrian connection along the north side of Mississippi. (TRANSFORMATIVE PROJECT 1). This should be a PRIORITY PROJECT since it is such a critical connection from the Station to Athmar Park and Ruby Hill and from Platt Park to the Platte River Trail. Existing infrastructure is not sufficient to accommodate both pedestrians and bikes, so funding will have to be provided to improve this connection as part of the initial phase.

3. References to “explore the potential” for pedestrian and bicycle connections imply that these are not priorities for the project. These need to be considered with the same urgency and priority as any other critical infrastructure for the Station. Without access, there won’t be sufficient use.

C. Pedestrian and bicycle accessibility to Levitt Pavilion.

1. Please clarify and expand the plans for the connection over Mississippi on the existing S. Acoma St. Bridge to the Overland Park neighborhood and eventually to the proposed Jewell Ave. Bridge over Santa Fe.

2. Please clarify and expand the plans for the new North/South street connecting the existing S. Bannock Street bridge over Mississippi to S. Cherokee Street.

3. Identify possible access routes to Levitt Pavilion from the station for bicycles and pedestrians.

D. Safety and security within and around the Station.

1. We suggest the inclusion of a visible, community-linked police station in the complex and a visible cycle and walking police presence in the project. Homeless and crime issues are increasing along South Broadway and the station will become a focal point. No one wants this to become another 16th Street Mall congregation point. The Plan should address these issues in more detail.

E. Other issues

1. Affordable Housing should be a major component for the project; and the Plan should provide clear goals for % of units based on the City’s housing plan.

2. It does not appear that new connections to the West are sufficient. There should be more direct access from Athmar Park and Ruby Hill to the Station to avoid isolation of the neighborhoods to the West.

On behalf of Platt Park People's Association (3PA), thank you for your consideration.

Nick Weidner

President, 3PA

From: [Carli Seeba](#)
To: [I25Broadway](#)
Subject: I25 and Broadway Plan
Date: Saturday, January 23, 2016 5:24:45 PM

By and large, I support your plan to revitalize the I25/Broadway Corridor, however, there is one aspect of the plan that gives me major cause for concern--the proposed building heights. Adding 16, 8, and 5 story high density development is going to destroy the character of the neighborhood. Homes in this area are over a century old--popping an 8 story building next door to a single family house built in 1895 is going to absolutely ruin the charm that makes this such a special area.

The current proposed plan is going to allow an 8 story building to be built literally directly behind me. This is my first home and I bought it as a fixer-upper. I've proudly given a lot of blood, sweat, and tears making this a home, making improvements, and I hope, ultimately improving the neighborhood. If an 8 story building is built behind me I will have no privacy and no sun...it would shade my house all day, everyday. I understand allowing tall building in empty spaces or closer to I25 where no residences are, but there is simply no need to extend those building heights so far out.

Please feel free to contact me and I appreciate your time.

Carli Seeba
402-616-3410

From: [Michael Karlik](#)
To: [I25Broadway](#)
Subject: I-25 & Broadway feedback
Date: Tuesday, February 02, 2016 11:46:41 AM

Hello,

I am very supportive of the plan to redevelop I-25 and Broadway into a mixed-use neighborhood centered around the light rail station. Most important to me are the following:

- an integration of the future Broadway bicycle lane into the urban center so as to terminate at the station or branch off into a trail to the western neighborhoods
- a redevelopment of the station itself into not merely a glorified bus stop, but an enclosed building similar to Union Station that has minimal retail and waiting space, and is perhaps attached to any walkway or bike overpass crossing the freight tracks

In addition, I think it would be a good use of space to have a section next to the freight tracks turned into an overlook for people to watch the trains, perhaps with barbecue grills, a gazebo, and/or historical markers.

Thank you,

-Michael Karlik

From: [Ozlem Ertunc](#)
To: [I25Broadway](#)
Cc: omer.ertunc@gmail.com; ozlem@lighthousestone.com
Subject: I25 Broadway plan meeting voices
Date: Wednesday, February 03, 2016 11:42:44 AM

Dear sir/madam:

We are the property owners of 723 & 725 S Broadway St. We have purchased our building back in May 2014. We are finding out that the City has several different projects in our immediate area. Your future projected plans of having a 8 story mix use building in our existing lot is not a concern for us! Our concern is that if the City gets our property from us and gives the opportunity to build to big developers to achieve these plans.

Our company is Lighthouse Natural Stone Inc, Lighthouse Building Company LLC and Kitchens on Broadway LLC. Our partners and us own Construction companies since 25 + years. We are well over qualified to be able to do our own development and work closely with the City to get the end results similar what it is projected at City's plans.

Our concern is that The City using their power to get our land from us and hand it to big developers. We object to that solution and ask the City to give the small business owners their own right to develop their own land within the City's approved plans.

Please let us know which steps we need to take to have our voices heard at applicable authorities!

Best Regards

Ozlem & Omer Ertunc
725 S Broadway St Suite 7
Denver, CO 80209
Ozlem cell 303 552 1349
Omer cell 303 250 7007
Office cell 303 733 0505

From: form_engine@fs7.formsite.com on behalf of sunhelen@fastmail.net
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9261306
Date: Friday, January 29, 2016 5:59:45 PM

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COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name * Helen

Last name * Bushnell

Email * sunhelen@fastmail.net

Street address 3405 W. 32nd Avenue #410

City Denver

State Colorado

ZIP code 80211

Please enter your questions or comments below:

I know people who drive and park because there is insufficient bus service to the light rail. These are people who live near bus lines, but those bus lines either do not run late enough or do not run frequently enough.

In some suburbs, there is also the issue that the walk to the light rail is not safe because of a lack of sidewalks or lighting.

The City and County of Denver spends a lot of money forcing people to drive. That means that Denver could save money by making sure that buses to the light rail stations run at minimal frequency of a bus every 20 minutes.

From: [Joseph Foss](#)
To: [Planningboard - CPD](#)
Cc: [Gaspers, David - Community Planning & Development](#); [Winterberg-Lipp, Ryan J - CPD Planning Services](#)
Subject: Comments on I-25 and Broadway Station Area Plan for March 2 Meeting
Date: Thursday, February 18, 2016 12:25:51 PM

I am unable to attend in person the next meeting

This is a formal letter to be submitted for the record.

If this is not the address to send them please let me know what address to use.

I, Joseph Foss, who reside at 1486 S. Winona Way, Denver CO 80219 wish to express my concerns about the proposed changes to the I-25 and Broadway Station Area Plan, specifically Park & Ride facilities.

I believe the published plan neglects, overlooks and avoids to include any detail and assurances for daily Park and Ride Eco Pass users like myself and many others I know and work with.

I believe Park & Ride users have not been properly notified of proposed changes such as notice at the station or entrances to the park & ride areas. I wasn't even aware of these changes till a news story and someone canvassing leaflets at the station.

My daily commute is from my home to this hub to take the 0L or D line to my workplace near the Civic Center Station downtown.

The proposed changes, as I understand them, will negatively impact my ability use of this station.

I believe the plan is seriously lacking in consideration of daily commuter/riders from the West side of Denver who have limited options and must park and ride at this station.

There is a severe lack of fast limited bus service from the west side of the city into Downtown.

The 50 to the 20 is an astronomical 1 hr 11 minute commute.

The 50 to 16L is an unacceptable 1hr min commute (RTD says 50 but I my experience is otherwise).

The 14 to 0L is at least a 47 minute commute with the bulk of time on the trip due to the very slow regular route leg and not the limited route leg.

I instead commute to the Park and Ride at this station then use the 0L or D line is a 30-40 minute commute for me.

I would like the city planners to never consider less Park and Ride parking, but instead strongly support and implement better park & ride facilities for daily commuters who use the I-25 and Broadway station.

I also strongly urge city planners to work with RTD to increase and improve West Denver to Downtown limited bus services instead of low speed regular services. I urge planners as well to find locations for Park and Rides between Sheridan, Federal, 6th ave & Jewel which is

completely devoid and underserved for such facilities.

I wish to urge city planners to NEVER accept on street parking near this station nor the sidewalks and near streets to the I-25 and Broadway Station as acceptable for the public daily commute.

These areas are dangerously ill maintained and are typically impassible after snow storms due to the lack of any businesses who clean them or enforcement of the cleaning of sidewalks in the area. Walking along or crossing Broadway or Mississippi at street level can be highly risky at any time of the day due to lack of adequate pedestrian traffic barriers or bridges and the street lights when its dark are horrible.

While the city's plan may look good on paper I believe reliance on mixed or on street parking would discourage use the station as the exposure during longer walks; the strong west winds, summer sun, rain and snow spray from the cars on Broadway and Mississippi would be unpleasant on a daily commuter basis. Then of course is the personal safety issues. There are zero emergency call boxes along those routes.

Lastly it is my opinion that to zone solely to the specific needs of any future nearby multi-use development tenants is a inappropriate benefit toward such developers and neglects past, current & future general public and park & rider commuters outside the 1 mile zone shown in the development maps.

Riders who in the past funded or otherwise aided the development of the RTD I-25 and Broadway station in the first place.

Sincerely,

Joseph Foss

From: [KK Choquette](#)
To: [Gaspers, David - Community Planning & Development](#); [Winterberg-Lipp, Ryan J - CPD Planning Services](#); [I25Broadway](#); [Nevitt, Christopher E. - CPD Office of the Manager](#)
Cc: [Kashmann, Paul J. - City Council](#); paula.perdue@rtd-denver.com; [Jeff Walker](#); [Liz Ullman](#); [William Sirois](#)
Subject: Comments on I-25 and Broadway Station Area Plan
Date: Thursday, February 04, 2016 5:30:49 PM
Attachments: [EXHIBIT A.pdf](#)
[EXHIBIT B.pdf](#)

David Gaspers, principal city planner
Ryan Winterberg-Lipp, associate city planner
City and County of Denver, Community Planning and Development Department
201 W. Colfax Ave., Dept. 205
Denver, CO 80202
david.gaspers@denvergov.org, ryan.winterberg-lipp@denvergov.org

Dear Mr. Gaspers and Mr. Winterberg-Lipp:

Thank you for the opportunity to provide public input on the “I-25 and Broadway Station Area Plan, Planning Board Review Draft” dated Jan. 12, 2016, and posted on Denver’s Community Planning and Development website on Jan. 13, 2016. According to the website (as accessed on Jan. 31), “input received by (Friday) February 5 will be evaluated and integrated into the final draft sent to Planning Board,” with the “Planning Board Approval Draft posted to the website on (Tuesday) February 9.”

My comments come from the perspective of an office worker who has been commuting to downtown Denver for more than seven years. I have faithfully purchased an RTD light-rail EcoPass every year. Because of personal safety, convenience/time and weather variability concerns, I typically drive my car to my nearest station – which now is University Station or Broadway Station – and then take the light rail, then walk or use the mall ride for the rest of my daily travels. It takes me longer to use the light rail to get to and from work than if I drove all the way downtown; however, I have wanted to support the environmental benefits of taking public transit and have gladly made this tradeoff. I am a huge advocate of the RTD light rail and always encourage other people to try it and to use it instead of driving all the way downtown. I applaud and thank all of the RTD employees who work so hard to keep our trains clean, safe and on time, and especially thank those who cleared so much snow from platforms and parking lots for us this past week. They are our transit heroes.

I am a regular RTD light-rail user, but I did not hear anything directly about the Broadway Station redevelopment project until I coincidentally stumbled across the plan on the Denver CPD website. To ensure this is a good plan that truly reflects public input, the **Denver Planning Board’s public hearing on the plan, currently set for Feb. 17, 2016, should be postponed to allow for an honest public comment period on the plan itself first.** The public deserves a reasonable amount of notice and time to review and comment on an important document that will guide the development of this area for the next 20 years. While the Denver CPD website says the draft plan was posted online on Jan. 13, 2016, how would anyone in the general public or in the media have known about it, unless they happened to stumble upon it, like I did? On Sunday, Jan. 31, 2016, I reviewed the Twitter accounts and news release archives for Denver CPD and RTD in January. (See Exhibit A and Exhibit B, attached.) Neither Denver CPD nor RTD issued a press release to let people know that the

draft plan was published and available for public review and would be considered by the Planning Board at its Jan. 20 meeting. Neither Denver CPD nor RTD issued a press release to let people know that there was a Feb. 5 deadline to send feedback on the plan. Neither entity tweeted information about the plan. There is only one Denver CPD press release about the plan's existence, published in May 2015, "Denver city planners kick off I-25 and Broadway station area plan." (Although the plan says on page 10 that the project actually kicked off in March 2015.) Further, the plan claims on page 11 that the public workshops were promoted through "media releases" – plural – but there is no evidence on the website that these "media releases" were written, sent or shared.

The project website at www.denvergov.org/i25broadway invites people to "sign up for email updates on the planning process!" I signed up on Jan. 28, 2016, and on Jan. 29 I received the general CPD winter newsletter. This CPD newsletter neglected to mention the major I-25 and Broadway plan or the comment deadline of Feb. 5, even though it was just one week away. (See Exhibit A.) I understand Denver CPD issued a specific Broadway plan communication via their email mailing list on Jan. 13; however, it is not posted on the website and I doubt many people in the general public or the RTD user base would have even received it. The only publicity about the existence of the email mailing list was a small mention at the very end of the lone May 2015 press release. A specific Broadway Station CPD communication was issued via the email mailing list on Tuesday morning, Feb. 2, and tweeted out to the public. However, three days' notice is an unreasonable amount of time for anyone to pick up, read and thoughtfully comment on a 97-page plan.

According to page 10 of the plan, "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." Given the above facts, while the City and RTD may have gathered feedback from the people on the Steering Committee or invited to the workshops, this plan does not appear to "capture the community's desires" or "create a truly representative plan" because it appears there was no ongoing, multichannel general public engagement or notification that occurred.

I'm sure you agree that City/RTD constituents and the transit user base, including people who drive to this light rail/bus station every day, should have a voice in how the Broadway Station area will be developed over the next 20 years. The current plan was developed after less than a year of analysis and effort. Isn't it more important for our future, for our great City of Denver, and for our citizens to get this plan done right than to get it done right now? To earn more public support and buy-in, it would be wise to "hit the pause button" and then deploy a true, transparent public outreach strategy so the general public, including all Broadway Station parking lot users, can have the opportunity to study what is in the I-25 and Broadway Plan and can have an opportunity to make their voice heard on it in a meaningful manner.

Also, the draft plan is incomplete and it is biased in that it was created without efforts to directly survey the light-rail user base/EcoPass owners and the people who routinely rely on the close, adequate parking at Broadway to make their commuting strategy work. These important stakeholders are the people who are and have been using the Broadway Station and who will be significantly affected by change, if not the most affected by change. It is unclear why these people were left out of the planning process, especially since 30 percent of RTD's operating revenues come from passenger fares. There appears to have been no one on the Steering Committee (as outlined on page 11) to represent the voice of car-to-rail or car-to-bus commuters, even as you included representatives from Walk

Denver, Bike Denver and housing developers. All of these entities are good to hear from and are important, but they are as important as those who require safe, convenient, adequate car parking in order to use the light rail system or this bus station, whether due to physical abilities, time or other constraints. Talking to RTD directors and RTD transit-oriented communities staff as part of the Steering Committee is not a proxy for talking to actual RTD commuters and customers. RTD has a commuter/customer advisory panel that meets four times a year, and according to the plan, they weren't even asked for their views.

In addition, the "informational flyers" section on page 11 says "the project team delivered flyers and advertisements for all public workshops to area businesses, offices, public schools, and community and senior centers." This is a good start at community outreach, but it missed a core base of stakeholders. In the next round of outreach, I suggest that additional direct information-sharing tactics are deployed, such as sending informational flyers to all companies to share with employees who participate in the EcoPass program; posting flyers on the cars of the people who park at the Broadway Station every day; placing informational flyers on light-rail trains and Broadway buses; and placing advertising at or on the Broadway Station itself. The draft plan should be held and rewritten until these sorts of workshops can be widely publicized and held again with the opportunity for participation from the car-to-rail/car-to-bus and EcoPass owner communities. The plan also seems to assume that the only people who use the Broadway Station for parking come from the immediate area. However, Broadway Station is an important light-rail magnet for people living all across the RTD area, so direct outreach tactics would be effective in reaching those constituencies.

Further, the plan should be developed based not on guessing what commuters will do but on asking what they would do if the station area changes the current adequacy and convenience of parking. Deploying a commuter and light-rail/bus user survey would provide site-specific, Denver-specific data to help with transportation planning and to understand how behaviors and use may change if you alter the current state, which will lead to a better long-term plan. While some people may shift to bus-to-rail and bus-to-bus transport if parking becomes more inconvenient, everyone I have talked with who has an EcoPass firmly states they would simply shift to driving all the way in to work. Scattered, inconvenient, quarter-mile-away parking is inadequate parking. What if, in redesigning all of the Broadway parking without properly assessing user opinion and behavior, you end up pushing hundreds of more cars on the roads to downtown every day? This would not be an acceptable result. It is great and very important to add nicer bike lanes and walking paths and more buses and connectivity at Broadway Station, but that will not necessarily make everyone use them, especially with Denver's weather. Deploying these sorts of communication and feedback-gathering programs as outlined above likely could easily and appropriately be completed in as few as 120 days.

Finally, the draft plan should disclose to the public, in text and in map format, the current land ownership, the acreage/lot size of that ownership, and the current zoning codes of all of the land within the Area of Influence and in the Core Station Area. For example, the plan fails to mention that the parcel of land immediately adjacent to the light-rail platform to the east, which includes parking spaces for commuters, is 298,427 sq. ft. of land that is owned by the taxpaying public via RTD, as is the land northeast of the RTD station and north of I-25 consisting of 143,949 sq. ft., which also includes parking spaces for commuters. (Data accessed Jan. 31 from the Denver real property website.) According to RTD at <http://www.rtd-denver.com/transitEconomics.shtml>, RTD receives nearly all of its operating revenue from the public, with 69 percent of its operating revenue coming from sales taxes, while passenger fares account for 30 percent. In addition, the parcel east of the platform and

below the RTD parcel is 79,037 sq. ft of land that is owned by the taxpaying public, via the State of Colorado Department of Transportation, and also is currently used to provide commuter parking. The plan should be amended to note CDOT is a landowner.

This high degree of public land ownership – the precise percentage of the total should be calculated and disclosed in the plan – within the development area is another reason why people deserve to have this plan implementation delayed until they have the opportunity to fully review and comment on the document. People may have provided different feedback on the draft plan if they had known how much RTD property is being considered for redevelopment and where it is located. Also, it would be appropriate for CPD to map and describe a development alternative/s that limits the proposed housing and other TOD development to just one of the RTD-owned parcels, or shows how the Broadway Station could be redeveloped to meet multiple TOD needs but without using any of the publicly-owned parcels for anything other than multimodal commuting solutions. According to a review of the RTD Board meeting minutes, this land has not been leased or conveyed to any other party; whenever the RTD Board may be scheduled to consider such an action, the RTD customers who routinely rely on Broadway parking should be directly notified using the above-suggested communication tactics as well.

Thank you for your evaluation and integration of these comments, and thank you for your public service to our community. I sincerely hope you will delay advancing this draft plan any further until the public has adequate and fair notice and time to comment, and until the views of Broadway Station parking lot users and RTD customers can be gathered and considered commensurate with the level of involvement other stakeholders have received.

Sincerely,

K. Choquette
Denver

From: [Tiffany Dew](#)
To: [Gaspers, David - Community Planning & Development](#); [Winterberg-Lipp, Ryan J - CPD Planning Services](#)
Cc: [I25Broadway](#)
Subject: I-25 and Broadway Park and Ride
Date: Friday, February 19, 2016 8:23:16 AM

Hello David and Ryan,

Let me first introduce myself. My name is Tiffany Dew and I'm a Denver resident and tax payer. I live not far from the Broadway Park and Ride for the RTD light rail. There have been some many changes over the years in that area to include the new Sprouts location, the apartment building and the removal of many buildings to include the old Gates rubber factory. I don't understand why they City Council, who is elected by residents in that area would want to make their votes angry by taking away parking. The Almedea station has already lost parking due the apartments and furthermore, the store keepers asked that RTD riders not park where their customers would be parking to shop at their location.

