

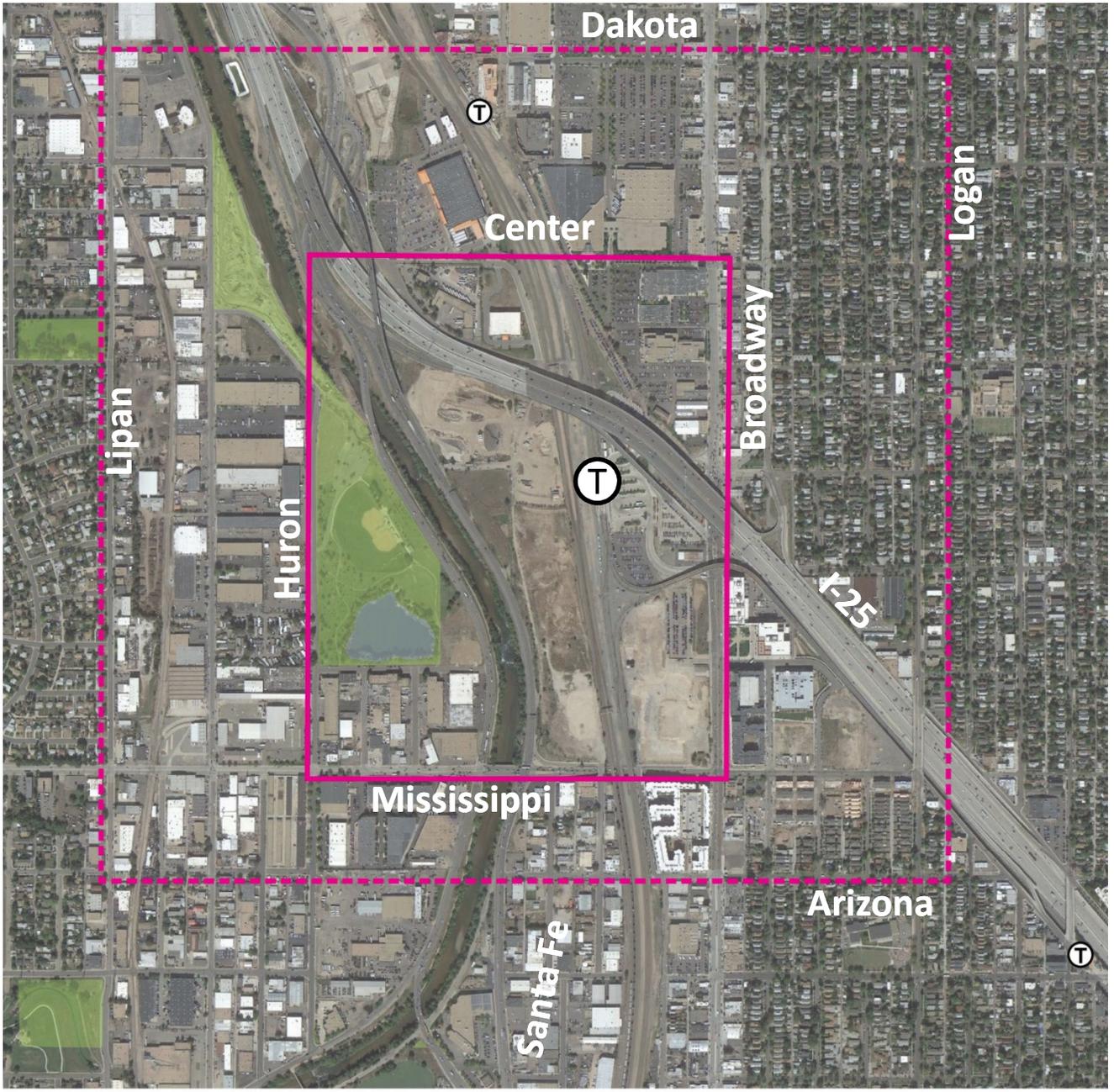
A photograph of a white RTD bus on the left side of the frame, with a sunset sky and mountains in the background. A dark semi-transparent banner is overlaid on the bottom half of the image.

I-25 AND BROADWAY STATION AREA PLAN

April 4
2016



CITY COUNCIL COMMITTEE DRAFT

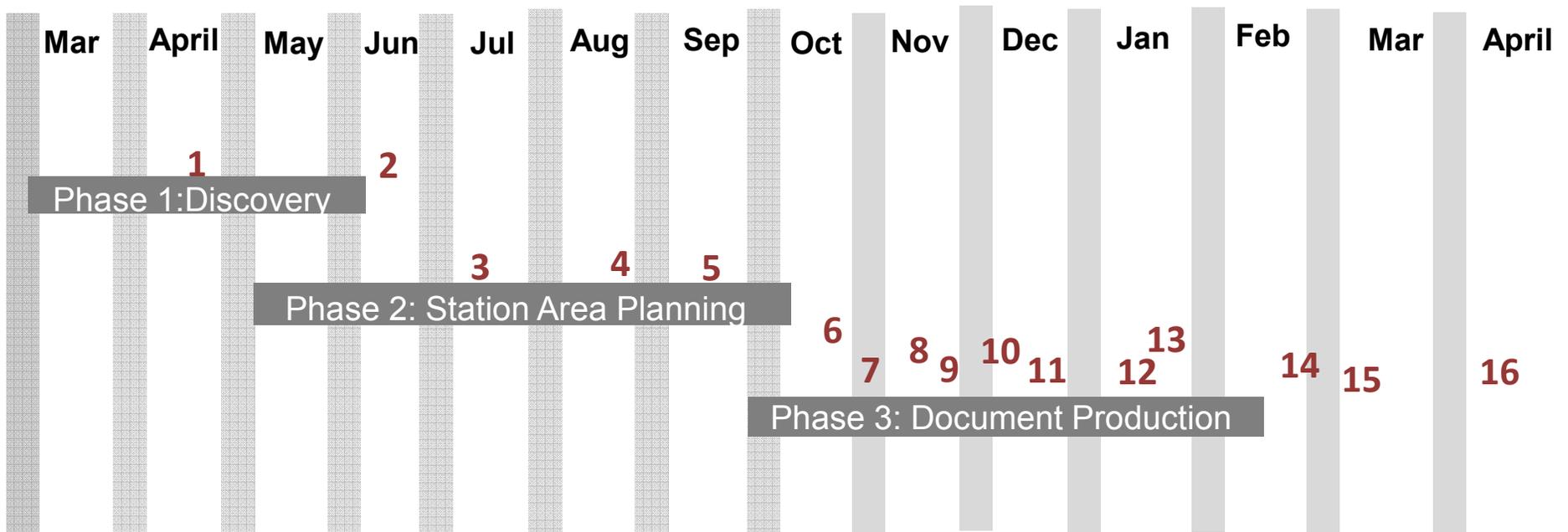


I-25 and Broadway Station area



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
- 12** Planning Board Informational Item Draft Plan
- 13** Planning Board Informational Item Meeting
- 14** Planning Board Public Hearing Draft
- 15** Planning Board Public Hearing
- 16** City Council Public Hearing



Outreach Process.

Technical Working Group Interviews: 15

Steering Committee Meetings 6

Steering Committee Interviews: 18

Public Workshops 3

Newsletter Email List 450+

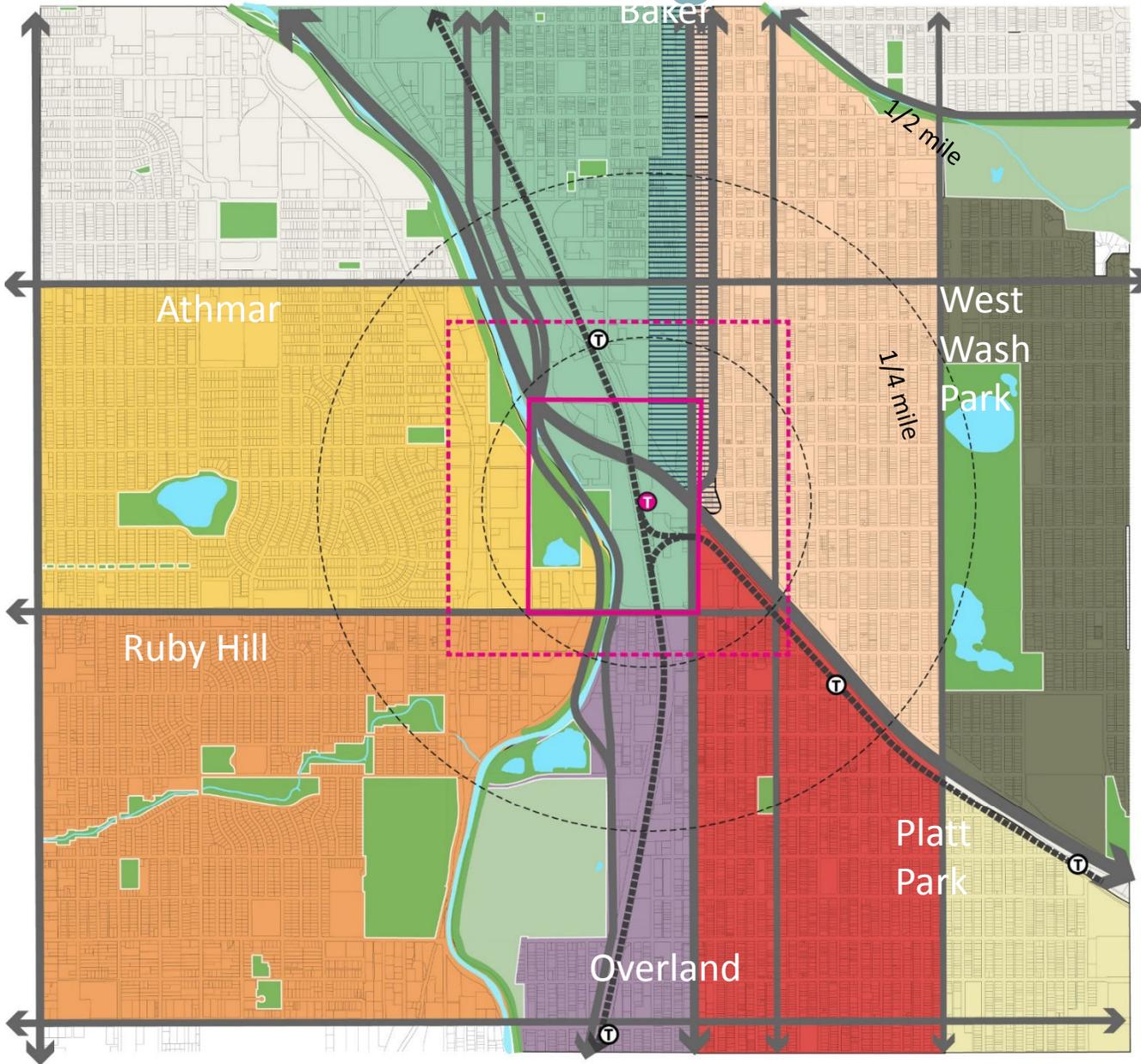
Media Outreach: Denver Post, Denver Business Journal, 7News, Fox 31, Washington Park Profile, Streetsblog, Confluence Denver, Denver Real Estate Watch