The other question that comes to mind is do you know how busy that park and ride is when for sporting events? The station is used frequently by tax payers who work Down Town and students that go to school Down Town. If you take away parking are you making the statement that those using public transit such as the light rail and other commuter services don't matter. I mean there is already articles that the Dayton station is going to be losing parking due to a new apartment complex. How's many more apartments are needed? Yes parking is not a revenue generator but when people go to sporting events and other events down town that does generate revenue. If you what to work on something why don't you look at fixing roads or sidewalks? Also why don't you help individuals like myself who are college educated with a degree paying their students loans and make housing affordable. This issue is not about how properties are managed its about the loss of income that will come to the city if you take away parking for those that use the park and ride to get back and forth to school or to work so that they can pay that taxes that fund not only your job but for the services that Rdt gives to the people and tax payers of this city.

From: form_engine@fs7.formsite.com on behalf of lambertga@gmail.com
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9275792
Date: Friday, February 05, 2016 1:17:33 PM

Denver Logo



COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name * Geoff

Last name * Lambert

Organization none - downtown office worker

Email * lambertga@gmail.com

Phone 5712427161

Street address 76 Flowerburst Way

City Highlands Ranch

State Colorado

ZIP code 80126

Please enter your questions or comments below: My comments are from the perspective of a downtown office worker.

After moving here from the New York City area where I relied heavily on public transportation, I wanted to take advantage of the RTD infrastructure. I started by taking the RTD bus from my home to the Littleton-Mineral station. On my ride home, the light rail (D line) was continually late and I would miss my bus connection which resulted in

nearly a 30 minute wait until the next bus. This put my commute well over an hour. Then I started to drive to the Littleton-Mineral, I found that if I wasn't there by 7:30 AM, there wasn't any parking left. Due to my children's school schedule it wasn't feasible to be there earlier. Next I started to drive to the Englewood station, again, if I arrived later parking would fill up, or I would have to park so far away that it was a 10 minute walk to the platform, then a further wait for the D line. Lastly I have been driving to the I-25 and Broadway station. There is ample parking and trains are frequent, as I can take any of the D, F, or H trains.

I applaud the effort to develop the area near the Broadway station. However, I urge you to make sure that there is ample parking in close proximity to the light rail platform.

There is a certain demographic balance going on here. I would presume that city planners want to keep high paying jobs in the downtown area. High paying jobs are generally going to be held by older people that have families and most likely live in the suburbs. The proposed development of urban style apartments seems to be targeted at college aged and younger adults. If commuting downtown becomes overly burdensome, then the motivation to keep our offices downtown is brought into question.

From: form_engine@fs7.formsite.com on behalf of flyfisherdude@gmail.com
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9276370
Date: Friday, February 05, 2016 4:30:59 PM

Denver Logo



COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name * Garry

Last name * Miller

Organization Self

Email * flyfisherdude@gmail.com

City Denver

State Colorado

ZIP code 80210

Please enter your questions or comments below: Via E-Mail: david.gaspers@denvergov.org
ryan.winterberg-lipp@denvergov.org

February 5, 2016

David Gaspers, Principal City Planner
Ryan Winterberg-Lipp, Associate City Planner
City and County of Denver, Community Planning and Development
Department
201 W. Colfax Ave., Dept. 205
Denver, CO 80202

Re:I-25 and Broadway Station Area Plan

Dear Mr. Gaspers and Mr. Winterberg-Lipp:

Thank you for the opportunity to provide input on the “I-25 and Broadway Station Area Plan, Planning Board Review Draft” dated January 12, 2016, and posted on Denver’s Community Planning and Development website on January 13, 2016. While I support the proposed redevelopment of the Broadway RTD Station Area, I have a number of concerns with potential impacts on light rail users. I urge you to consider and address these impacts prior to moving forward with redevelopment of the Broadway Station Area.

By way of background, I have been a Colorado resident since the mid-70s, and a Denver area resident since the early ‘80s. For the past eight years I have commuted to my downtown job using light rail. Based upon two trips a day, five days a week (and an occasional weekend), 50 weeks a year (two weeks vacation), I have ridden the light rail some 4,000 times. I have the highest regard for the RTD operational and maintenance crews who keep the trains clean, reliable and on-schedule. I offer my thanks and appreciation to these important people.

My primary concern upon reviewing the Station Area Plan is its impact on daily RTD ridership, especially light rail users. The plan calls for creation of a multi-modal hub at the Station. As a motorist, avid walker, and sometimes bicyclist, I support multi-modal transportation and appreciate the City’s and RTD’s desire to encourage more forms of mobility. I believe in the importance of getting people out of their cars and into their walking and cycling shoes both for fitness and environmental reasons. However, the plan fails to recognize that Denver is, and will remain into the foreseeable future, a city of motorists in a region of motorists. Denver did not grow up around public transit; public transit grew up within Denver. The vast majority of people I know, and I suspect RTD surveys would verify, that light rail users, especially daily commuters, start their journey by driving to the light rail station, parking and boarding the train. It is therefore very distressing to discover in the plan that the City and RTD intend to eliminate close-in Station Area parking and move the parking up to 0.28 miles (1,500 feet) away. The plan also appears to call for a reduction in the number of parking spots. Such a plan will discourage light rail use as it will add commuting time and subtract convenience from daily users with cars. In addition, walking over a quarter mile to one’s car in the snow or rain will discourage people from using light rail on inclement weather days.

According to the plan, an average of 7,500 people access the Station daily during the week. The city’s planning website says 1,248 parking spaces currently exist at Broadway Station, and as we can see every weekday, all of these spaces are usually full. The plan must clearly show how it will accommodate the needs of these daily park-n-ride RTD users. RTD has essentially eliminated parking at the Alameda Station and certainly

eliminated parking the 10th and Osage Station, and other nearby lots at University, Colorado and Evans are operating at or near full capacity. The Broadway Station is the last place for light rail users coming from the southwest, south, or southeast to park prior to entering the downtown area. If the goal of the City and RTD is to get cars off the roads, reduce traffic congestion, and reduce auto emissions, then eliminating convenient parking at the Broadway Station will be counter-productive and a huge step backwards.

The plan should be amended to note that all of the currently available parking spaces are located on land owned by the Colorado Department of Transportation or by RTD. The plan also should be amended to cite Colorado law (see C.R.S.32-9-119.8), which requires that RTD's use of a transfer facility (which includes a public park-n-ride, bus terminal, or light rail station) must include adequate and convenient parking:

(4) The use of a transfer facility for the provision of retail or commercial goods or services or for the provision of residential uses or other uses shall not be permitted if the use would reduce transit services, would reduce the availability of adequate parking for the public, or, for uses involving the provision of retail or commercial goods or services, would result in a competitive disadvantage to a private business reasonably near a transfer facility engaging in the sale of similar goods or services. The provision of retail and commercial goods and services or the provision of residential uses or other uses at transfer facilities shall be designed to offer convenience to transit customers and shall be conducted in a manner that encourages multimodal access from all users.

The Broadway Station is a transfer facility under the law, and the Station Area Plan calls for retail and commercial development, residential uses, and other uses; therefore, the provisions of C.R.S. 32-9-119.8 clearly apply. As such, the City and RTD may not move forward with the redevelopment plan without ensuring there is adequate and convenient parking fully available for the public. By eliminating close-in, convenient parking, the plan arguably reduces transit services and therefore violates the law.

According to the plan, 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. The plan should make it more clear and cite what legal framework might allow for parking to be dispersed and allocated in such a manner and up to 0.28 miles away. It is clear that RTD's authorizing legislation (C.R.S. 32-9) does not include any provisions that allow this manner of parking allocation by distance.

The plan also speaks of introducing pricing for RTD parking spaces. However, once again, Colorado law makes it clear that RTD shall not charge a person any type of fee, regardless of what it may be called, to

park at a district parking facility (See C.R.S. 32-9-119.9):

Except as otherwise provided by this section, the district shall not charge a person any type of fee, regardless of what it may be called, to park at a district parking facility.

Fortunately, the solution is simple – Amend the plan to require any development partner to construct a convenient parking garage within 600 feet of the Broadway Station platform that is adequate to accommodate the needs of the public. Constructing 1,248 parking spaces would be consistent with current demand and existing use and be adequate to serve the needs of the public. The floors above the parking garage could be for commercial or residential use. The plan calls for 12-story buildings on RTD property, so using the lower floors for parking should be easy to accommodate in the design. To help offset development and operational costs, the garage owner/operator could charge a parking fee for non-RTD users by employing a RTD parking validation system similar to that formerly used at the University Station.

Finally, I request that the City and RTD conduct additional public outreach prior to moving forward with the Broadway Station Plan. When property owners apply for a variance or rezoning request, they are required to post a prominent public notice on the property. At a minimum, RTD should post a large notice at the entrances to the Broadway Station parking lots and at the platform informing RTD users that the existing parking lots are to be eliminated if the plan is approved. The notice should inform the public on where they may find additional information and how they may participate in the process. Further action by the City Planning and Development Department or by the Planning Board should be delayed for at least 30 days following posting of the notice to allow the public, and particularly RTD users, the opportunity to weigh in with comments. With such an important project, transparency through robust public outreach and informational sharing is essential in maintaining public trust and acceptance.

Thank you for this opportunity to comment on the I-25 and Broadway Station Area Plan. I appreciate your time and consideration.

Sincerely,

Garry Miller
Denver, Colorado

From: form_engine@fs7.formsite.com on behalf of adkins48@comcast.net
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9285663
Date: Tuesday, February 09, 2016 8:50:40 AM

Denver Logo



COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name * Janice

Last name * Gilmore

Email * adkins48@comcast.net

State Colorado

Please enter your questions or comments below: I take the light rail from Broadway & I-25 every weekday. It is the only way I can afford to work downtown. Light rail commuters need parking spots, and there is no where close to park to this light rail without existing parking.

From: form_engine@fs7.formsite.com on behalf of ryan.archibald@parsons.com
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9303854
Date: Tuesday, February 16, 2016 10:53:04 AM

Denver Logo



COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name Ryan
*

Last name Archibald
*

Email * ryan.archibald@parsons.com

Street address 1865 S. Ogden St.

City Denver

State Colorado

ZIP code 80210

Please enter your questions or comments below:

I am a Platt Park resident who both rides and drives to the Broadway Station for bus or rail transit to downtown.

I love the plan and the de-emphasis on cars. The parking strategy discussed will be critical. How many of the cars parked currently passed a closer Park-n-Ride to park at the Broadway Station? Let's limit parking and force transit users to use their closest Park-n-Ride.

Thanks for all of the hard work!

From: form_engine@fs7.formsite.com on behalf of ford2008nr@gmail.com
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9309388
Date: Wednesday, February 17, 2016 4:12:46 PM

Denver Logo



COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name * Noreen

Last name * Romero

Email * ford2008nr@gmail.com

Phone 720-403-5023

Street address 160 S Bryant St

Address line 2 Federal & Alameda

City Denver

State Colorado

ZIP code 80219

Please enter your questions Please do not take the Broadway station parking away they took the Alameda one away where the hell are we all supposed to park you want us to ride the light rail and use public transportation but yet you take all of our parking away no that's not acceptable I hope you hear all our voices and not just the

or voice of the people who are building condos and stuff cuz we need parking in
comments order to ride the public transportation
below:

From: form_engine@fs7.formsite.com on behalf of rick_dobbs@q.com
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9309858
Date: Wednesday, February 17, 2016 7:55:00 PM

Denver Logo



COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name *

Rick

Last name *

Dobbs

Email *

rick_dobbs@q.com

Phone

720-218-8783

Street address

126662 E Bates Cir

City

Aurora

State

Colorado

ZIP code

80018

Please enter your questions or comments below:

The concept for the entire area look very nice. Creating a UNION Station on Broadway. But I see all of the parking going away?? I use ride RTD from 9Mile 2-3 days a week. I work downtown and on the days have to drive to customer appointments I park at Broadway and take the train into Downtown. If the parking is eliminated, it will not make sense to use LIGHT RAIL! I have to drive in all of the time and further congest the Downtown. Why would I pay for Light Rail and Parking downtown. Denver has come so

far with their mass transit systems.. I hate to think we want to turn the clock back !! The bus and light rail stations are called PARK and Ride for a reason..WHY ELIMINATE THE PARKING??

From: form_engine@fs7.formsite.com on behalf of david.morrison@myexchange.us
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9310426
Date: Thursday, February 18, 2016 6:45:50 AM

Denver Logo



COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name *

David

Last name *

Morrison

Email *

david.morrison@myexchange.us

State

Colorado

ZIP code

80210

Please enter your questions or comments below:

I am submitting public comments on the "I-25 and Broadway Station Area Plan -- Planning Board updated review draft" that was posted on Denver's Community Planning and Development website on Feb. 10, 2016. According to the website (as accessed on Feb. 17), "Written feedback received by 5 p.m. on February 19 will be evaluated and integrated into the draft plan to be presented to the Planning Board at the public hearing."

I have carefully reviewed the second draft in hopes that my earlier comments would have been "evaluated and integrated" into the plan as the website promised they would be a few weeks ago. While I very much appreciate the two-week extended public comment period before the public hearing, it appears that the vast majority of my comments submitted on Feb. 3, 2016, were not integrated into the plan.

I therefore request that you please incorporate all of my Feb. 3 comments into this comment period for consideration and integration into the next plan. As a summary and including additional comment:

- The new draft plan still does not analyze and consider the importance of the Broadway Station within the broader light rail transit and parking context. There are few urban light rail stations remaining in south Denver where car-to-rail commuters can safely and conveniently “park and ride,” and reducing the availability and convenience of the 1,248 parking spots at this station will, I believe, have a dramatic negative impact on light rail usage, Denver traffic, and Denver’s air quality and environment. There is no market data or consumer research presented in the plan that proves people will actually bike, hike and bus to the light rail if parking is inconveniently pushed further away – especially in Denver’s snowy and cold weather from October-April. Hoping that car commuters will dramatically alter their current consumer behavior is not a sound or successful planning strategy. Instead, 1,248 people may abandon light rail commuting altogether. What is your plan to solve this environmental and traffic crisis if that happens?
- The new draft plan still does not include any specific details or maps about where adequate, convenient commuter parking would be located in the future, other than it will be moved “away from the (station) area” (page 64). I appreciate that you added a sentence on page 68 to acknowledge the existence of the car-to-rail commuter contingent: “Providing convenient access to transit by any mode of transport is key to promoting transit use.” However, if promoting transit use is indeed “key” to the City and to RTD, then there must be a commitment made in writing in this plan to provide improved commuter parking solutions similar to the commitments made for improved bike, hike and bus access solutions. Further, Colorado Revised Statutes Title 32, Article 9 does not allow RTD customer parking to be distributed in a 50%/75%/100% manner, and the statute specifically prohibits shopping or housing developments on RTD land if it “would reduce the availability of adequate parking for the public.” The current draft plan, because it appears to completely reduce the availability of adequate parking for the public, appears also to violate Colorado law.
- The new draft plan still does not include a commitment from the City and RTD to “explore a dispersed parking strategy utilizing multiple, smaller areas of parking inventory” with the people who are parking at Broadway every day and who are RTD light rail users. There is no evidence presented in the plan that “dispersed parking” is desired or will be used, and consulting with RTD management is no substitute for talking with actual daily RTD commuters and customers.
- The new draft plan still does not disclose how many parking spaces exist today or what you will commit to providing for people in the future. The number of 1,248 existing parking spaces is readily available to you at <http://www.rtd-denver.com/AlphabeticalList.shtml> . Disturbingly, the new draft plan actually eliminated the bullet point that had been in the first draft plan, which said the City would “Retain the existing number of RTD parking

spaces at this station in the near term.” EcoPass owners and RTD customers deserve a firm parking availability commitment by number and by duration in writing, especially in a plan that will be used for 20 years. Clearly defining the “existing use” and “future state” of commuter parking is a reasonable public expectation in a standard municipal planning document for a vital municipal transit facility area.

- The new draft plan still does not include a “both/and” scenario in which both a commuter parking garage AND shopping/housing/retail/bus/bike have equal access to the light rail platform. There is no justifiable reason why this can’t and shouldn’t occur at the Broadway Station, especially since it has occurred at other stations like the Lincoln Station, and since there are thousands of square feet of publicly owned RTD land immediately adjacent to the light rail platform. The plan should be amended to require placing TOD housing or offices atop close, convenient commuter parking garages adjacent to the light rail in the Core Station Area. I suggest that your planning consultants are not being very creative, solutions-oriented or truthful if they claim, as is still written on page 64, that “relocating RTD parking to create usable land immediately adjacent to the station platform is necessary to create an urban, mixed-use transit station.”
- The new draft plan still does not eliminate biased, anti-car-commuter language. While more people may bike, hike or bus to the new Broadway light rail station, and I hope they do, the fact is there are hundreds of downtown commuters who do not have the physical ability or the time to get to the light rail any other way besides their cars. Those commuters need to be equally served and recognized for the strong environmental contributions they are making by getting their cars off the roads and into “park and ride” places. Again, the Colorado Statute governing RTD requires that any additional shopping/housing on RTD land “shall be designed to offer convenience to transit customers and shall be conducted in a manner that encourages multimodal access from all users.” The law does not allow the City or RTD to force car-owning taxpayers and customers, especially those with physical constraints or safety concerns, to hike a quarter mile, bike in the snow and rain, or take three times as long to travel by bus if they wish to conveniently access the taxpayer-paid light rail system.

I urge you to please be at least as specific in the Broadway Station Area Plan regarding commuter parking solutions as you were in the Central Park Station Area Plan, which was finalized Sept. 24, 2012. Here are excerpts from that Central Park Station plan:

- The area is predominantly vacant with the recently opened FBI building, a modern, mid-rise office building, and RTD’s 1,500 space temporary Park-n-Ride lot being the only current uses.
- The new RTD facility will have approximately 20 acres for parking and the bus transfer facility.
- Some strategies may include but are not limited to: Shared or Accessory parking agreements between RTD, nearby multi-family, commercial, or office uses. This includes opportunities to share off -street or structured parking inventory to reduce development costs.

- Phase Two: Transit Oriented Development replaces RTD's surface parking lots. RTD and TOD shares structured parking incorporated into the development.
- The 2009 conceptual station plan envisioned how transit-oriented development could occur at the Central Park Station, including the location of a 1,500 parking structure on the same block as the bus transfer facility.
- The RTD property at Central Park Station provides multiple options for private development that integrates a parking structure and promoting this added flexibility to the final build out of the station may encourage development to occur at a quicker rate.

Adding this kind of specific language and detail would dramatically improve the fairness and the quality of the Broadway Station plan, and judging by the precedent set by the Central Park Station plan is entirely consistent for the public to expect you to do. According to the Broadway Station plan, "The Station Area is one of the most important multi-modal facilities in the RTD system" (page 6). If the Central Park Station Plan can commit to structured parking, shared parking, parking placed equally with bus transfers, and 1,500 parking spaces, it stands to reason that this is not only possible but essential at "the most important multi-modal" Broadway Station as well.

Finally, according to a separate communication I received from RTD, RTD has told you they have a "strong desire to keep the number of parking spaces we control today, which is approximately 1,000 spaces. Currently we lease 200 (additional) spaces." This desire should be reflected in the Broadway Station plan, as well as RTD's desire to "evolve over time...to hopefully mainly structured parking." Again, I would like to see this structured parking placed equally at the foot of the light rail platform, following the excellent and fair Lincoln Station example.

Thank you for addressing these important issues.

From: form_engine@fs7.formsite.com on behalf of kjorgen321@yahoo.com
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9311256
Date: Thursday, February 18, 2016 10:08:13 AM

Denver Logo



COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name * Karen

Last name * Jorgensen

Email * kjorgen321@yahoo.com

Phone 303-520-6985

Street address 14806 E. Caspian Place

City Aurora

State Colorado

ZIP code 80014

Please enter your questions or comments below: Commuter parking can not be decreased. We need to encourage people to utilize public transportation and that means that they have to have the ability to get to public transportation easily which then means that we have to have adequate parking. When I arrive at the station I most often use, if it is after 6:15 AM, it is difficult to find a place. While that is encouraging that people are using public transportation, if we eliminate parking, ridership certainly won't increase and isn't that what we all want to happen? I occasionally park

at the Broadway station and parking is already at a premium there. Where do you suggest people go?

From: form_engine@fs7.formsite.com on behalf of mbcash@live.com
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9313140
Date: Thursday, February 18, 2016 6:17:45 PM

Denver Logo



COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name * Michael

Last name * Cash

Email * mbcash@live.com

State Colorado

Please enter your questions or comments below: I use this lot regularly, if I come into work M-F after 9:00am in the station, it is already full and there are few if any spots left. I also love parking under the viaduct because it offers protection from many of the elements, without the cost of constructing a parking garage. This station is crucial to the system as I work Downtown and prefer not to drive in because the traffic is so well managed down there now. I am a 52 year old native and I remember when downtown was terrible with traffic and RTD a public transportation have done a great job abating congestion issues and drawing drivers away to the periphery. I would hate to see anything reverse and not build on that progress. We now have a vibrant clean and healthy downtown area because of good planning. It should be improved. Please keep an eye to why things are the way they are and don't take for granted all the progress of decades of work planning and improvement.

From: form_engine@fs7.formsite.com on behalf of jrlzr2@hotmail.com
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9315750
Date: Friday, February 19, 2016 2:59:15 PM

Denver Logo



COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name * JR

Last name * Larson

Email * jrlzr2@hotmail.com

City Denver

State Colorado

ZIP code 80222

Please enter your questions or comments below: Received a flyer on my car at the Broadway Station today (02/17/2016) regarding the parking spots and parking lots going away under I-25. What are the City planners thinking, more high density projects? I believe if the parking spots and parking lots go away, it will be a great disservice to the thousands that park there and ride the buses and LRT's (isn't this what planners want?) into downtown as they were intended. This is a bad move and will only make me drop my eco-pass and drive into downtown adding to the traffic issues that exist. In addition, if this happens it will create more commute times (not a national statistic to be proud of). I vote NO on what is being planned to replace the existing Broadway Station parking spots and lots. DONT make it more difficult then it already is to commute into downtown for work or pleasure.

From: form_engine@fs7.formsite.com on behalf of karenperegoy@centurylink.net
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9322092
Date: Monday, February 22, 2016 11:36:21 AM

Denver Logo



COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name *

Karen

Last name *

Peregoy

Email *

karenperegoy@centurylink.net

Phone

303-908-9856

Street address

509 S University Blvd

City

Denver

State

Colorado

ZIP code

80209

Please enter your questions or comments below:

I am a student at UC Denver and take light rail to school. I used to park at the Alameda station until you moved all the parking so far away, especially in bad weather. Now I understand the parking spaces under the freeways may be "re-developed" and there is no firm commitment for future parking at all, much less within a reasonable walking distance. It would take 3 times as long for me to use the bus to get to the station as it does to drive to the station. I also can't figure out what the city is planning to put under the freeways

instead of parking. I think that if you take those parking spaces away or move them too far from the station, then lots of people will have to find another way to work or school instead of using light rail. I don't understand why this is desirable or necessary.

From: [David Morrison](#)
To: [I25Broadway](#)
Subject: I25/Broadway station input
Date: Tuesday, February 02, 2016 11:19:20 AM

I'm writing to provide my input regarding the draft plan for the Broadway Station development. As a daily light rail commuter I'm disappointed by the trend I'm seeing in convenient parking being eliminated from light rail stations (Alameda, Osage, University) or inadequate parking (Colorado, Yale, Bellview) provided from the beginning. If convenient parking is unavailable many people like me will opt to drive to work instead.

Given the length of the plan document I'm concerned to see that little thought has been put into specifically where parking will be provided and how many spaces. If light rail is expected to be utilized by more riders in the future then more parking must be provided, not less (or less convenient). Anything more than 50 yards uncovered is what I consider inconvenient.

David

From: [KK Choquette](#)
To: [Gaspers, David - Community Planning & Development](#); [Winterberg-Lipp, Ryan J - CPD Planning Services](#); [I25Broadway](#); [Nevitt, Christopher E. - CPD Office of the Manager](#); [Planningboard - CPD](#)
Cc: [Kashmann, Paul J. - City Council](#); paula.perdue@rtd-denver.com; [Jeff Walker](#); [Liz Ullman](#); [William Sirois](#)
Subject: Re: Comments on Feb. 10 draft of the I-25 and Broadway Station Area Plan
Date: Thursday, February 18, 2016 9:35:28 PM

Dear Mr. Gaspers and Mr. Winterberg-Lipp:

I am following up on the comments that I submitted on Feb. 4, 2016, regarding the Jan. 12, 2016, version of the draft I-25 and Broadway Station Area Plan.

First, thank you very much for postponing the Denver Planning Board public hearing from Feb. 17 until March 2 to allow people two more weeks to review and comment on the plan.

However, I continue to urge you to please postpone the public hearing until the plan can be redeveloped in a manner that truly reflects the feedback of Denver's general public and specifically the RTD constituents and the transit user base of people who depend on driving to this light rail/bus station every day. Would you please reconsider and integrate the comments I submitted on Feb. 4 (copied below) into your planning approach and use them to help inform the development of the next draft plan?

Most important, as stated earlier, direct public outreach and customer surveys were not conducted, and it should be conducted, with the Broadway Station parking users and RTD customers to understand how they use these parking facilities today, and how they may alter their behavior in the future if the parking configurations are significantly altered. Businesses do not alter the price/feature value proposition of a product without conducting extensive market research to understand the potential impact on their customers. It stands to reason that the City of Denver and RTD should not alter the price/convenience value proposition of public transit parking **for the next 20 years** without understanding the potential impact on transit customers – especially customers who are relying on one of the most important transit and parking facilities in the entire light rail system.

The draft plan makes many unsupported assumptions that adding more bike lanes, pedestrian walkways and bus routes (which are all good ideas and should be done) will turn today's car commuters into tomorrow's cyclists, walkers and bus users. Based on my experience as a daily transit user in Denver's rain, sun, sleet and snow, and based on personal conversations with and observations of approximately 50 parking lot users at the Broadway Station on Tuesday morning, Feb. 9, I believe there is a great risk that making parking more difficult and inconvenient here will drive many current light rail users away from public transit altogether. This would result in a very negative impact on Denver's environment.

I observed and heard that many of the current Broadway Station parking lot users are professional women who feel much safer driving their cars directly from home to a well-lit, nearby transit parking space. Many users are unlikely or unable to lug laptops, lunchbags and dress shoes long distances on foot or by bike/bus. The majority of people that I spoke with are paying for an annual EcoPass, and they feel they are doing a good thing for the environment by taking the light rail for the majority of their daily commuting journey, as well as saving money. However, if it ends up taking longer to get to work by adding a forced "last mile" march from a far-away parking place or a three-bus transfer circus, then the

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When I told one gentleman that the parking lots at Broadway Station were being reconfigured and moved in some unspecified way, he said, “That’s crazy. Good thing I’m retiring in a few years.” A woman I spoke with said “How do they expect me to get here? I can’t take the bus.” Another man I talked to said he was parking at the Broadway Station because he couldn’t find parking at the Dry Creek Station (which has only 235 spaces). According to my admittedly limited and unscientific survey, many people in metro Denver depend on close, convenient, adequate parking here and throughout the light rail system to make light rail work as a commuting choice, and I suspect an official market/customer survey would determine the same. The plan says that 75 people attended the first plan development workshop, and 55 people attended the second, for a total of only 130 participants. There are at least 1,000 people who depend on Broadway Station parking every weekday and likely hundreds of more people who use the Broadway Station lots periodically. Would it not be good, responsible government to consider and reach out to those constituents for their views before a Broadway Station plan is finalized?

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Some people would like to retain the parking supply at the station. It is a very popular station, provides bus and rail and many people drive to this station to park-and-ride... both from the neighborhood and commuters. **If there is no parking at the station, there is fear commuters will park in adjacent neighborhoods.**

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It seems that the simple solution for the Broadway Station plan is to add a firm commitment to build structured parking on RTD property with at least 1,200 spaces, reflecting existing use plus providing for future system growth balanced with the percentage of commuters who may stop driving to the station and start using other methods. This structured parking should be adjacent to the light rail platform and designed in concert with housing and retail developers so that all transit users – whether they bike, walk, drive, or bus – are respected equally and have equally convenient access to public transit. A huge environmental value of the light rail system is to get people with cars to use it for most of their commuting journey and to see it as a convenient choice instead of driving all the way to work. There’s not nearly as much environmental value, nor is it really that hard, to persuade people who live right on the light rail to use the light rail.

One final addition to my initial comments: The draft plan on page 12, page 16, page 33 and elsewhere references “the RTD property,” such as “This new street is intended to link the RTD property...” However, map and text needs to be added to the plan to clearly identify current land ownership and where the “RTD property” actually is.

Thank you for your time and for your desire to best serve all members of the Denver

community equally.

Sincerely,

K. Choquette

From: KK Choquette <kkchoquette@yahoo.com>
To: "david.gaspers@denvergov.org" <david.gaspers@denvergov.org>; "ryan.winterberg-lipp@denvergov.org" <ryan.winterberg-lipp@denvergov.org>; "i25broadway@denvergov.org" <i25broadway@denvergov.org>; Chris - City Council Dist #7 Nevitt <chris.nevitt@denvergov.org>
Cc: Paul J. - City Council Kashmann <paul.kashmann@denvergov.org>; "paula.perdue@rtd-denver.com" <paula.perdue@rtd-denver.com>; Jeff Walker <jeff.walker@rtd-denver.com>; Liz Ullman <liz@vicom-denver.com>; William Sirois <bill.sirois@rtd-denver.com>
Sent: Thursday, February 4, 2016 5:29 PM
Subject: Comments on I-25 and Broadway Station Area Plan

David Gaspers, principal city planner
Ryan Winterberg-Lipp, associate city planner
City and County of Denver, Community Planning and Development Department
201 W. Colfax Ave., Dept. 205
Denver, CO 80202
david.gaspers@denvergov.org, ryan.winterberg-lipp@denvergov.org

Dear Mr. Gaspers and Mr. Winterberg-Lipp:

Thank you for the opportunity to provide public input on the "I-25 and Broadway Station Area Plan, Planning Board Review Draft" dated Jan. 12, 2016, and posted on Denver's Community Planning and Development website on Jan. 13, 2016. According to the website (as accessed on Jan. 31), "input received by (Friday) February 5 will be evaluated and integrated into the final draft sent to Planning Board," with the "Planning Board Approval Draft posted to the website on (Tuesday) February 9."

My comments come from the perspective of an office worker who has been commuting to downtown Denver for more than seven years. I have faithfully purchased an RTD light-rail EcoPass every year. Because of personal safety, convenience/time and weather variability concerns, I typically drive my car to my nearest station – which now is University Station or Broadway Station – and then take the light rail, then walk or use the mall ride for the rest of my daily travels. It takes me longer to use the light rail to get to and from work than if I drove all the way downtown; however, I have wanted to support the environmental benefits of taking public transit and have gladly made this tradeoff. I am a huge advocate of the RTD light rail and always encourage other people to try it and to use it instead of driving all the way downtown. I applaud and thank all of the RTD employees who work so hard to keep our trains clean, safe and on time, and especially thank those who cleared so much snow from platforms and parking lots for us this past week. They are our transit heroes.

I am a regular RTD light-rail user, but I did not hear anything directly about the Broadway Station redevelopment project until I coincidentally stumbled across the plan on the Denver CPD website. To ensure this is a good plan that truly reflects public input, the **Denver Planning Board's public hearing on the plan, currently set for Feb. 17, 2016, should be**

postponed to allow for an honest public comment period on the plan itself first. The public deserves a reasonable amount of notice and time to review and comment on an important document that will guide the development of this area for the next 20 years. While the Denver CPD website says the draft plan was posted online on Jan. 13, 2016, how would anyone in the general public or in the media have known about it, unless they happened to stumble upon it, like I did? On Sunday, Jan. 31, 2016, I reviewed the Twitter accounts and news release archives for Denver CPD and RTD in January. (See Exhibit A and Exhibit B, attached.) Neither Denver CPD nor RTD issued a press release to let people know that the draft plan was published and available for public review and would be considered by the Planning Board at its Jan. 20 meeting. Neither Denver CPD nor RTD issued a press release to let people know that there was a Feb. 5 deadline to send feedback on the plan. Neither entity tweeted information about the plan. There is only one Denver CPD press release about the plan's existence, published in May 2015, "Denver city planners kick off I-25 and Broadway station area plan." (Although the plan says on page 10 that the project actually kicked off in March 2015.) Further, the plan claims on page 11 that the public workshops were promoted through "media releases" – plural – but there is no evidence on the website that these "media releases" were written, sent or shared.

The project website at www.denvergov.org/i25broadway invites people to "sign up for email updates on the planning process!" I signed up on Jan. 28, 2016, and on Jan. 29 I received the general CPD winter newsletter. This CPD newsletter neglected to mention the major I-25 and Broadway plan or the comment deadline of Feb. 5, even though it was just one week away. (See Exhibit A.) I understand Denver CPD issued a specific Broadway plan communication via their email mailing list on Jan. 13; however, it is not posted on the website and I doubt many people in the general public or the RTD user base would have even received it. The only publicity about the existence of the email mailing list was a small mention at the very end of the lone May 2015 press release. A specific Broadway Station CPD communication was issued via the email mailing list on Tuesday morning, Feb. 2, and tweeted out to the public. However, three days' notice is an unreasonable amount of time for anyone to pick up, read and thoughtfully comment on a 97-page plan.

According to page 10 of the plan, "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." Given the above facts, while the City and RTD may have gathered feedback from the people on the Steering Committee or invited to the workshops, this plan does not appear to "capture the community's desires" or "create a truly representative plan" because it appears there was no ongoing, multichannel general public engagement or notification that occurred.

I'm sure you agree that City/RTD constituents and the transit user base, including people who drive to this light rail/bus station every day, should have a voice in how the Broadway Station area will be developed over the next 20 years. The current plan was developed after less than a year of analysis and effort. Isn't it more important for our future, for our great City of Denver, and for our citizens to get this plan done right than to get it done right now? To earn more public support and buy-in, it would be wise to "hit the pause button" and then deploy a true, transparent public outreach strategy so the general public, including all Broadway Station parking lot users, can have the opportunity to study what is in the I-25 and Broadway Plan and can have an opportunity to make their voice heard on it in a meaningful manner.

Also, the draft plan is incomplete and it is biased in that it was created without efforts to

directly survey the light-rail user base/EcoPass owners and the people who routinely rely on the close, adequate parking at Broadway to make their commuting strategy work. These important stakeholders are the people who are and have been using the Broadway Station and who will be significantly affected by change, if not the most affected by change. It is unclear why these people were left out of the planning process, especially since 30 percent of RTD's operating revenues come from passenger fares. There appears to have been no one on the Steering Committee (as outlined on page 11) to represent the voice of car-to-rail or car-to-bus commuters, even as you included representatives from Walk Denver, Bike Denver and housing developers. All of these entities are good to hear from and are important, but they are as important as those who require safe, convenient, adequate car parking in order to use the light rail system or this bus station, whether due to physical abilities, time or other constraints. Talking to RTD directors and RTD transit-oriented communities staff as part of the Steering Committee is not a proxy for talking to actual RTD commuters and customers. RTD has a commuter/customer advisory panel that meets four times a year, and according to the plan, they weren't even asked for their views.

In addition, the "informational flyers" section on page 11 says "the project team delivered flyers and advertisements for all public workshops to area businesses, offices, public schools, and community and senior centers." This is a good start at community outreach, but it missed a core base of stakeholders. In the next round of outreach, I suggest that additional direct information-sharing tactics are deployed, such as sending informational flyers to all companies to share with employees who participate in the EcoPass program; posting flyers on the cars of the people who park at the Broadway Station every day; placing informational flyers on light-rail trains and Broadway buses; and placing advertising at or on the Broadway Station itself. The draft plan should be held and rewritten until these sorts of workshops can be widely publicized and held again with the opportunity for participation from the car-to-rail/car-to-bus and EcoPass owner communities. The plan also seems to assume that the only people who use the Broadway Station for parking come from the immediate area. However, Broadway Station is an important light-rail magnet for people living all across the RTD area, so direct outreach tactics would be effective in reaching those constituencies.

Further, the plan should be developed based not on guessing what commuters will do but on asking what they would do if the station area changes the current adequacy and convenience of parking. Deploying a commuter and light-rail/bus user survey would provide site-specific, Denver-specific data to help with transportation planning and to understand how behaviors and use may change if you alter the current state, which will lead to a better long-term plan. While some people may shift to bus-to-rail and bus-to-bus transport if parking becomes more inconvenient, everyone I have talked with who has an EcoPass firmly states they would simply shift to driving all the way in to work. Scattered, inconvenient, quarter-mile-away parking is inadequate parking. What if, in redesigning all of the Broadway parking without properly assessing user opinion and behavior, you end up pushing hundreds of more cars on the roads to downtown every day? This would not be an acceptable result. It is great and very important to add nicer bike lanes and walking paths and more buses and connectivity at Broadway Station, but that will not necessarily make everyone use them, especially with Denver's weather. Deploying these sorts of communication and feedback-gathering programs as outlined above likely could easily and appropriately be completed in as few as 120 days.

Finally, the draft plan should disclose to the public, in text and in map format, the current land ownership, the acreage/lot size of that ownership, and the current zoning codes of all of the land within the Area of Influence and in the Core Station Area. For

example, the plan fails to mention that the parcel of land immediately adjacent to the light-rail platform to the east, which includes parking spaces for commuters, is 298,427 sq. ft. of land that is owned by the taxpaying public via RTD, as is the land northeast of the RTD station and north of I-25 consisting of 143,949 sq. ft., which also includes parking spaces for commuters. (Data accessed Jan. 31 from the Denver real property website.) According to RTD at <http://www.rtd-denver.com/transitEconomics.shtml>, RTD receives nearly all of its operating revenue from the public, with 69 percent of its operating revenue coming from sales taxes, while passenger fares account for 30 percent. In addition, the parcel east of the platform and below the RTD parcel is 79,037 sq. ft of land that is owned by the taxpaying public, via the State of Colorado Department of Transportation, and also is currently used to provide commuter parking. The plan should be amended to note CDOT is a landowner.

This high degree of public land ownership – the precise percentage of the total should be calculated and disclosed in the plan – within the development area is another reason why people deserve to have this plan implementation delayed until they have the opportunity to fully review and comment on the document. People may have provided different feedback on the draft plan if they had known how much RTD property is being considered for redevelopment and where it is located. Also, it would be appropriate for CPD to map and describe a development alternative/s that limits the proposed housing and other TOD development to just one of the RTD-owned parcels, or shows how the Broadway Station could be redeveloped to meet multiple TOD needs but without using any of the publicly-owned parcels for anything other than multimodal commuting solutions. According to a review of the RTD Board meeting minutes, this land has not been leased or conveyed to any other party; whenever the RTD Board may be scheduled to consider such an action, the RTD customers who routinely rely on Broadway parking should be directly notified using the above-suggested communication tactics as well.

Thank you for your evaluation and integration of these comments, and thank you for your public service to our community. I sincerely hope you will delay advancing this draft plan any further until the public has adequate and fair notice and time to comment, and until the views of Broadway Station parking lot users and RTD customers can be gathered and considered commensurate with the level of involvement other stakeholders have received.