Steering Committee.

ING COMMITTEE

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

Neighborhoods.



Overland Park
Neighborhood Association

PLATT PARK
PEOPLE'S ASSOCIATION
SPA.ORG

Ruby Hill-Godsman
Neighborhood Organization



Public Workshops.



VISION AND PRINCIPLES

- 1. **COMMITMENT TO A VISION** that is based on a shared understanding of the community's future and the role of the city in that future.
- 2. **CLARITY OF PURPOSE** and a focus on the most important issues facing the community.
- 3. **INTEGRATION** of the various elements of the vision and principles into a cohesive whole.
- 4. **TRANSPARENCY** and openness in the process of developing the vision and principles.
- 5. **INCLUSIVENESS** and a focus on the needs of all members of the community.

NEIGHBORHOOD FRAMEWORK DIAGRAMS

PROPOSED FRAMEWORKS

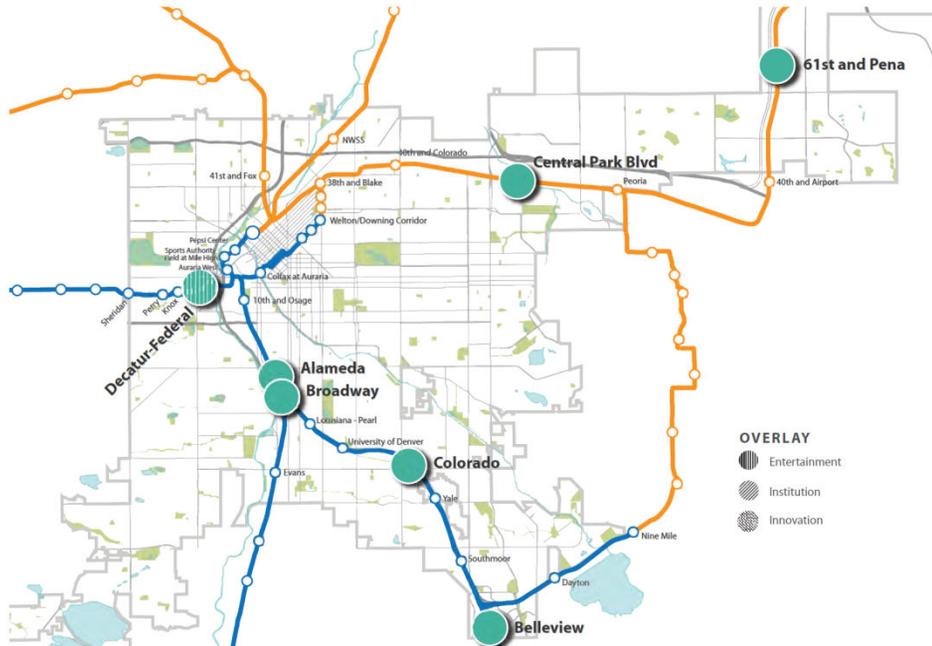
Public Workshop 2

September 2, 2015



TOD Station Typology.