Sincerely,

K. Choquette
Denver



Baker Historic Neighborhood
Association
P.O. Box 9171
Denver, CO 80223
board@bakerneighborhood.org

Officers

President

Luchia Brown
303-733-5040

Vice-President

Felix Herzog

Secretary

Frank Matapuile

Treasurer

Richard Parker

Members-at-Large

David Ford
Mathew Wasserburger
Michael Wilcox

Zoning Chair

Steve Harley

March 2, 2016

David Gaspars
Ryan Winterberg-Lipp
City and County of Denver

Dear Mr. Gaspars and Mr. Winterber-Lipp:

The Baker Historic Neighborhood Association (BHNA), with boundaries from 6th to Mississippi Avenues and from Lincoln Street to the South Platte River, supports the Broadway Station Area Plan. However, there are still a few areas of concerns noted here.

- Address the underutilized connection point west of Consolidated Main Line below I-25
- A strong suspicion exists that the RTD-owned station site is contaminated, but it has not been investigated—an EIS is needed
- The pending Broadway widening is weakly addressed and should have language that it could be “un-widened” in the future
- Language should be added about controlling traffic speeds on Santa Fe and Platte River Drive north of Mississippi, particularly as these will now include bicycle/pedestrian crossings
- Prefer to see stronger commitment to constructing a bicycle/pedestrian bridge over river and both roads for safer access to station from west side neighborhoods

BHNA hopes that these issues will be addressed in the Broadway Station Area Plan.

Kind regards,

Luchia Brown
President
BHNA

cc. Jolon Clark

A Better Community Through Cooperation

From: form_engine@fs7.formsite.com on behalf of sarah.lapchak@gmail.com
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9325037
Date: Tuesday, February 23, 2016 7:53:23 AM

Denver Logo



COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name *

Sarah

Last name *

Lashley

Email *

sarah.lapchak@gmail.com

City

Denver

State

Colorado

ZIP code

80223

Please enter your questions or comments below:

The draft I-25 & Broadway Station Area Plan says this plan will be used to “guide the future growth around the station and surrounding neighborhoods over the next 20 years.”

Therefore I am very concerned that the draft plan does not include ANY specific details or firm commitments on where or how I will be able to park my car at the Broadway light rail/bus station once the station area is redeveloped into shopping and apartments.

I need that close, convenient Broadway Station parking to make my commute to work and school. Once the Univ of Colorado line opens, I will be riding all the way out to Aurora and had planned on being able to park at the Broadway

station.

I'm afraid that if I can't find a place to park my car at the Broadway Station every day, I will have to drive all the way to Aurora which is bad for me and bad for Denver roads and the environment. Parking is already severely limited or nonexistent at other Park-n-Ride stations along the southern Denver metro light rail routes.

Colorado's law that formed RTD says Park-n-Ride areas cannot be redeveloped into shopping and housing facilities "if the use... would reduce the availability of adequate parking for the public." The City of Denver can and must find a way to put adequate, convenient commuter parking garages for 1,250 cars next to the light rail platform on RTD land along with the proposed new shopping, housing and other services. Please go back to the drawing board and redraft this I-25 & Broadway Station Area Plan so that car commuters are treated equally with bike, bus and pedestrian commuters for the next 20 years.

Thank you.

From: form_engine@fs7.formsite.com on behalf of kkchoquette@yahoo.com
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9334850
Date: Thursday, February 25, 2016 7:11:48 AM

Denver Logo



COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name * K

Last name * Choquette

Organization self

Email * kkchoquette@yahoo.com

City Denver

State Colorado

ZIP code 80210

Please enter your questions or comments below: I did not receive an acknowledgment of these comments I emailed on Feb. 18, so I wanted to send via this method as well, in case.

Feb 18 at 9:35 PM

Todavid.gaspers@denvergov.org,
ryan.winterberg-lipp@denvergov.org,
i25broadway@denvergov.org,
Chris - City Council Dist #7 Nevitt,
planning.board@denvergov.org

CCPaul J. - City Council Kashmann,
paula.perdue@rtd-denver.com,
Jeff Walker,
Liz Ullman,
William Sirois

Dear Mr. Gaspers and Mr. Winterberg-Lipp:

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From: KK Choquette <kkchoquette@yahoo.com>
To: "david.gaspers@denvergov.org" <david.gaspers@denvergov.org>;
"ryan.winterberg-lipp@denvergov.org" <ryan.winterberg-lipp@denvergov.org>; "i25broadway@denvergov.org" <i25broadway@denvergov.org>; Chris - City Council Dist #7 Nevitt <chris.nevitt@denvergov.org>
Cc: Paul J. - City Council Kashmann <paul.kashmann@denvergov.org>; "paula.perdue@rtd-denver.com" <paula.perdue@rtd-denver.com>; Jeff Walker <jeff.walker@rtd-denver.com>; Liz Ullman <liz@vicom-denver.com>; William Sirois <bill.sirois@rtd-denver.com>
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David Gaspers, principal city planner
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Denver, CO 80202
david.gaspers@denvergov.org, ryan.winterberg-lipp@denvergov.org

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The project website at www.denvergov.org/i25broadway invites people to “sign up for email updates on the planning process!” I signed up on Jan. 28, 2016, and on Jan. 29 I received the general CPD winter newsletter. This CPD newsletter neglected to mention the major I-25 and Broadway plan or the comment deadline of Feb. 5, even though it was just one week away. (See Exhibit A.) I understand Denver CPD issued a specific Broadway plan communication via their email mailing list on Jan. 13; however, it is not posted on the website and I doubt many people in the general public or the RTD user base would have even received it. The only publicity about the existence of the email mailing list was a small mention at the very end of the lone May 2015 press release. A specific Broadway Station CPD communication was issued via the email mailing list on Tuesday morning, Feb. 2, and tweeted out to the public. However, three days’ notice is an unreasonable amount of time for anyone to pick up, read and thoughtfully comment on a 97-page plan.

According to page 10 of the plan, “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.” Given the above facts, while the City and RTD may have gathered feedback from the people on the Steering Committee or invited to the workshops, this plan does not appear to “capture the community’s desires” or “create a truly representative plan” because it appears there was no ongoing, multichannel general public engagement or notification that occurred.

I’m sure you agree that City/RTD constituents and the transit user base, including people who drive to this light rail/bus station every day, should have a voice in how the Broadway Station area will be developed over the next 20 years. The current plan was developed after less than a year of analysis and effort. Isn’t it more important for our future, for our great City of Denver, and for our citizens to get this plan done right than to get it done right now? To earn more public support and buy-in, it would be wise to “hit the pause button” and then deploy a true, transparent public outreach strategy so the general public, including all Broadway Station parking lot users, can have the opportunity to study what is in the I-25 and Broadway Plan and can have an opportunity to make their voice heard on it in a meaningful manner.

Also, the draft plan is incomplete and it is biased in that it was created without efforts to directly survey the light-rail user base/EcoPass owners and the people who routinely rely on the close, adequate parking at Broadway to make their commuting strategy work. These important stakeholders are the people who are and have been using the Broadway Station and who will be significantly affected by change, if not the most affected by change. It is unclear why these people were left out of the planning process, especially since 30 percent of RTD's operating revenues come from passenger fares. There appears to have been no one on the Steering Committee (as outlined on page 11) to represent the voice of car-to-rail or car-to-bus commuters, even as you included representatives from Walk Denver, Bike Denver and housing developers. All of these entities are good to hear from and are important, but they are as important as those who require safe, convenient, adequate car parking in order to use the light rail system or this bus station, whether due to physical abilities, time or other constraints. Talking to RTD directors and RTD transit-oriented communities staff as part of the Steering Committee is not a proxy for talking to actual RTD commuters and customers. RTD has a commuter/customer advisory panel that meets four times a year, and according to the plan, they weren't even asked for their views.

In addition, the "informational flyers" section on page 11 says "the project team delivered flyers and advertisements for all public workshops to area businesses, offices, public schools, and community and senior centers." This is a good start at community outreach, but it missed a core base of stakeholders. In the next round of outreach, I suggest that additional direct information-sharing tactics are deployed, such as sending informational flyers to all companies to share with employees who participate in the EcoPass program; posting flyers on the cars of the people who park at the Broadway Station every day; placing informational flyers on light-rail trains and Broadway buses; and placing advertising at or on the Broadway Station itself. The draft plan should be held and rewritten until these sorts of workshops can be widely publicized and held again with the opportunity for participation from the car-to-rail/car-to-bus and EcoPass owner communities. The plan also seems to assume that the only people who use the Broadway Station for parking come from the immediate area. However, Broadway Station is an important light-rail magnet for people living all across the RTD area, so direct outreach tactics would be effective in reaching those constituencies.

Further, the plan should be developed based not on guessing what commuters will do but on asking what they would do if the station area changes the current adequacy and convenience of parking. Deploying a commuter and light-rail/bus user survey would provide site-specific, Denver-specific data to help with transportation planning and to understand how behaviors and use may change if you alter the current

state, which will lead to a better long-term plan. While some people may shift to bus-to-rail and bus-to-bus transport if parking becomes more inconvenient, everyone I have talked with who has an EcoPass firmly states they would simply shift to driving all the way in to work. Scattered, inconvenient, quarter-mile-away parking is inadequate parking. What if, in redesigning all of the Broadway parking without properly assessing user opinion and behavior, you end up pushing hundreds of more cars on the roads to downtown every day? This would not be an acceptable result. It is great and very important to add nicer bike lanes and walking paths and more buses and connectivity at Broadway Station, but that will not necessarily make everyone use them, especially with Denver's weather. Deploying these sorts of communication and feedback-gathering programs as outlined above likely could easily and appropriately be completed in as few as 120 days.

Finally, the draft plan should disclose to the public, in text and in map format, the current land ownership, the acreage/lot size of that ownership, and the current zoning codes of all of the land within the Area of Influence and in the Core Station Area. For example, the plan fails to mention that the parcel of land immediately adjacent to the light-rail platform to the east, which includes parking spaces for commuters, is 298,427 sq. ft. of land that is owned by the taxpaying public via RTD, as is the land northeast of the RTD station and north of I-25 consisting of 143,949 sq. ft., which also includes parking spaces for commuters. (Data accessed Jan. 31 from the Denver real property website.) According to RTD at <http://www.rtd-denver.com/transitEconomics.shtml>, RTD receives nearly all of its operating revenue from the public, with 69 percent of its operating revenue coming from sales taxes, while passenger fares account for 30 percent. In addition, the parcel east of the platform and below the RTD parcel is 79,037 sq. ft of land that is owned by the taxpaying public, via the State of Colorado Department of Transportation, and also is currently used to provide commuter parking. The plan should be amended to note CDOT is a landowner.

This high degree of public land ownership – the precise percentage of the total should be calculated and disclosed in the plan – within the development area is another reason why people deserve to have this plan implementation delayed until they have the opportunity to fully review and comment on the document. People may have provided different feedback on the draft plan if they had known how much RTD property is being considered for redevelopment and where it is located. Also, it would be appropriate for CPD to map and describe a development alternative/s that limits the proposed housing and other TOD development to just one of the RTD-owned parcels, or shows how the Broadway Station could be redeveloped to meet multiple TOD needs but without using any of the publicly-owned parcels for anything other than

multimodal commuting solutions. According to a review of the RTD Board meeting minutes, this land has not been leased or conveyed to any other party; whenever the RTD Board may be scheduled to consider such an action, the RTD customers who routinely rely on Broadway parking should be directly notified using the above-suggested communication tactics as well.

Thank you for your evaluation and integration of these comments, and thank you for your public service to our community. I sincerely hope you will delay advancing this draft plan any further until the public has adequate and fair notice and time to comment, and until the views of Broadway Station parking lot users and RTD customers can be gathered and considered commensurate with the level of involvement other stakeholders have received.

Sincerely,

K. Choquette
Denver

From: [Virgil Ridgley](#)
To: [Mayor's office](#); [bill.james@rtd-denver.com](#); [barbara.deadwyler@rtd-denver.com](#); [ernest.archuleta@rtd-denver.com](#); [Jeff.Walker@rtd-denver.com](#); [claudia.folska@rtd-denver.com](#); [tom.tobiassen@rtd-denver.com](#); [gary.lasater@rtd-denver.com](#); [kent.bagley@rtd-denver.com](#); [judy.Lubow@rtd-denver.com](#); [larry.hoy@rtd-denver.com](#); [Paul.Solano@rtd-denver.com](#); [lorraine.anderson@rtd-denver.com](#); [natalie.menten@rtd-denver.com](#); [tina.francone@rtd-denver.com](#); [charles.sisk@rtd-denver.com](#); [Gaspers, David - Community Planning & Development](#); [Winterberg-Lipp, Ryan J - CPD Planning Services](#); [Planningboard - CPD](#)
Cc: [newstips@9news.com](#); [7NEWS@thedenverchannel.com](#); [tips@kdvr.com](#); [newsroom@denverpost.com](#); [openforum@denverpost.com](#)
Subject: Broadway Station - RTD
Date: Wednesday, February 24, 2016 4:58:00 AM
Attachments: [image001.png](#)

An open letter to the Directors of RTD, Denver City Planners, and His Honor the Mayor,

I am writing you regarding the I-25 Broadway Station hub. I received a notice on my vehicle indicating that parking at this location is going away. Being the skeptic that I am I decided to check out the information contained in the Facebook [page](#). This page references several meetings taking place with the Denver Planning Board, suggesting there are changes coming to the area around and including Broadway Station.

The Denver Planning Board, yes, the Denver Planning Board not RTD, is planning big changes for the Broadway Station hub, which includes community development and the implied loss of 1250 much needed parking spaces for area commuters.

According to the Denver Planning Board's website [here](#) and [here](#) (specifically page 18), the plan is to:

- Provide high density housing and jobs, complimentary public uses, retail and services in a mixed use, pedestrian friendly development pattern.
- Integrate new parks into the development for a variety of users.
- Connect Alameda and Broadway Stations with landscaped bicycle/pedestrian greenways.
- Encourage a mix of uses including residential, office, commercial, and neighborhood centers and shared parking opportunities.
- Provide a common, usable open space of mutual benefit for surrounding property owners, businesses and residents.
- Create more retail opportunities for businesses.
- Increase light rail ridership.
- Complete environmental remediation.
- Provide better access to South Platte River Greenway.

This plan conveniently neglects to include any information about commuter parking. The loss of 1250 parking spaces would be a significant blow to the ridership, not to mention that it would further impact neighborhood parking, traffic congestion, and existing local businesses.

It is unclear why the Denver Planning Board has any right or governance over land that is currently in use for and by persons who pay RTD taxes. These facilities including parking are part of the RTD district and should not be compromised by Denver's desire to appease developer interests. I am actually in favor of remediation of the area between Santa Fe and Broadway. The area deserves some beautification, but not at the expense of light rail and bus riders. The existing area under the I-25 overpass and along the light rail fence line to the north, along with the parking lot to the east and south of the station, is the only parking available servicing the immediate area between Evans and Alameda, and even the Alameda station parking has become an issue with the addition of the Denizen (condominium complex). This will only grow worse with the addition of the aforementioned projects in bullet points above.

We, as commuters using the RTD stations, are not demanding parking garages, etc. If that were the case, Mineral Station would require a huge overhaul. We do ask that you retain the existing parking.

In fairness, I bring your attention to the fact that local news agencies are copied on this e-mail. I've done this because each of you were either appointed or elected, and this issue impacts a significant number of people. While it's easy to discount or ignore my correspondence, it becomes less easy when the media becomes involved. I look forward to hearing from you or from our local digital and print media providers.

Regards

CONTINUUM

Virgil Ridgley | Continuum@cgg.com

Senior Solutions Director | 312-939-1590 fcmdesk@cgg.com

virgil@cgg.com

From: Winterberg-Lipp, Ryan J - CPD Planning Services
To: ["K Choquette"; Gaspers, David - Community Planning & Development; Nevitt, Christopher E. - CPD Office of the Manager; Planningboard - CPD; Clark, Jolon M. - City Council](#)
Cc: [Kashmann, Paul J. - City Council; paula.perdue@rtd-denver.com; "Jeff Walker"; "William Sirois"; Burns, Andrea C - CPD Office of the Manager](#)
Subject: RE: Comments for March 2 Planning Board meeting
Date: Tuesday, March 01, 2016 3:59:00 PM

Good afternoon, Ms. Choquette—

Thank you for taking the time to contact us and share your perspective on the I-25 and Broadway Station Area Plan draft. Per the Planning Board comment policy you mentioned, we will provide this email to the Planning Board members both electronically and in hard copies at tomorrow's Planning Board meeting. We'll also include the two exhibits from your February 4th email along with the original email for context.

We understand your perspective on commuter parking, and we share your interest in ensuring that transit is easy and accessible for all users, including those who drive to the station to get to work, school, and activities.

The land around this station is owned by various property owners, and we anticipate that it could and would redevelop without a plan. However, the plan allows the community to guide the future of this station area in a smart and intentional way, rather than being reactive to the real estate market's demands and seeing the area change piecemeal. We would not expect the acreage at one of the area's largest and most central transit hubs to remain a surface parking lot forever. Instead, the community-driven plan calls for a connected, vibrant, resilient and multi-modal place that seeks to elevate this disconnected, underutilized "hole in the donut" and make it an asset to the entire community. The plan is not a development proposal; it provides policy guidance over the 20-year horizon, and we anticipate redevelopment of the station area to be an incremental, long-term process undertaken by many property owners.

As background, in 2006 planners worked with Denver residents to create Denver's citywide transit oriented development strategic plan, which set the city's light rail stations on a course for appropriate, scaled development. In 2014, that plan was updated and each station was categorized and evaluated. The I-25 and Broadway station area, as one of the largest, most active, and most central station areas in the system, is expected to become an urban center and a true transit-oriented community. Transit oriented communities have benefits that include improved mobility and health and increased household disposable income, as well as economic and environmental benefits for the greater area. But like you, community contributors to the plan and city planners alike believe that this evolution should happen in a way that retains and enhances the accessibility and functionality of the station for all users.

Our outreach and notification about the plan included outreach to five area neighborhood associations, whose representatives served as liaisons to their residents about the plan and its progress. The plan's steering committee, comprised of 23 representatives—neighborhood residents, property owners, non-profits, advocates, City Council, RTD staff and board members—met six times throughout the planning process. All meetings were open to the public. The plan

process included three public workshops, attended by 55-75 people at each. Flyers announcing each public workshop were delivered to area businesses, offices, public schools, and community and senior centers. News media outreach (both targeted to specific reporters, and via press release) resulted in media coverage in the Denver Post, Denver Business Journal, 7News, Fox 31, Washington Park Profile, Streetsblog, Confluence Denver and Denver Real Estate Watch. The project's opt-in email newsletter also included 471 subscribers as of last week. While it's not possible to capture the attention of every potential stakeholder, we believe the plan has had diverse and robust stakeholder involvement that spanned the range of interests.

Where parking is concerned, commuter voices were represented on the plan's steering committee and public workshops. Many neighborhood representatives who served on the steering committee and attended workshops — in addition to actively using the light rail station themselves as commuters — were steadfast in expressing their desire to see adequate parking and prevent parking spill-over into their neighborhood streets. In addition, RTD board members Bill James and Jeff Walker served on the steering committee and spoke on behalf of the transit users they were elected to represent.

Commuters will still be able to park at the Broadway station, but parking at I-25 and Broadway won't always look how it does today. The plan recommends that, as ridership changes with increased connectivity and more uses in the area, RTD and the city will reevaluate parking needs and parking management, not just at this station but throughout the entire transit system. RTD and the city are committed to evaluating phased parking strategies that balance supply and demand in the near term and into the future. Without knowing how ridership will be affected by changes at the station, it is premature to include specific directives in the plan for future parking supply over the 20-year plan horizon. The plan sets the policy guidance to continue to study, evaluate, and develop strategies over time, but it can't provide all the answers.

To do this, the plan recommends a comprehensive parking strategy be developed to balance user needs and allows RTD to explore a parking strategy that considers multiple parking options including structured parking. Any redevelopment of RTD property will have to be approved by the RTD Board of Directors through an open public process.

Again, we thank you for taking the time to review the plan and provide quality feedback. The most recent draft of the I-25 and Broadway Station Area Plan is posted at www.denvergov.org/i25broadway, and the Denver Planning Board will consider the plan on March 2nd at 3:00. The Planning Board hearing will be televised on Denver 8, and additional meeting dates and details are posted on the project website at www.denvergov.org/i25broadway.

Thanks!

-The I-25 and Broadway Station Area Planning Team

From: K Choquette [mailto:kkchoquette@yahoo.com]

Sent: Tuesday, March 01, 2016 5:53 AM

To: Gaspers, David - Community Planning & Development <David.Gaspers@denvergov.org>;

Winterberg-Lipp, Ryan J - CPD Planning Services <Ryan.Winterberg-Lipp@denvergov.org>; Nevitt, Christopher E. - CPD Office of the Manager <Chris.Nevitt@denvergov.org>; Planningboard - CPD <planningboard2@denvergov.org>; Clark, Jolon M. - City Council <Jolon.Clark@denvergov.org>

Cc: Kashmann, Paul J. - City Council <Paul.Kashmann@denvergov.org>; paula.perdue@rtd-denver.com; 'Jeff Walker' <jeff.walker@rtd-denver.com>; 'William Sirois' <bill.sirois@rtd-denver.com>

Subject: Comments for March 2 Planning Board meeting

Dear Mr. Gaspers and Mr. Winterberg-Lipp:

Thank you for posting online the March 2 Planning Board agenda and the packets of supporting documents for the agenda and for the Board's consideration. My comments (submitted before noon on March 1 per the direction on the city's website), are regarding the supporting document PDF about the I25 and Broadway Station Area Plan, available at

<http://www.denvergov.org/content/denvergov/en/community-planning-and-development/planning-and-design/planning-board.html> .

On page 8 of this board packet, you kindly provide the Board and the public with a 5-bullet summary of the "30 unique emails and letters" that you received in response to the draft plan since Jan. 20, 2016. While I understand that the summary is "not inclusive of all individual points," I am surprised and concerned to see there is no mention of the multiple comments that were submitted regarding the lack of a truly comprehensive, transparent public outreach strategy when this plan was developed.

Would you please add a sixth bullet to the packet that the Board receives, summarizing my dual set of comments about inadequate public/media outreach and no outreach conducted with RTD commuters, especially those who currently need to park at the Broadway Station?

- First, my two sets of extensive comments are directly and specifically relevant to the second of the three approval criteria "established in the Denver Comprehensive Plan 2000" as set forth on page 1 of the PDF: "2. Inclusive public process."
- Second, my concern about the lack of public outreach and lack of involvement with RTD ridership was cited in other comment letters as well.
- Third, a bullet item, "Building Heights," was included in the summary even though only one comment was received on this matter.

In addition, I appreciate that you included full copies of my two comments, along with the other comments, at the end of the packet PDF for the Board's consideration. However, the two exhibits that I attached to my first comment are missing; would you please add them to the packet as well?

These exhibits demonstrated that:

- There were no December-January press releases and no social media posts, by either the City of Denver or by RTD, that were issued to the media and to the public to make them aware of the availability of the initial draft Broadway Station plan and the opportunity to comment on it.
- The general Denver CPD email newsletter issued on Jan. 29 included no mention of the Broadway Station plan and the opportunity to comment on it.
- There was only one Denver CPD press release issued about the development of this plan at all, from May 2015, which is after the Steering Committee began its work. There is no evidence online of any media releases that were written or shared thereafter to promote the three "public workshops."

Finally, both the Board packet and the plan itself say that 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...”

- First, there was no one on the Steering Committee specifically representing the interests and needs of car-to-rail commuter constituents (page 11 of the plan).
- Second, as an EcoPass holder and near-daily RTD light rail user, I can validate that there appears to have been no direct communications provided by RTD to ensure their constituents were aware of this plan development even existing. The plan itself does not note any signage, surveys, flyers or advertising that was directed to encourage the involvement of RTD users and commuters and to gather their voices.
- Third, members of the media are Denver CPD’s constituents, and again, there is no evidence on city websites that any media releases about the draft plan availability or the public workshops were written and sent to them.

Regardless, an “inclusive public process” means actively reaching out to the public and seeking their feedback on an important public issue that affects them; it does not mean simply passively posting a few documents on a website that no one really has been made aware of. It continues to be clear that the I25 and Broadway Station Area Plan as prepared does not meet the Denver Comprehensive Plan 2000 criteria of being developed “through an inclusive public process,” given the facts outlined in my previous comment letters and above. However, these issues could easily be addressed within 120 days at minimal cost with a comprehensive outreach approach including new, properly publicized workshops, which I urge the City of Denver and RTD to implement before finalizing a Broadway Station plan that will be used for 20 years.

Sincerely,
K. Choquette
Denver

From: [KK Choquette](#)
To: [Gaspers, David - Community Planning & Development](#); [Winterberg-Lipp, Ryan J - CPD Planning Services](#); [I25Broadway](#); [Nevitt, Christopher E. - CPD Office of the Manager](#)
Cc: [Kashmann, Paul J. - City Council](#); paula.perdue@rtd-denver.com; [Jeff Walker](#); [Liz Ullman](#); [William Sirois](#)
Subject: Comments on I-25 and Broadway Station Area Plan
Date: Thursday, February 04, 2016 5:30:26 PM
Attachments: [EXHIBIT A.pdf](#)
[EXHIBIT B.pdf](#)

David Gaspers, principal city planner
Ryan Winterberg-Lipp, associate city planner
City and County of Denver, Community Planning and Development Department
201 W. Colfax Ave., Dept. 205
Denver, CO 80202
david.gaspers@denvergov.org, ryan.winterberg-lipp@denvergov.org

Dear Mr. Gaspers and Mr. Winterberg-Lipp:

Thank you for the opportunity to provide public input on the “I-25 and Broadway Station Area Plan, Planning Board Review Draft” dated Jan. 12, 2016, and posted on Denver’s Community Planning and Development website on Jan. 13, 2016. According to the website (as accessed on Jan. 31), “input received by (Friday) February 5 will be evaluated and integrated into the final draft sent to Planning Board,” with the “Planning Board Approval Draft posted to the website on (Tuesday) February 9.”

My comments come from the perspective of an office worker who has been commuting to downtown Denver for more than seven years. I have faithfully purchased an RTD light-rail EcoPass every year. Because of personal safety, convenience/time and weather variability concerns, I typically drive my car to my nearest station – which now is University Station or Broadway Station – and then take the light rail, then walk or use the mall ride for the rest of my daily travels. It takes me longer to use the light rail to get to and from work than if I drove all the way downtown; however, I have wanted to support the environmental benefits of taking public transit and have gladly made this tradeoff. I am a huge advocate of the RTD light rail and always encourage other people to try it and to use it instead of driving all the way downtown. I applaud and thank all of the RTD employees who work so hard to keep our trains clean, safe and on time, and especially thank those who cleared so much snow from platforms and parking lots for us this past week. They are our transit heroes.

I am a regular RTD light-rail user, but I did not hear anything directly about the Broadway Station redevelopment project until I coincidentally stumbled across the plan on the Denver CPD website. To ensure this is a good plan that truly reflects public input, the **Denver Planning Board’s public hearing on the plan, currently set for Feb. 17, 2016, should be postponed to allow for an honest public comment period on the plan itself first.** The public deserves a reasonable amount of notice and time to review and comment on an important document that will guide the development of this area for the next 20 years. While the Denver CPD website says the draft plan was posted online on Jan. 13, 2016, how would anyone in the general public or in the media have known about it, unless they happened to stumble upon it, like I did? On Sunday, Jan. 31, 2016, I reviewed the Twitter accounts and news release archives for Denver CPD and RTD in January. (See Exhibit A and Exhibit B, attached.) Neither Denver CPD nor RTD issued a press release to let people know that the

draft plan was published and available for public review and would be considered by the Planning Board at its Jan. 20 meeting. Neither Denver CPD nor RTD issued a press release to let people know that there was a Feb. 5 deadline to send feedback on the plan. Neither entity tweeted information about the plan. There is only one Denver CPD press release about the plan's existence, published in May 2015, "Denver city planners kick off I-25 and Broadway station area plan." (Although the plan says on page 10 that the project actually kicked off in March 2015.) Further, the plan claims on page 11 that the public workshops were promoted through "media releases" – plural – but there is no evidence on the website that these "media releases" were written, sent or shared.

The project website at www.denvergov.org/i25broadway invites people to "sign up for email updates on the planning process!" I signed up on Jan. 28, 2016, and on Jan. 29 I received the general CPD winter newsletter. This CPD newsletter neglected to mention the major I-25 and Broadway plan or the comment deadline of Feb. 5, even though it was just one week away. (See Exhibit A.) I understand Denver CPD issued a specific Broadway plan communication via their email mailing list on Jan. 13; however, it is not posted on the website and I doubt many people in the general public or the RTD user base would have even received it. The only publicity about the existence of the email mailing list was a small mention at the very end of the lone May 2015 press release. A specific Broadway Station CPD communication was issued via the email mailing list on Tuesday morning, Feb. 2, and tweeted out to the public. However, three days' notice is an unreasonable amount of time for anyone to pick up, read and thoughtfully comment on a 97-page plan.

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I'm sure you agree that City/RTD constituents and the transit user base, including people who drive to this light rail/bus station every day, should have a voice in how the Broadway Station area will be developed over the next 20 years. The current plan was developed after less than a year of analysis and effort. Isn't it more important for our future, for our great City of Denver, and for our citizens to get this plan done right than to get it done right now? To earn more public support and buy-in, it would be wise to "hit the pause button" and then deploy a true, transparent public outreach strategy so the general public, including all Broadway Station parking lot users, can have the opportunity to study what is in the I-25 and Broadway Plan and can have an opportunity to make their voice heard on it in a meaningful manner.

Also, the draft plan is incomplete and it is biased in that it was created without efforts to directly survey the light-rail user base/EcoPass owners and the people who routinely rely on the close, adequate parking at Broadway to make their commuting strategy work. These important stakeholders are the people who are and have been using the Broadway Station and who will be significantly affected by change, if not the most affected by change. It is unclear why these people were left out of the planning process, especially since 30 percent of RTD's operating revenues come from passenger fares. There appears to have been no one on the Steering Committee (as outlined on page 11) to represent the voice of car-to-rail or car-to-bus commuters, even as you included representatives from Walk

Denver, Bike Denver and housing developers. All of these entities are good to hear from and are important, but they are as important as those who require safe, convenient, adequate car parking in order to use the light rail system or this bus station, whether due to physical abilities, time or other constraints. Talking to RTD directors and RTD transit-oriented communities staff as part of the Steering Committee is not a proxy for talking to actual RTD commuters and customers. RTD has a commuter/customer advisory panel that meets four times a year, and according to the plan, they weren't even asked for their views.

In addition, the "informational flyers" section on page 11 says "the project team delivered flyers and advertisements for all public workshops to area businesses, offices, public schools, and community and senior centers." This is a good start at community outreach, but it missed a core base of stakeholders. In the next round of outreach, I suggest that additional direct information-sharing tactics are deployed, such as sending informational flyers to all companies to share with employees who participate in the EcoPass program; posting flyers on the cars of the people who park at the Broadway Station every day; placing informational flyers on light-rail trains and Broadway buses; and placing advertising at or on the Broadway Station itself. The draft plan should be held and rewritten until these sorts of workshops can be widely publicized and held again with the opportunity for participation from the car-to-rail/car-to-bus and EcoPass owner communities. The plan also seems to assume that the only people who use the Broadway Station for parking come from the immediate area. However, Broadway Station is an important light-rail magnet for people living all across the RTD area, so direct outreach tactics would be effective in reaching those constituencies.

Further, the plan should be developed based not on guessing what commuters will do but on asking what they would do if the station area changes the current adequacy and convenience of parking. Deploying a commuter and light-rail/bus user survey would provide site-specific, Denver-specific data to help with transportation planning and to understand how behaviors and use may change if you alter the current state, which will lead to a better long-term plan. While some people may shift to bus-to-rail and bus-to-bus transport if parking becomes more inconvenient, everyone I have talked with who has an EcoPass firmly states they would simply shift to driving all the way in to work. Scattered, inconvenient, quarter-mile-away parking is inadequate parking. What if, in redesigning all of the Broadway parking without properly assessing user opinion and behavior, you end up pushing hundreds of more cars on the roads to downtown every day? This would not be an acceptable result. It is great and very important to add nicer bike lanes and walking paths and more buses and connectivity at Broadway Station, but that will not necessarily make everyone use them, especially with Denver's weather. Deploying these sorts of communication and feedback-gathering programs as outlined above likely could easily and appropriately be completed in as few as 120 days.

Finally, the draft plan should disclose to the public, in text and in map format, the current land ownership, the acreage/lot size of that ownership, and the current zoning codes of all of the land within the Area of Influence and in the Core Station Area. For example, the plan fails to mention that the parcel of land immediately adjacent to the light-rail platform to the east, which includes parking spaces for commuters, is 298,427 sq. ft. of land that is owned by the taxpaying public via RTD, as is the land northeast of the RTD station and north of I-25 consisting of 143,949 sq. ft., which also includes parking spaces for commuters. (Data accessed Jan. 31 from the Denver real property website.) According to RTD at <http://www.rtd-denver.com/transitEconomics.shtml>, RTD receives nearly all of its operating revenue from the public, with 69 percent of its operating revenue coming from sales taxes, while passenger fares account for 30 percent. In addition, the parcel east of the platform and

below the RTD parcel is 79,037 sq. ft of land that is owned by the taxpaying public, via the State of Colorado Department of Transportation, and also is currently used to provide commuter parking. The plan should be amended to note CDOT is a landowner.

This high degree of public land ownership – the precise percentage of the total should be calculated and disclosed in the plan – within the development area is another reason why people deserve to have this plan implementation delayed until they have the opportunity to fully review and comment on the document. People may have provided different feedback on the draft plan if they had known how much RTD property is being considered for redevelopment and where it is located. Also, it would be appropriate for CPD to map and describe a development alternative/s that limits the proposed housing and other TOD development to just one of the RTD-owned parcels, or shows how the Broadway Station could be redeveloped to meet multiple TOD needs but without using any of the publicly-owned parcels for anything other than multimodal commuting solutions. According to a review of the RTD Board meeting minutes, this land has not been leased or conveyed to any other party; whenever the RTD Board may be scheduled to consider such an action, the RTD customers who routinely rely on Broadway parking should be directly notified using the above-suggested communication tactics as well.

Thank you for your evaluation and integration of these comments, and thank you for your public service to our community. I sincerely hope you will delay advancing this draft plan any further until the public has adequate and fair notice and time to comment, and until the views of Broadway Station parking lot users and RTD customers can be gathered and considered commensurate with the level of involvement other stakeholders have received.

Sincerely,

K. Choquette
Denver

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COMMUNICATIONS



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Denver CPD

@DenverCPD

Denver, CO

Denver Community Planning and Development: BUILDING COMMUNITY
denvergov.org/cpd

1,676

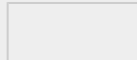
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Denver CPD

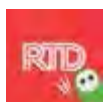
@DenverCPD

Jan 29

Winter 2016 news from Denver Community Planning & Development
conta.cc/1PDY1HY pic.twitter.com/YMF63LVYWj

[View photo](#) ·

Denver CPD retweeted



RTD

@RideRTD

Jan 28

Stay off the tracks! Trains can't stop fast. Don't let distractions like your phone or balloons be the death of you! pic.twitter.com/Cv0GhxIO01

[View photo](#) ·



Denver CPD

@DenverCPD

Jan 27

"#Denver vs. Charlotte: How the #SuperBowl50 cities match up."
bizjournals.com/denver/blog/br... @denbizjournal #Broncos

[View summary](#) ·

Denver CPD retweeted



Red Rocks CO

@RedRocksCO

Jan 27

Forecasts show 60 degrees & sun for Friday's @iWOTR feat.
@AdventureDub & @BigGrams! bit.ly/1W46tWo

pic.twitter.com/sErSwL9Zuh

[View photo](#) ·

Denver CPD retweeted



jeremyjojola

@jeremyjojola

Jan 25

I love this corner. pic.twitter.com/Kav9umh77U

[View photo](#) ·

Denver CPD retweeted



Denver Public Works

@DenPublicWorks

Jan 19

This Week: Join the discussion on Bus Rapid Transit along Colfax Ave. Meeting details --> goo.gl/MMXKQg

[View details](#) ·

Denver CPD retweeted



West Colfax

@WestColfax

Jan 19

#Colfax Avenue by plane. Photo by Ted Thacker and courtesy of @ColfaxAvenue. pic.twitter.com/0zv7AHt5oP

[View photo](#) ·

Denver CPD retweeted



Joe Vaccarelli

@joe_vacc

Jan 15

Tivoli Beer Company now serving beer brewed at campus brewery. Beer garden construction underway. dpo.st/1OmYZuL

[View summary](#) ·

Denver CPD

@DenverCPD



Jan 19

Via @KDVR: Zoning for carriage houses brings extra income, low-impact housing in some #Denver n'hoods: kdvr.com/2016/01/18/acc...

[View summary](#) ·

Denver CPD retweeted



Rebecca Risch

@rebeccarisch

Jan 15

"Granny cottages" growing in Denver after 2010 city zoning change: dpo.st/1J4tXJ6 via @joe_vacc pic.twitter.com/zgeHzOVINE

[View photo](#) ·

Denver CPD

@DenverCPD



Jan 15

Development activity has remained high for several years: In 2015 #Denver issued 75,717 permits (67,818 in 2014). pic.twitter.com/5af6XgABOE

[View photo](#) ·

Denver CPD retweeted

Denver Public Works

@DenPublicWorks

Jan 15



Bannock St is now #Broncos Blvd! #BroncosPride #OrangeFriday
pic.twitter.com/KQkAg9FVCL

[View photo](#) ·



Denver CPD

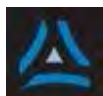
Jan 15

@DenverCPD

Great building. Part of the Ninth Street Park Historic District -- preserved & protected. [twitter.com/AurariaCampus/...](http://twitter.com/AurariaCampus/)

[View details](#) ·

Denver CPD retweeted



Auraria Campus

Jan 14

@AurariaCampus

1061 9th St. was once owned by John Mullen, who helped build St. Cajetan's. Now it's for @CUDenver's Eng. Dept. #TBT

pic.twitter.com/0XVmlM3tZy

[View photo](#) ·



Denver CPD

Jan 15

@DenverCPD

Beer goes back to the future at a city landmark on the @AurariaCampus! denverpost.com/denver/ci_2938... by @joe_vacc

[View summary](#) ·



Denver CPD

Jan 15

@DenverCPD

Denver Excise & Licenses has a web page for news & updates on the licensing proposal for short-term rentals: us9.campaign-archive1.com/?u=1ecf2f6b6d7...

[View location](#) ·

Denver CPD retweeted



Ken Schroepfel

Jan 14

@DenverInfill

Public Works Plans Quick Fixes to Union Station Streets goo.gl/tHzbT5 via @StreetsblogDEN Thank you @DenPublicWorks !

[View details](#) ·

Denver CPD retweeted



Denver Int'l Airport

Jan 11

@DENAairport

Anyone else headed to #Omaha! @Broncos #UnitedinOrange

pic.twitter.com/c6R0TFypq7

[View photo](#) ·

Denver CPD retweeted



Denver Enviro Health

Jan 11

@DenEnviroHealth

Application process for #DenverHCA opens today! Nominate an organization

or individual denvergov.org/HCA pic.twitter.com/15cJv019X5

[View photo](#) ·   



Denver CPD

Jan 11

@DenverCPD

[@7Marshall](#) [@Denver311](#) Inspector reports these are clear as of her check this p.m. Thanks for helping us educate & enforce on ped safety.

[View conversation](#) ·   

Denver CPD retweeted



The Denver Post

Jan 7

@denverpost

Photos: National Western Stock Show 2016 gearing up in Denver with parade dpo.st/1O9xbI0 [#NWSS2016](#) pic.twitter.com/Ti6NtXFIHK

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Denver CPD retweeted



Denver Union Station

Jan 7

@DenversStation

Saddle up, [#Denver](#). Its Stock Show time! [#NWSS2016](#) pic.twitter.com/otoaTpsbod

[View photo](#) ·   



Denver CPD

Jan 7

@DenverCPD

[@7Marshall](#) [@Denver311](#) Marshall, we've contacted our neighborhood inspections team and asked them to send an inspector out. Thanks.

[View conversation](#) ·   



Denver CPD

Jan 6

@DenverCPD

NOW: Denver Planning Board meetings are now televised live on [@Denver8TV](#). Tune in now to see 1st meeting of 2016: denver8.tv

[View location](#) ·   

Denver CPD retweeted



Downtown Denver

Jan 4

@DowntownDenver

Over a hundred Longhorn cattle will walk through the streets of [#DowntownDenver](#) Thurs. [@NationalWestern](#) Parade: 12pm pic.twitter.com/m7fvRNwTO1

[View photo](#) ·   

Denver CPD retweeted



Ken Schroepfel

Dec 31

@DenverInfill

goo.gl/75Kh7M Who doesn't love a good imaginary line? The 105th Meridian [@DenversStation](#) [@DowntownDenver](#)! pic.twitter.com/VKbfVKcMLH

[View photo](#) ·   

Denver CPD retweeted



USA TODAY

@USATODAY

Jan 2

Five historic places that were saved in 2015 — and five that were lost
usat.ly/1R0xdI7 (Photo: NPS) pic.twitter.com/Hfgc1eX4gu

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Denver CPD

@DenverCPD

Dec 31

2016: Resolve to follow [@RideRTD](#), [@DenPublicWorks](#), [@BikeDenver](#) & [@DenverCPD](#) for multi-modal transit news & updates.
pic.twitter.com/T3thgoYQnm

[View photo](#) · [↩](#) [📷](#) [❤](#)

Denver CPD retweeted



RTD

@RideRTD

Dec 31

Additional New Year's Eve D, F, E & H light rail service tonight 6pm until 2:30a. Frequency & final departure times bit.ly/19kaL5D

[View details](#) · [↩](#) [📷](#) [❤](#)



Denver CPD

@DenverCPD

Dec 31

2016: Resolve to follow [@PPS_Placemaking](#) [@Revision_Coop](#) [@WalkDenver](#) & [@DenverCPD](#) re placemaking in [#Denver](#) & beyond.
pic.twitter.com/kOmqLXSLi3

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Community Planning and Development

Community Planning and Development / News / 2016

News - 2016

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Community Planning and Development

Community Planning and Development / News

Latest News

Results 1 - 10 of 30

Dec 17, 2015

[Planning Board to be broadcast on Denver 8](#)

The meetings will move to the Parr-Widener Room of the City and County Building to facilitate broadcast.

Oct 29, 2015

[2015 Mayor's Design Award Winners](#)

Mayor Michael B. Hancock and Brad Buchanan, executive director of Denver Community Planning and Development, will honor 16 projects for excellence in architecture, design and place-making.

Oct 01, 2015

[Busy 2015 construction season officially a record breaker](#)

City staff issue more than 9,000 building permits in September, making it the busiest month on record

Jul 27, 2015

[Welton Street historic district gets new signs bearing new name: Five Points Historic Cultural District](#)

Jul 23, 2015

[Denver's first Citizens' Planning Academy slated for Fall 2015](#)

Jul 01, 2015

[Mayor Hancock Calls for Nominations for Mayor's Design Awards](#)

May 8, 2015

News Archive

[2015](#)

[2014](#)

[2013](#)

[2012](#)

[1](#)

Denver city planners kick off I-25 and Broadway station area plan

Plan will provide vision for TOD, connectivity at one of city's busiest transit hubs

Feb 20, 2015

Denver reminds residents to clear snowy sidewalks for pedestrian safety

With significant snowfall expected this weekend, Denver Community Planning and Development's neighborhood inspectors remind Denver residents and business owners to clear all sidewalks adjacent to their properties of snow and ice at their earliest convenience.

Feb 6, 2015

Discover Denver launches citywide building survey

Project will study, catalog history of every structure in city to help tell Denver's story

Nov 13, 2014

Mayor Hancock Announces 2014 Mayor's Design Awards Winners

This year's winning projects are phenomenal examples of what makes Denver a vibrant city.

« 1 2 3 »



e-News Archive

Visit our e-news archive to view our prior newsletters on planning and development and landmark preservation topics in Denver.

[e-News archive](#)

Don't forget to [subscribe](#) to our e-news!

Tweets by [@DenverCPD](#)

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City and County of Denver News

Results 26 - 30 of 166

Jan 19, 2016

[Latino Leaders Network Honors Mayor Michael B. Hancock](#)

Serving since July 2011 as Mayor of Denver, Colorado, Mayor Michael B. Hancock will receive the Antonio Villaraigosa Leadership Award during the Tribute to Mayors hosted by the Latino Leaders Network™ on Thursday, January 21 at The Mayflower in Washington, D.C.

Jan 18, 2016

[Mayor Hancock Statement in Honor of Martin Luther King, Jr. Day](#)

Mayor Michael B. Hancock today released the following statement in honor of Martin Luther King, Jr. Day

Jan 15, 2016

[Denver City Government Closed Monday, January 18](#)



Most City and County of Denver offices will be closed Monday, Jan. 18, 2016 in observance of the Martin Luther King, Jr. Day holiday.

Jan 15, 2016

[See How Big the Gig Economy Really Is](#)

Jan 14, 2016

Week of Jan. 18 meeting schedule and agendas

« 1 2 3 4 5 **6** 7 8 9 10 »

City and County of Denver

City Info and Services



"How To" Denver



City and County of Denver News

Results 31 - 35 of 166

Jan 13, 2016

[Mentor-Protégé program announces initial pairings to build success in construction industry](#)

Jan 12, 2016

[Denver awards \\$4.9 million for housing and neighborhood projects](#)

Jan 12, 2016

[The Strongest Case Yet That Excessive Parking Causes More Driving](#)

Jan 12, 2016

[Mayor Hancock Statement on the State of the Union Address](#)

Mayor Michael B. Hancock issued the following statement on President Obama's final State of the Union address.

Jan 11, 2016

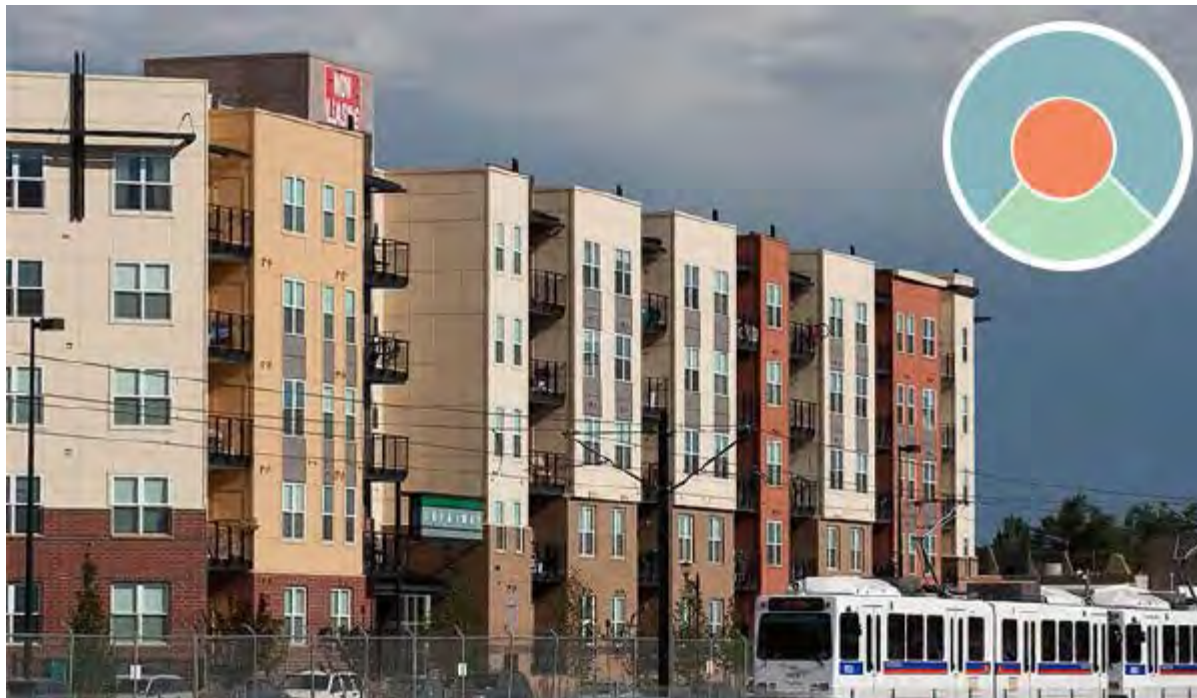
[1st Quarter 2016 Newsletter](#)

The 2016 Peak Performance First Quarter Newsletter features the Police Department, HALO Technology; Denver Parks, Temporary Construction and Access Permitting; and a Peak Academy update.

Community Planning and Development

Community Planning and Development / Planning and Design / Plans in Progress
/ I-25 and Broadway Station Area Plan

I-25 and Broadway Station Area Plan



What's New

The Planning Board Review Draft is now available for review.

- [I-25 & Broadway Station Area Plan-Planning Board review draft \(PDF\)](#) -- Posted 1/13/2016

Upcoming Meetings

January 20: Denver Planning Board -- Information Item

What's Online: [Planning Board Review Draft \(PDF\)](#)

Get Involved: Input received by February 5 will be evaluated and integrated into the final draft sent to Planning Board. Contact the project team!

Learn More: Attend the Planning Board meeting or [watch it on Denver 8](#)

February 17: Denver Planning Board -- Public Hearing

What's Online: Planning Board Approval Draft posted to the website on February 9

Get Involved: Input received so far and by February 5 will be evaluated and integrated into the draft. Contact the project team or your Steering Committee representative! February 5 is ideal for receiving your input to ensure adequate time for consideration!

Learn More: Attend the Planning Board meeting or watch it on Denver 8

March 2: City Council's Neighborhoods and Planning Committee

What's Online: Neighborhoods and Planning Review Draft posted to the website on February 25.

Get Involved: Contact the project team, your Steering Committee representative, or submit a letter to the Committee!

Learn More: Attend the Neighborhoods and Planning Committee meeting or watch it on Denver 8. Public comment may or may not be solicited.

March 21: City Council -- Public Hearing

What's Online: City Council Adoption Draft posted to the website on March 17

Get Involved: Contact the project team, your Steering Committee representative, or submit a letter to the City Council!

Learn More: Attend the City Council Public Hearing or watch it on Denver 8.

The Planning Process

The I-25 and Broadway Station Area Plan will create a community vision for the station area. This station area is one of Denver's greatest transit-oriented development (TOD) opportunities outside of Denver Union Station.

- [I-25 and Broadway station area map](#) (PDF)

When complete, the plan will provide a framework plan, vision elements, strategies, transformative projects, and implementation strategies for the future evolution of the station area. It will also identify needs and make recommendations for infrastructure, mobility, parking, land use, open space, economic development, housing, partnerships, and other cultural and community investments.

The planning process kicked off in spring of 2015 and will continue through the year.

[Comprehensive Plan 2000](#), [Blueprint Denver](#), and other small area plans provide planning guidance for the station area.

Learn more about these plans here:

- [Baker Neighborhood Plan](#) (PDF)
- [Alameda Station Area Plan](#) (PDF)
- [West Washington Park Neighborhood Plan](#) (PDF)
- [Athmar Park Neighborhood Perimeter Plan](#) (PDF)
- [I-25 and Broadway Station Area Plan's Existing Condition Report](#) (PDF)

Steering Committee

Denver planning projects are typically guided by a steering committee comprised of stakeholders within the plan area and surrounding community. These stakeholders typically include representatives from registered neighborhood organizations, public and nonprofit agencies and business improvement districts, as well as city council members, property owners and business owners.

The steering committee will meet six times throughout the planning process. Summaries from each meeting will be

available in the meeting archive below.

Public Workshops

The City will host three public workshops to garner insight and comments from the community.

- Public Workshop 1: Walk audit and information gathering
- Public Workshop 2: Vision and principles / Concept framework review
- Public Workshop 3: Draft station area plan review

Technical Working Group

A technical working group comprised of a variety of City departments, state agencies, and quasi-governmental organizations will advise on the technical aspects of the plan.

Meeting Archive



Sign Up

Sign up for e-mail updates on the planning process!

Sign up now »

Contact Us

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Principal city planner

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Ryan Winterberg-Lipp

Associate city planner

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Feedback

Questions or Comments? We want to hear from you!

[Submit Feedback »](#)



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BUILDING COMMUNITY

News from Denver Community Planning & Development



In This Issue

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[Building code](#)

[Planning Board live](#)

[Tiny houses](#)

[Short-term rentals](#)

[Elevator permits](#)

[Counter services](#)

[Web tips](#)

Quick Links

[Denver Community Planning & Development](#)

[Denver Development Services](#)

[pocketgov.org](#)



Winter 2016

Coming soon: Help design Denver's future

This spring, the City and County of Denver will ask residents citywide to share your ideas and dreams for the future of your city.

What are your priorities for mobility, open spaces and for directing growth? What are your ideas for building and preserving healthy, sustainable communities -- from Highland to Hampden, from Montbello to Mar Lee?



Civic leaders who had a vision for Denver 15 years ago created [Blueprint Denver](#), a citywide land-use and transportation plan that was ahead of its time. Strategies from Blueprint Denver have served us well, guiding transportation choices, promoting mixed-use development, and catalyzing areas of change while preserving the character of stable neighborhoods. Now it's time to update that plan as we think about what we want Denver to be in the next 20 years.

In addition to land use and transportation, we'll also seek your input on the future of Denver's parks and recreation centers, pedestrian and trail routes, and transit options. The community's direction on these topics will inform a total of four plans, facilitated by Denver Community Planning and Development, Denver Parks and Recreation and Denver Public Works:

- *Blueprint Denver* -- Land use and transportation
- *Game Plan* -- Parks and recreation
- *Denver Moves: Pedestrians and Trails*
- *Denver Moves: Transit*

Starting this spring, we'll be asking you to put your stamp on these plans and help guide the future of your city. Stay tuned for further updates on how you can get involved!

Denver readies to adopt new building code

The 2015 international codes for building and fire safety and Denver

amendments will soon go to City Council for adoption. Their adoption will bring Denver's codes in line with the latest building safety and energy-efficiency standards worldwide.



From the date the code is adopted and signed, there will be a 6-month transition period during which new construction plans may adhere to either the current codes (2011 Denver Building Code) or the newly adopted Denver Building Code. After the transition period, customers who wish to come in under the 2011 codes must receive prior approval.

You can track the code's adoption via the projected milestones below, all viewable on Denver 8 and [Denver8.TV](#).

Proposed Building Code Adoption Schedule

Feb. 16: Denver City Council Safety and Well-being Committee
Feb. 23: Mayor-Council meeting
Feb. 29: First reading at City Council
Mar. 7: Adoption at City Council

Find additional information on amendments, adoption and implementation at [DenverGov.org/buildingcode](#).

Planning Board meetings now broadcast live



In response to community input, Community Planning and Development and Denver 8 now broadcast Denver Planning Board meetings live on Denver 8 and Denver8.TV.

As always, all meetings are open to the public and offer opportunities for public comment. Items considered by the board often move on to Denver City Council committees and Council hearings, which are also broadcast live on TV and online. For information on the Denver Planning Board, visit [DenverGov.org/planningboard](#). How to watch:

- Watch live on TV's Channel 8.
- Visit [Denver8.tv](#) to watch live or view archived broadcasts.
- Attend in person at the Parr-Widener Room (Room #389) of the City and County Building, 1437 Bannock St.

Tiny house trends cause a little stir

In 2016, city planners and plan reviewers fielded a lot of questions about tiny houses. These sometimes-mobile, usually-under-400-square-foot, stand-alone dwellings have become more

popular and have even garnered their own reality show.

In general, smaller dwelling units offer myriad benefits to individuals and the community at large including sustainability, affordable housing and accommodation for shifting demographics (like single-person households and downsizing retirees).



*A tiny house in Washington, D.C.
Photo via Inhabitat on Flickr*

But like any other structures built in the city, a small dwelling must meet health and safety codes to ensure the safety and quality-of-life of all city residents -- current and future.

Just as there is no standard definition of a tiny house, there is no one code or regulation that addresses all tiny house considerations. Check out our [website](#) for an overview of some common tiny-house features that may clash with local health and safety codes.

City seeks input on licensing short-term rentals

Denver's Department of Excise and Licenses is developing a framework to regulate short-term rentals. The proposal comes at a time when rentals of residential property for fewer than 30 days are growing in popularity in Denver, despite the fact that the Denver Zoning Code currently prohibits them.



In partnership with Councilwoman Mary Beth Susman, Denver Excise and Licenses and Denver Community Planning and Development will be hosting four town hall meetings to outline the proposed licensing and enforcement framework, answer questions and get feedback from the community.

For information on the town halls, the licensing framework and the public review process, or to provide feedback or sign up for email updates, visit www.DenverGov.org/STR.

Elevator permitting & inspection reminders

All electrical modifications and upgrades to elevators (including but not limited to new feeders and overcurrent device ratings) must be permitted and inspected.

- Electrical engineered plans must be reviewed prior to permitting, with an electrical inspection following. The electrical permit can be issued only to a Denver-licensed electrical contractor.
- No electrical modifications or upgrades may be performed without the required electrical permit.
- Denver Fire Department conveyance permits must also be obtained by a licensed elevator contractor for all elevator

alterations/modifications. For information on conveyance permit requirements, call (720) 913-3514.

Do your part to clear your sidewalks

To ensure safe travels throughout the city, Denver property owners are responsible for clearing their sidewalks after a snowfall. Once snow has stopped falling, walks adjacent to homes must be cleared within 24 hours, and walks adjacent to commercial properties (including multi-family buildings), must be cleared within four hours.



From mail carriers to neighbors walking their dogs, many use public sidewalks every day, and timely shoveling ensures we can all do so safely. When snow isn't shoveled, it gets packed down and becomes ice, making sidewalks hazardous for pedestrians and wheelchair users.

We encourage you to shovel early and often, use de-icing product to keep snow from building up, and lend a hand to neighbors in need.

Neighborhood inspectors will respond to complaints of unshoveled sidewalks, which may be submitted via 311 or pocketgov.com. For more information on sidewalk shoveling, visit DenverSnowPlan.com.

Did you know? Counter service upgrades

Late last year, the Development Services permit counter made a series of service upgrades to help customers save time and get what they need more quickly and efficiently.

- New check-in times
- New queue to pick up logged-in plans
- Log-in appointments now available

Read about these and other service upgrades on our [website](#).

Planning and zoning at your fingertips

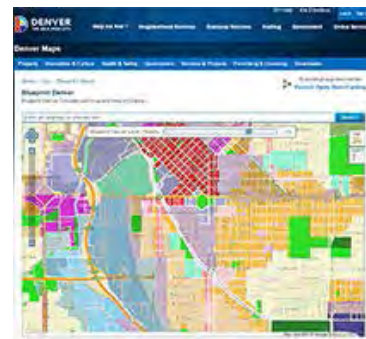
Visit DenverGov.org/CPD to find up-to-date planning and zoning information about any property in Denver.

Do I live in an "Area of Change?"

Visit our [Blueprint Denver page](#) and go to the map to view current land use classifications across the whole city.

What city plans apply to my neighborhood?

Visit our [completed plans page](#) and go to the map that allows you to search using your address. All plans, assessments and studies are available online.



Blueprint Denver map

What's my zoning?

Our online [zoning map](#) can quickly tell you the zone district for any address in Denver.

How can I learn about proposed rezonings?

Review [proposed rezonings](#), and visit our [rezoning page](#), where you'll find general information about the rezoning process for applicants and neighbors.

What are the site plans for a specific project?

The [site development plans map](#) at DenverGov.org/maps displays information about projects involving new construction that have received site development plan approval from the city. It does not include single-family and duplex projects.

What construction procedures are allowed?

Every project must follow Denver's safety codes to minimize ill effects on the community. For basic rules, visit DenverGov.org/constructionprocedures. Call 311 to report construction-related code violations.

How can I contact the Planning Board?

Visit our [Planning Board page](#) to learn the best way to submit comments for a public hearing to ensure your voice is heard.

How can I provide feedback to Denver CPD?

Please [take our survey](#) and let us know about your experience with planning and development in Denver!

About Us

Denver Community Planning and Development (CPD) is responsible for visionary city planning and ensuring safe, responsible, sustainable building. CPD regulates planning, zoning, development and maintenance of private property in Denver. We're BUILDING COMMUNITY -- working hard to make Denver a great place to live, work and play! Learn more at DenverGov.org/CPD.



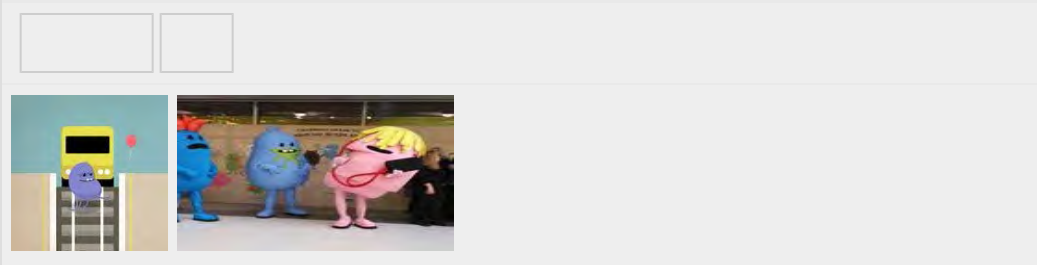
EXHIBIT B
RTD
COMMUNICATIONS

You are on Twitter Mobile because you are using an old version of Safari. Learn more [here](#)

RTD
 @ RideRTD
 Denver, CO

The Regional Transportation District (RTD) provides bus and rail service throughout the Denver metro area.
rtd-denver.com

10,583 TWEETS	70 FOLLOWING	12,851 FOLLOWERS
-------------------------	------------------------	----------------------------



View more photos

Tweets

RTD @RideRTD Jan 29
 @mrsoltys We're not showing a detour for this stop right now but we're sending someone out to check on it
 View conversation · Reply Retweet Like

RTD @RideRTD Jan 29
 @MarcoDorito They're currently running behind from highway traffic but there's one pulling off the highway now into Thornton
 View conversation · Reply Retweet Like

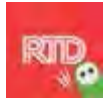
RTD @RideRTD Jan 29
 @mrsoltys Broadway & Euclid Ave is a scheduled stop for the FF2
 View conversation · Reply Retweet Like

RTD @RideRTD Jan 29
 @kirk_hemmerling We're glad to hear she let you use it! We'll send a reminder over just in case
 View conversation · Reply Retweet Like

RTD @RideRTD Jan 29
 @kirk_hemmerling This is incorrect. \$2 bills are accepted. So that we can

coach the driver, may we please have the four digit bus number?

[View conversation](#) ·   



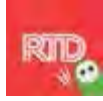
RTD

@RideRTD

Jan 29

[@ErinCorleyGray](#) For more info, see details on the right side: bit.ly/1gnndrW

[View conversation](#) ·   



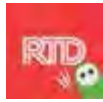
RTD

@RideRTD

Jan 29

[@ErinCorleyGray](#) Regional routes aren't included in predicted arrival times, they have location data only until prediction accuracy improved

[View conversation](#) ·   



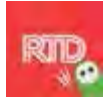
RTD

@RideRTD

Jan 29

[@5280tillidie](#) Buses should be waiting at timepoints (the stops listed on the main schedule) if early, but will not wait between these stops

[View conversation](#) ·   



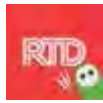
RTD

@RideRTD

Jan 29

[@leezac](#) If it's displaying real time info, there will be an antenna/wi-fi icon next to estimated time, if missing, then it's schedule data

[View conversation](#) ·   



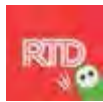
RTD

@RideRTD

Jan 29

[@ErinCorleyGray](#) It happens - We're glad she was able to help!

[View conversation](#) ·   



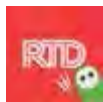
RTD

@RideRTD

Jan 28

[@hydewright](#) This bus is scheduled to depart Table Mesa at 5:22p, possibly looking at WB schedule? There's a 5:18p WB bit.ly/1KIJNnS

[View conversation](#) ·   



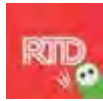
RTD

@RideRTD

Jan 28

[@hydewright](#) What's the 4 digit bus number of the vehicle?

[View conversation](#) ·   



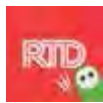
RTD

@RideRTD

Jan 28

[@bridgetduke](#) Only [@transitapp](#) currently has real time tracking data, the rest are using schedule data. For more info bit.ly/1gnndrW

[View conversation](#) ·   

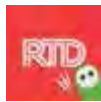


RTD

@RideRTD

Jan 28

[@Denver_LAF](#) Please fill out our customer comment form for Lost and Found here: bit.ly/MMcqSq or call 303-299-6000

[View conversation](#) ·   **RTD**

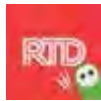
@RideRTD

Jan 28

[@jespi1_](#) Your RTD College Pass will be good on the rail to DIA.[View conversation](#) ·   **RTD**

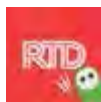
@RideRTD

Jan 28

[@bridgetduke](#) Bus made it to Parker PNR at 8:07.[View conversation](#) ·   **RTD**

@RideRTD

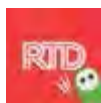
Jan 28

[@bridgetduke](#) This was the bus that got stuck due to an earlier accident on I25. Another bus was sent out but ran late.[View conversation](#) ·   **RTD**

@RideRTD

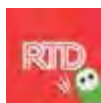
Jan 28

24th & Welton is clear. D Line running to & from 30th & Downing. Bus bridge has been discontinued.

[View details](#) ·   **RTD**

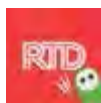
@RideRTD

Jan 28

[@happygaby](#) Happy to know! Thanks for sharing![View conversation](#) ·   **RTD**

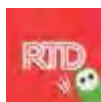
@RideRTD

Jan 28

[@TotalTrafficDEN](#) Fire department states possibly another hour and a half to 2 hours. Will send update when we hear back from them.[View conversation](#) ·   **RTD**

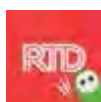
@RideRTD

Jan 28

Stay off the tracks! Trains can't stop fast. Don't let distractions like your phone or balloons be the death of you! pic.twitter.com/Cv0GhxIO01[View photo](#) ·   **RTD**

@RideRTD

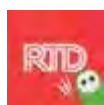
Jan 28

[@annaradiant](#) Please give us route #, stop you were at, scheduled time & direction of travel so we can talk to driver[View conversation](#) ·   **RTD**

@RideRTD

Jan 28

[@artcraftculture](#) RTD Board approved changes for the April Schedule. bit.ly/1PA8730[View conversation](#) ·   

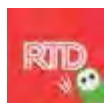
**RTD**

@RideRTD

Jan 28

[@Weelittlefishy](#) Outdoor advertising companies under contract with the city own, install & maintain stop benches. Please check with the city

[View conversation](#) · [↩](#) [📧](#) [❤](#)

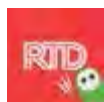
**RTD**

@RideRTD

Jan 28

No D line service to Downing due to house fire at 24th/Welton. Bus bridge is in place between 30/Downing and 18th/California.

[View details](#) · [↩](#) [📧](#) [❤](#)

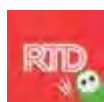
**RTD**

@RideRTD

Jan 27

[@kzgach](#) Real time tracking information is currently available through [@transitapp](#) For info: bit.ly/1gnndrW

[View conversation](#) · [↩](#) [📧](#) [❤](#)

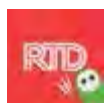
**RTD**

@RideRTD

Jan 27

[@adamargo](#) We're so happy she was able to help, and a big thanks to whoever turned it in!

[View conversation](#) · [↩](#) [📧](#) [❤](#)

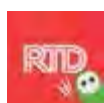
**RTD**

@RideRTD

Jan 27

[@DLEurban](#) We'll be receiving 36 new MallRide buses this year which will help with the number available, for info bit.ly/1KFKGO2

[View details](#) · [↩](#) [📧](#) [❤](#)

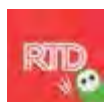
**RTD**

@RideRTD

Jan 27

[@Weelittlefishy](#) The bench was likely installed by an ad agency or the city. We'll reach out and see if someone nearby will adopt the stop.

[View conversation](#) · [↩](#) [📧](#) [❤](#)

**RTD**

@RideRTD

Jan 27

[@sethgoings](#) Please give us more info so we can look into it.

[View conversation](#) · [↩](#) [📧](#) [❤](#)

Load older Tweets

Enter a topic, @name, or fullname



Settings

Help

[Back to top](#) · [Turn images off](#)

RTD¹@RideRTD Jan 20

Almost here! Kick off Dumb Ways to Die 1/21 at [@DenversStation](#) from 6-9am & 4-7pm w/ giveaways & the [#safetypledge](#)



10 retweets11 likes

RTD¹@RideRTD Jan 18

Today on MLK, Jr Day - All RTD buses & trains operate on a regular schedule.

5 retweets5 likes

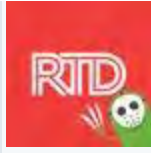


RTD¹@RideRTD Jan 15

[#RTDFasPhotoFriday](#): Airport Station on the Univ. of Colorado A Line. Opening day: April 22. [.bit.ly/1eNuuAJ](https://bit.ly/1eNuuAJ)



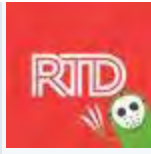
10 retweets10 likes



RTD@RideRTD Jan 14

Flatiron Flyer FF4 adds 2 more afternoon trips leaving 18th & California at 4:45pm & 5:05 pm. See details at [.bit.ly/1n011Zd](https://bit.ly/1n011Zd)

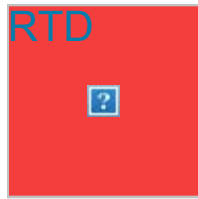
3 retweets3 likes



RTD@RideRTD Jan 12

Excitement soars for the Flatiron Flyer. Check out this video about what the Flyer means to commuters & community! [.bit.ly/1OoYQ83](https://bit.ly/1OoYQ83)

[View media](#)



NEWS ARCHIVE

See what's happening at RTD

[Home](#) › [News Archive](#)

2016

DUMB WAYS TO DIE COMES TO RTD

Posted on 01.20.16

The colorful characters you love to watch die arrive in the Mile High City to remind you to be safe around buses and trains.

[Learn More](#)

BLOG: LET RTD HELP YOU LIVE A HEALTHIER LIFE AND SAVE MONEY

Posted by: Michelle Brier • 01.19.16

Every new year brings a fresh list of resolutions.

News Resources

[Media Center](#)

Subscribe to the Read-n-Ride Newsletter

Get all the latest news and events from RTD

Whether they are living a healthier life, saving money or doing more with your time, RTD can help you.

[See how](#)

RTD BOARD ELECTS 2016 OFFICERS

Posted on 01.07.16

The RTD Board of Directors has elected new Board Officers, unanimously choosing Director Tom Tobiassen as Chair for 2016.

[Learn More](#)

EMERGENCY DRILL SCHEDULED ON 'A' LINE

Posted on 01.05.16

Denver Transit Partners, along with RTD, emergency responders and other local agencies, will hold an emergency drill on Sat., Jan. 9.

[See more details here](#)

JANUARY SERVICE CHANGES NOW IN EFFECT

Posted on 01.03.16

Make sure you know how your commute will be affected by the changes before making your trip.

[View January Service Changes](#)

NEW FARES ARE NOW IN EFFECT

Posted on 01.01.16

New DayPass, fewer rail fares, simplified bus fares and one fare to and from the airport. See how RTD's new fare structure for 2016 means savings and convenience for you!

[Review Our New Fares Structure](#)

SERVICE CHANGES ROLL OUT TOMORROW

Posted on 12.21.15

January service changes will go into effect tomorrow. Make sure you know how your commute will be affected by the changes before making your trip.

[View the new schedules effective tomorrow](#)

2015

NEW YEAR'S EVE SERVICE

Posted on 12.31.15

All RTD service will operate a regular weekday schedule on New Year's Eve, and a Sunday/Holiday schedule on New Year's Day. Additional D, E, F and H line rail service will be operating New Year's Eve beginning at 6:00 p.m. 12/31/15 until approximately 2:30 a.m. 1/1/16.

[Please see Rider Alerts for frequency and final departure times](#)

RTD RINGS IN 2016 WITH FREE RIDES

Posted on 12.16.15

Leave the driving to us on New Year's Eve! RTD and MillerCoors wish you a safe and happy New Year with free service from 7:00 p.m. New Year's Eve through 11:59pm New Year's Day!

[Get The Details](#)

BLOG: SIMPLIFIED FARE STRUCTURE ROLLS OUT JAN 1

Posted by: David Genova • 12.14.15

The Regional Transportation District will implement a

simplified fare structure on Jan. 1, and we know it will make it easier for our riders to plan and pay for their transit trips.

[Learn More](#)

BLOG: SAFETY FIRST: HOW RTD FASTRACKS IS PREPARING COMMUNITIES FOR NEW LINES

Posted by: Maggie Bedwell • 12.09.15

“He parked his car on the train tracks?” a student who was looking at a smashed vehicle during an RTD safety outreach program at his school asked.

[See our safety program about our new train lines in action](#)

OVERHEAD LINES POWERED UP ON G LINE, B LINE

Posted on 11.30.15

RTD and its contractor, Denver Transit Partners, have the power lines turned on along the Gold (G) Line between Union Station and the Wheat Ridge-Ward Station and on the Northwest Rail (B) Line to Westminster for testing.

[Read more about it](#)

BLOG: A CREEK RUNS THROUGH IT AND OTHER G LINE STORIES

Posted by: Z.J. Czupor • 11.19.15

This modern rail line with its sleek silver commuter trains will carry a stream of people along eight station stops, along with a historic urban waterway known as Clear Creek.

[Read Interesting history and little known facts](#)

RTD'S BRENDA TIERNEY WINS EXCELLENCE IN ARTS & CULTURE

From: form_engine@fs7.formsite.com on behalf of gowansm@hotmail.com
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9363384
Date: Tuesday, March 01, 2016 8:35:54 AM

Denver Logo



COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name *	Shiela
Last name *	Gowan
Email *	gowansm@hotmail.com
Phone	303-789-1536
Street address	3955 S Grove
City	Englewood
State	Colorado
ZIP code	80110
Please enter your questions or comments below:	Where are the proposing to move the Park N Ride to? I use this daily Monday thru Friday to commute to Downtown Civic Center for work? I do not make enough money to pay for parking for Downtown? Let us know where and when this will be happening?

From: form_engine@fs7.formsite.com on behalf of flyfisherdude@gmail.com
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9363586
Date: Tuesday, March 01, 2016 9:13:23 AM

Denver Logo



COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name * Garry

Last name * Miller

Organization None - Daily RTD Light Rail Commuter

Email * flyfisherdude@gmail.com

City Denver

State Colorado

ZIP code 80210

Please enter your questions or comments below: March 1, 2016

David Gaspers, Principal City Planner
Ryan Winterberg-Lipp, Associate City Planner
City and County of Denver, Community Planning and Development
Planning Services
201 W. Colfax Ave., Dept. 205
Denver, CO 80202

Re: I-25 and Broadway Station Area Plan

Dear Mr. Gaspers and Mr. Winterberg-Lipp:

I am writing concerning the I-25 and Broadway Station Area Plan, Planning Board Public Hearing Draft of February 24, 2016. The February 24 draft is an update of previous draft documents, including the January 12, 2016 draft that I commented upon on February 5, 2016. While I continue to support thoughtful redevelopment of the Broadway RTD Station Area, I do not believe the February 24 draft Station Area Plan adequately addressed the concerns set forth in my previous comments. Therefore, I request CPD Planning Services to reconsider my February 5, 2016 comments, which I summarize and expand upon below, for presentation and discussion at the Denver Planning Board Public Hearing. I understand from your website that these comments, submitted prior to noon on March 1, 2016, will be highlighted in the staff presentation at the Planning Board public hearing, and will be considered for integration into the Station Area Plan.

Specifically, my concerns are with the potential elimination of over 1,200 daily commuter close-in parking spots at the Broadway RTD Station. As acknowledged in the February 24 draft Station Area Plan, this is the last major Park-N-Ride RTD station prior to entering the downtown area and one of the few RTD parking lots available to urban residents living in south-central/southwest Denver. Eliminating or significantly reconfiguring daily commuter parking spaces at the Broadway RTD Station may result in:

- Maximization and overflow parking at other nearby RTD stations as commuters seek out parking alternatives;
- On-street parking issues in local neighborhoods;
- And finally, and perhaps most ironically, lowering of RTD ridership as urban Denver commuters find the aggravation of RTD parking and the inability to find convenient and adequate parking no longer worth the effort, resulting in an abandonment of RTD as they simply drive and park downtown.

While the February 24 draft Station Area Plan takes a nod towards acknowledging that commuter parking will need to be addressed in redevelopment, I am concerned that it is simply a wink and a nod. Page 8 of the of the CPD Planning Services February 24th memorandum recommending approval of the Station Area Plan states that 16 e-mails out of the 30 unique e-mails received expressed the desire to maintain adequate, safe, and convenient commuter parking at the Broadway Station. Comments addressed the importance of maintaining ridership and access to jobs, services, and schools. The staff memorandum does not discuss how the Station Area Plan was revised or altered, if at all, to address these 16 comments. Furthermore, I believe the fact that over half the e-mail comments received expressed a desire to maintain adequate, safe and convenient commuter parking is strong evidence of the public's concern over this issue, especially in light of the extremely limited public outreach conducted by Planning Services.

I believe that the Station Area Plan as recommended by the Planning

Board and approved by the Denver City Council should contain a strong commitment to maintain a minimum of 1,200 close-in commuter parking spaces in compliance with C.R.S.32-9-119.8, which requires that RTD's use of a transfer facility (which includes a public park-n-ride, bus terminal, or light rail station) must include adequate and convenient parking. In addition, C.R.S. 32-9-119.9 makes it clear that RTD shall not charge a person any type of fee, regardless of what it may be called, to park at a district parking facility. These issues are addressed in detail in my February 5, 2016 comments.

I also wish to reiterate my request that the Planning Board conduct additional public outreach on the Station Area Plan prior to making any final decision. I continue to firmly believe that for such an important project, transparency through robust public outreach and informational sharing is essential in maintaining public trust and acceptance.

Finally, I wish to comment on a procedural issue. CPD Planning Services has twice revised the January 12, 2016 draft Station Area Plan. However, because Planning Services does not provide a redline of document changes or otherwise directly address comments, it is difficult and very time consuming to track document changes and updates. By contrast, federal agencies, who are required under the National Environmental Policy Act (NEPA) to address substantive public comments concerning environmental documents, generally do so by providing a comment response table wherein the name of the commenter is listed, along with the comment and the agency's response including any revised text. This comment response table is posted on the project web site for public review and is a part of the administrative record for the agency. I encourage Planning Services to adopt a similar procedure so that individual commenters and the public may review Planning Service's responses to comments and whether any documents were updated or revised in response to comments. Interested stakeholders could then concentrate their time on reviewing material changes to planning documents, rather than spending hours having to simultaneously compare documents to discover revisions. This procedural change would be simple and inexpensive to enact and would greatly enhance transparency and public trust.

Thank you again for the opportunity to comment on the I-25 and Broadway Station Area Plan, Planning Board Public Hearing Draft of February 24, 2016.

Sincerely,

Garry Miller
Denver, Colorado

From: form_engine@fs7.formsite.com on behalf of lambertga@gmail.com
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9364049
Date: Tuesday, March 01, 2016 10:45:25 AM

Denver Logo



COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name *	Geoff
Last name *	Lambert
Email *	lambertga@gmail.com
Phone	5712427161
Street address	76 Flowerburst Way
City	Highlands Ranch
State	Colorado
ZIP code	80126
Please enter your questions or comments below:	<p>Thank you for responding to my comments.</p> <p>I received the following note from the I-25 & Broadway Planning team.</p> <p>"The land around this station is owned by various property owners, and we anticipate that it could and would redevelop without a plan. However, the plan allows the community to guide the future of this station area in a smart</p>

and intentional way, rather than being reactive to the real estate market's demands and seeing the area change piecemeal. We would not expect the acreage at one of the area's largest and most central transit hubs to remain a surface parking lot forever. Instead, the community-driven plan calls for a connected, vibrant, resilient and multi-modal place that seeks to elevate this disconnected, underutilized "hole in the donut" and make it an asset to the entire community. The plan is not a development proposal; it provides policy guidance over the 20-year horizon, and we anticipate redevelopment of the station area to be an incremental, long-term process undertaken by many property owners."

I support the development of the surrounding area however, parking needs to be accounted for. The developers have an opportunity to sell their properties for a premium by offering walking distance access to the RTD.

I along with others on the other hand, will continue to fund RTD through taxes but will not have access to the RTD if parking is eliminated.

From: [Charles Knight](#)
To: [Gaspers, David - Community Planning & Development](#)
Cc: [Nick Weidner](#); [125Broadway](#); [Winterberg-Lipp, Ryan J - CPD Planning Services](#); [Clark, Jolon M. - City Council](#); [board@3pa.org](#)
Subject: Re: Platt Park People's Association Comments on Draft Station Area Plan
Date: Tuesday, March 01, 2016 1:18:56 PM
Attachments: [image001.png](#)

Thanks, David. This is very helpful and wasn't obvious from reading the revised plan. I will let you know if we have any additional comments or questions, but appreciate your detailed response.

Charlie

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On Tue, Mar 1, 2016 at 10:36 AM, Gaspers, David - Community Planning & Development <David.Gaspers@denvergov.org> wrote:

Nick and Charlie: Thanks for these insightful comments. Prior to our latest draft, I reviewed your comments and made several tweaks to the plan in response. We usually let each new plan draft and the staff presentation at Planning Board speak to specific requests from stakeholders, but since how I addressed some of your comments may not be clear, I've given some direct responses below. In re-reading your email, I think we can add some additional clarifying text on at least three specific points.

Please let me know if you'd like to discuss further.

Thanks!

David A. Gaspers, AICP
Principal City Planner
Community Planning and Development Department



From: Nick Weidner [mailto:bigdubnick@gmail.com]
Sent: Saturday, February 06, 2016 8:21 AM
To: I25Broadway <I25Broadway@denvergov.org>; Gaspers, David - Community Planning & Development <David.Gaspers@denvergov.org>; Winterberg-Lipp, Ryan J - CPD Planning Services <Ryan.Winterberg-Lipp@denvergov.org>; Clark, Jolon M. - City Council <Jolon.Clark@denvergov.org>
Cc: board@3pa.org; Charles Knight <ckk@venturelawadvisors.com>
Subject: Platt Park People's Association Comments on Draft Station Area Plan

I-25 and Broadway Station Area Planning Committee,

Thank you for giving us the opportunity to review and comment on the above-referenced Plan. Overall we believe this is a thoughtful and creative attempt to set the framework for a great transit-oriented development. We have identified some of the major issues in the Plan with respect to the Platt Park neighborhood for your further consideration. Our overall themes relate primarily to the following areas:

A. Pedestrian and bicycle accessibility to the Station.

1. Platt Park residents are very lucky to have access to three light rail stations from our neighborhood (Evans, Louisiana/Pearl and Broadway Station). We want to make sure that accessibility to Northwest Platt Park where the Broadway Station is the closest has every opportunity to access the station on foot in a safe and secure manner. The access along Mississippi is particularly important including that intersection which must take into account our disabled neighbors.

The shared use street is only a ped/bike connection to the multi-use path on Mississippi. The improvement of the Mississippi multi-use path is addressed in that projects transformative project and the subsequent east/west connectivity next steps study. Platt Park residents best connections to the BSP redevelopment site is using the Acoma bridge then connecting to the shared use street. There's a grade change from the bridge down to the site, so details will have to be worked out at the site plan level with the developer. The station area plan informs the Infrastructure Master Plan that BSP is working on now. This connection is depicted on the maps on page 25 and 40. Of course, from the pedestrian viewpoint, Broadway provides direct access to the site. I can add clarifying language to those points in the text.

2. Please clarify the connection from our neighborhood to the site via the shared-use north/south street west of Broadway and further connection to the Station (CONNECTED 1.2.C). See answer to A.1 above

3. Please clarify the primary connection to the Station along the north side of Mississippi Ave. both West (CONNECTED 3.2.A) and East of Broadway. 3. There are multiple routes, depending on mode choice, but specifically to 3.2.A, bicyclists would continue on Mississippi to the shared-use

street to access the station or if from the East, could use the future path on Tennessee, or ride along either side of Broadway, which would have 10 ft sidewalk/paths after the reconstruction. This is illustrated on the map on page 40. We've tweaked this map multiple times, so I'm not sure how we can better show the connection.

4. Please clarify what "Specialized Bike Signal Crossings" are (P30) and how they work; given the increased traffic and turning vehicles at the Mississippi/Broadway interchange. **Specialized bike signal crossings can take different forms. The one illustrated works just like a ped activated signal crossing. We do have examples downtown of bike traffic signals, which could also be explored. This would be explored in a Denver Moves Bicycles study identified in the Moving Forward section which was added due to this comment and in conjunction with similar concerns from other RNOs.**

5. References to the pedestrian "refuge zones" (P31) at Mississippi/Broadway imply pedestrians are an endangered species to be protected, but not encouraged. We request more emphasis on pedestrian access points and safe crossings at busy intersections, particularly for persons with disabilities. **We've deleted that illustration and added more pedestrian priority intersections to address this comment, but kept the term in the text, as that's the common term in construction documents. I can correct this to read "pedestrian islands".**

6. Expand on the connection from the Station to the new bicycle lanes on S. Broadway (mentioned but our understanding is these are in the planning stages and more detail should be available). **We updated the illustration to the most recent thinking in the latest draft in response to this comment.**

B. Pedestrian and bicycle accessibility to the South Platte River Trail.

1. Please clarify the connection to the South Platte River Trail north of the Mississippi Ave. Bridge (CONNECTED 2.3). The Plan should do more than "explore" such a connection; it needs to be part of the Plan (P36) as multiple crossings over Santa Fe are not realistic.

We do use the term "explore" often in plans, usually when further study is needed. That's the case here. We like to produce a plan that is implemented and this critical connection deserves much more thought. We mention this connection multiple times in the document and would be included in the Next Steps study.

2. Provide more detail on the improved, protected bicycle and pedestrian connection along the north side of Mississippi. (TRANSFORMATIVE PROJECT 1). This should be a PRIORITY PROJECT since it is such a critical connection from the Station to Athmar Park and Ruby Hill and from Platt Park to the Platte River Trail. Existing infrastructure is not sufficient to accommodate both pedestrians and bikes, so funding will have to be provided to improve this connection as part of the initial phase.

Transformative project 1 is committed to this project and the Next Steps study (Moving Forward section, pg 95) will examine potential improvements.

3. References to "explore the potential" for pedestrian and bicycle connections imply that these are not priorities for the project. These need to be considered with the same urgency and priority as any other critical infrastructure for the Station. Without access, there won't be sufficient use.

These bike/ped connections are critical, please see answer B.1 above.

C. Pedestrian and bicycle accessibility to Levitt Pavilion.

1. Please clarify and expand the plans for the connection over Mississippi on the existing S. Acoma St. Bridge to the Overland Park neighborhood and eventually to the proposed Jewell Ave. Bridge over Santa Fe.

The plan shows these connections on multiple maps. I can add clarifying text.

2. Please clarify and expand the plans for the new North/South street connecting the existing S. Bannock Street bridge over Mississippi to S. Cherokee Street.

The new street will have greater detail in the Infrastructure Master Plan being developed by BSP.

3. Identify possible access routes to Levitt Pavilion from the station for bicycles and pedestrians.

We've clarified these routes on the maps over several iterations, specifically pg 25 and pg 40.

D. Safety and security within and around the Station.

1. We suggest the inclusion of a visible, community-linked police station in the complex and a visible cycle and walking police presence in the project. Homeless and crime issues are increasing along South Broadway and the station will become a focal point. No one wants this to become another 16th Street Mall congregation point. The Plan should address these issues in more detail.

The plan addresses public safety on multiple fronts, especially regarding the design and programming of public spaces (urban plaza design, improvements to S. Platte River trail, etc.). The goal of a such a plan is to avoid such issues as mentioned above. Our consultant's market analysis indicated the potential for 2,000-2,500 housing units and up to 1.275 million sq ft of office. Although significant, those numbers alone would not meet DPD criteria for a new police station. Instead, the plan does maintain the flexibility to provide additional public services as development occurs.

E. Other issues

1. Affordable Housing should be a major component for the project; and the Plan should provide clear goals for % of units based on the City's housing plan.

In response to this comment, we added direct reference to meet the intent of the IHO (pg 50), and specific targets will be included in the development agreement with BSP, as it was with the previous development agreement with Cherokee Gates.

2. It does not appear that new connections to the West are sufficient. There should be more direct access from Athmar Park and Ruby Hill to the Station to avoid isolation of the neighborhoods to the West.

This is a critical part of the plan. The need for East/west connections are addressed on multiple fronts, including Transformative projects 1 and 2. The connection along the Exposition ROW in transformative project 2 is a significant improvement and was very popular with Athmar Park residents during the plan process. The Next Steps study for east/west connectivity will have a geographic boundary extending at least to Florida (meeting up with a previous next steps study for the Evans station), so that evaluation will be comprehensive in identifying the best way to improve mobility and remove barriers.

On behalf of Platt Park People's Association (3PA), thank you for your consideration.

Nick Weidner
President, 3PA

Comments Received after the March 2nd Planning Board Public Hearing

From: Winterberg-Lipp, Ryan J - CPD Planning Services
To: "K Choquette": [Gaspers, David - Community Planning & Development](#); [Nevitt, Christopher E. - CPD Office of the Manager](#)
Subject: RE: Media releases and clips request
Date: Thursday, March 03, 2016 2:45:00 PM

Good afternoon, Ms. Choquette--

You are correct that one official news release announcing the plan's kickoff was sent from CPD to our entire media list and posted on our website's news page. Updates, plan milestones and meeting announcements were posted online for all to see on our plan page at www.denvergov.org/i25broadway, and were shared via our plan's email newsletter.

Other news media outreach happened on a more targeted, individual basis, including by phone, because as you know, press releases don't always get traction. Our goal with media outreach was to reach as many viewers/readers as possible, especially people in neighborhoods near the station — and not to merely send press releases which sometimes aren't picked up. We work closely with our communications staff during every plan, project, and initiative, and they've assembled the following information. Here is the list of earned media stories relating to or mentioning the plan, with the exception of the most recent ones that you're already aware of:

May 8, 2015 -- The Denver Channel (7)

<http://www.thedenverchannel.com/news/local-news/city-seeks-input-on-future-of-old-gates-rubber-plant-site-i-25-broadway-station-neighborhoods>

May 8, 2015 -- The Denver Business Journal

http://www.bizjournals.com/denver/blog/real_deals/2015/05/denver-gearing-up-to-start-planning-process-for.html

May 8, 2015 - Denver Real Estate Watch

<http://insiderealetatenews.com/2015/05/08/tod-tour-on-tap-tomorrow-at-i-25-and-broadway/>

May 8, 2015 - Streetsblog Denver

<http://denver.streetsblog.org/2015/05/08/tomorrow-help-shape-development-by-the-i-25-and-broadway-station/>

June 5, 2015 -- Washington Park Profile

<http://washparkprofile.com/washington-park-profile-news/congestion-access-still-big-concerns-for-residents-in-broadw/>

June 24, 2015 - Confluence Denver

http://www.confluence-denver.com/features/athmar_park_062415.aspx

July 16, 2015 - Denver Post

http://www.denverpost.com/denver/ci_28482728/denver-seeks-improve-connectivity-broadway-i-25-rtd

July 30, 2015 - Washington Park Profile

<http://washparkprofile.com/washington-park-profile-news/get-involved-early-and-often-to-help-shape-your-city-learn-a/>

December 2, 2015 - Confluence Denver

http://confluence-denver.com/features/gates_120215.aspx

December 16, 2015 Fox 31

<http://kdvr.com/2015/12/16/city-unveils-massive-broadway-and-i-25-redevelopment-plan/>

January 21, 2016 -- Washington Park Profile

<http://washparkprofile.com/washington-park-profile-news/i-25-and-broadway-station-area-draft-plan-released-amid->

[conc/](#)

Thank you for your inquiry,
The I-25 and Broadway Station Area Plan Team

-----Original Message-----

From: K Choquette [<mailto:kkchoquette@yahoo.com>]

Sent: Thursday, March 03, 2016 9:45 AM

To: Winterberg-Lipp, Ryan J - CPD Planning Services <Ryan.Winterberg-Lipp@denvergov.org>; Gaspers, David - Community Planning & Development <David.Gaspers@denvergov.org>; Nevitt, Christopher E. - CPD Office of the Manager <Chris.Nevitt@denvergov.org>

Subject: Media releases and clips request

Good morning:

May I please receive electronic copies of all City "media releases" that were said to have been written and issued in regards to the development of the I-25 and Broadway Station Area Plan and associated workshops. There is only one media release currently available to the public on the City's website, from May 2015. Since these documents are presumably created and complete, it should not be an unreasonable burden to produce them within a day.

In addition, Mr. Gaspers' presentation to the March 2 Planning Board cited a list of media publications that are said to have provided details on how the general public could have participated in the plan development workshops.

May I please receive a copy of that list, as well as electronic copies of the associated media clips including publication name and date. I understand those media clips may not have been gathered for the record, so if this request is considered an unreasonable research burden on the planning department staff, receiving the publication list alone would suffice.

Thank you for your assistance,
K. Choquette

Sent from my iPhone

From: [Planningboard - CPD](#)
To: [Winterberg-Lipp, Ryan J - CPD Planning Services](#); [Gaspers, David - Community Planning & Development](#)
Subject: FW: 25/Broadway Station Area Plan - March 2 Meeting
Date: Friday, March 04, 2016 9:54:27 AM

[And this one...](#)

From: Mike Cerbo [mailto:mike_cerbo@hotmail.com]
Sent: Wednesday, March 02, 2016 3:08 PM
To: Clark, Jolon M. - City Council <Jolon.Clark@denvergov.org>; Zinke, Debbie - DPD <Debbie.ZINKE@denvergov.org>; Kniech, Robin L. - City Council <Robin.Kniech@denvergov.org>; Planningboard - CPD <planningboard2@denvergov.org>
Subject: 25/Broadway Station Area Plan - March 2 Meeting

Elected Councilmembers and Planning Board - I had planned to be a vocal participant at today's hearing, but I got pulled into an afternoon meeting and I am no longer able to attend.

I served as the WWPNA stakeholder during the plans development, however I am now a proud Virginia Village resident and no longer serve on the WWPNA board. For the record, I do support the plan with the revisions that have occurred. I must commend the city's planning staff - especially Mr. Gaspers and Ms. Winterburg-Lipp - for the excellent work they have done during the entire planning process. City staff was very professional, respectful and most importantly, listened to concerns what they were hearing from community residents.

My only comment on the plan - *On page 60 of the plan - section 3.1: Create a sense of place, mountain views from the station platform are encouraged* - I hope the planning board considers action to ensure that the view corridor from the station platform be protected. This was fought for during the stakeholder meetings - it is important for RTDs brand to include mountain views from the station. This allows the Broadway station to be consistent with the mountain views provided along the Southeast rail lines, and helps ensure a scenic station area after development occurs.

Sincerely,
Mike Cerbo

From: form_engine@fs7.formsite.com on behalf of richardkappler@corban.edu
To: [I25Broadway](#)
Subject: I-25 and Broadway Station Area Plan Feedback #9368500
Date: Wednesday, March 02, 2016 10:47:52 AM

Denver Logo



COMMENT FORM CONFIRMATION

Thank you for your valuable feedback. We have received your information!

First name *	Rick
Last name *	Kappler
Email *	richardkappler@corban.edu
State	Oregon
Please enter your questions or comments below:	More planning is needed to make this station into a much more livable, and pedestrian-friendly place.

From: [Planningboard - CPD](#)
To: [Winterberg-Lipp, Ryan J - CPD Planning Services](#); [Gaspers, David - Community Planning & Development](#)
Subject: FW: Broadway Station planning
Date: Friday, March 04, 2016 9:54:05 AM

This came into the Planning Board inbox during the hearing. I wasn't certain where you would like me to save it...

From: kirk gill [mailto:the.electric.gill@gmail.com]
Sent: Wednesday, March 02, 2016 3:09 PM
To: Planningboard - CPD <planningboard2@denvergov.org>
Subject: Broadway Station planning

A few notes for you.

First of all, you could have put some information about the plans for the Broadway station at, say, THE BROADWAY STATION, so the people who use the station and rely on the station every day would know about your planning meetings, and your intention to eliminate free parking from the station. But the last meeting on this is today, and the only reason I know anything about it is because of a mention a fellow commuter made to me today on the train.

Your own I-25 and Broadway Station Area Plan mentions parking, but only in terms of eliminating it from the station plan, pressing for it to be further out from the center of Denver, or make it fee-based (surely just to create a dis-incentive for people, and oh gosh, certainly NOT to turn it into a revenue stream).

But as you almost certainly already know, the limited amount of parking available for Light Rail on the southern lines to either Lincoln or Mineral is already inadequate, and your plans that allegedly are intended to push people towards other ways of using the Broadway Station will merely result in more drivers on the road, and fewer patrons of public transportation.

Your Plan talks a lot about pedestrians, and bike-riders, and pays at least some lip-service to people who take Light Rail, but you intentionally choose to ignore the people who park their cars at this very usable and convenient station. The people who FILL THIS STATION TO THE BRIM on a daily basis. People who want to use public transportation, who rely on the availability of public transportation.

I went to the planning board website, and found it interesting that the members of the board are mostly architects, real-estate agents, or entrepreneurs..... a batch of people who could profit from the building of housing or business centers at the Broadway Station location, but no one who serves as a member of the local community, no one who might actually USE and benefit from the existing station.

I look forward to seeing the result of your meetings, how they will contain absolutely nothing to help the current users of the station, and how they will benefit developers, architects, and other members of the board, or their business colleagues.

Please let me know if there is any chance that there will continue to be a large number of freely available parking spaces at the Broadway Station, or if your Plans include any provision for the hundreds of current users of the Station, other than "start taking the bus from

near your home instead of driving to the station," or the like.

Does a single member of your Planning Board live south of Downtown, and take public transportation? Unlikely.

Anyway, forgive this cynical diatribe. I'm convinced that the current station is going to be eliminated, and lovely apartment buildings and business centers will be built, and a lot of people will enjoy them, and a lot of other people will make a lot of money off of their design, building, and use. And people like me who have used the station for a long time will not be provided for in any way and will have to find another way to hop on light rail without illegally parking somewhere and without the benefit of additional parking being provided, anywhere.

Thanks for your hard work !

Kirk Gill
303-859-2746