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



Urban Center rail stations typically serve or are planned to serve as a destination for surrounding neighborhoods with strong transit use and a high level of pedestrian and bicycle activity. Urban Centers have a mix of uses, with mid-to-high-rise multi-family residential integrated with mixed-use commercial buildings. The intended high intensity nature of urban centers positions these stations

as regional employment hubs. Buildings front sidewalks with consistent pedestrian entrances and are located within a pattern of regular, smaller blocks and linear streets. Many urban center stations have one or more major land owners.

Land Use Mix

Strong mix of uses
Mid-High rise
Multi-family
Mixed-use
Commercial
Destination for surrounding neighborhoods
Potential Job Center

Street and Block Pattern

Regular, smaller blocks
Regular pattern of ped/vehicle connections
Linear streets
Mostly alleys

Building Placement

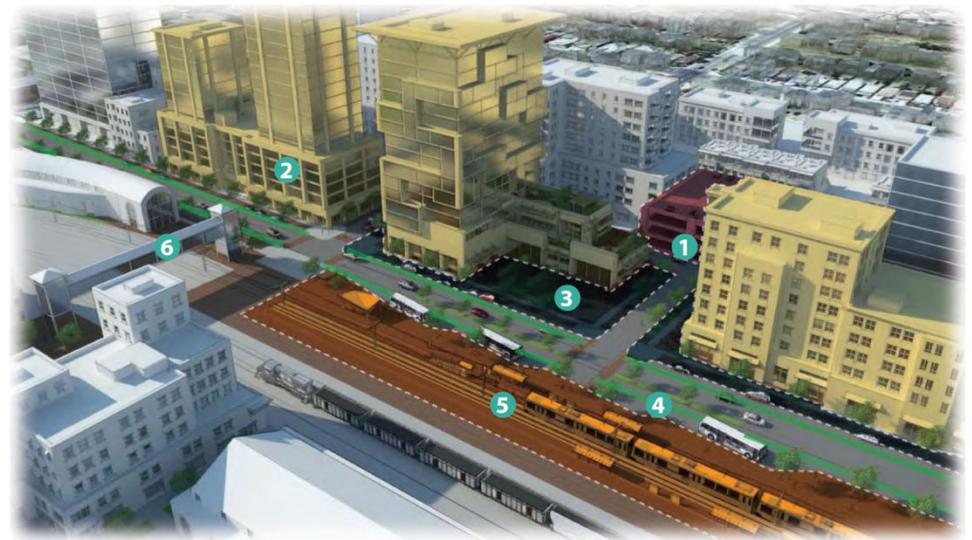
Buildings built to sidewalk or very shallow setbacks
Consistent orientation
Parking at rear/side or structured

Building Height

Consistent Mid to High-rise Residential, Mixed-Use, and Commercial structures;
Maximum height at the core is typically 20 stories with transitions

Mobility

Strong Transit Use
High level of Ped/Bike Use



1 Shared Structured Parking

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

2 Employment Focus

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

3 Smaller programmed plazas & open spaces

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

4 Higher Ease of Use Bicycle Infrastructure

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

5 High Frequency Transit

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

6 Pedestrian Infrastructure

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



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.

Reknit the Urban Fabric

Improve Walkability and Bikeability

Create A Network of Parks and Open Spaces



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

Promote Economic Resiliency

Encourage Environmental Sustainability

Enhance Social Sustainability



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

Promote Urban Center Densities

Incorporate High-Quality Urban Design

Create A New & Distinct District



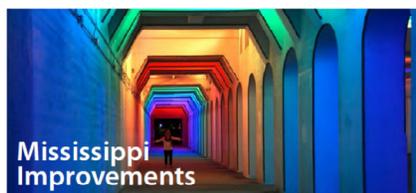
A Transformative **MULTI-MODAL HUB** integrates all modes of transportation safely and efficiently.

Provide Convenient & Accessible Transit

Promote Alternative Transportation

Enhance Regional Connectivity

TRANSFORMATIVE PROJECTS



Mississippi Improvements



Exposition Avenue (West of CML)



Broadway Station Plaza



Exposition Gateway (East of CML)



Vanderbilt Parks East & West



I-25 Underpass Improvements



Signature Shared-Use Street



East/West Connections



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

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

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

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

RECOMMENDATIONS

1. Reknit the Urban Fabric

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

2. Create A Network of Parks And Open Spaces

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

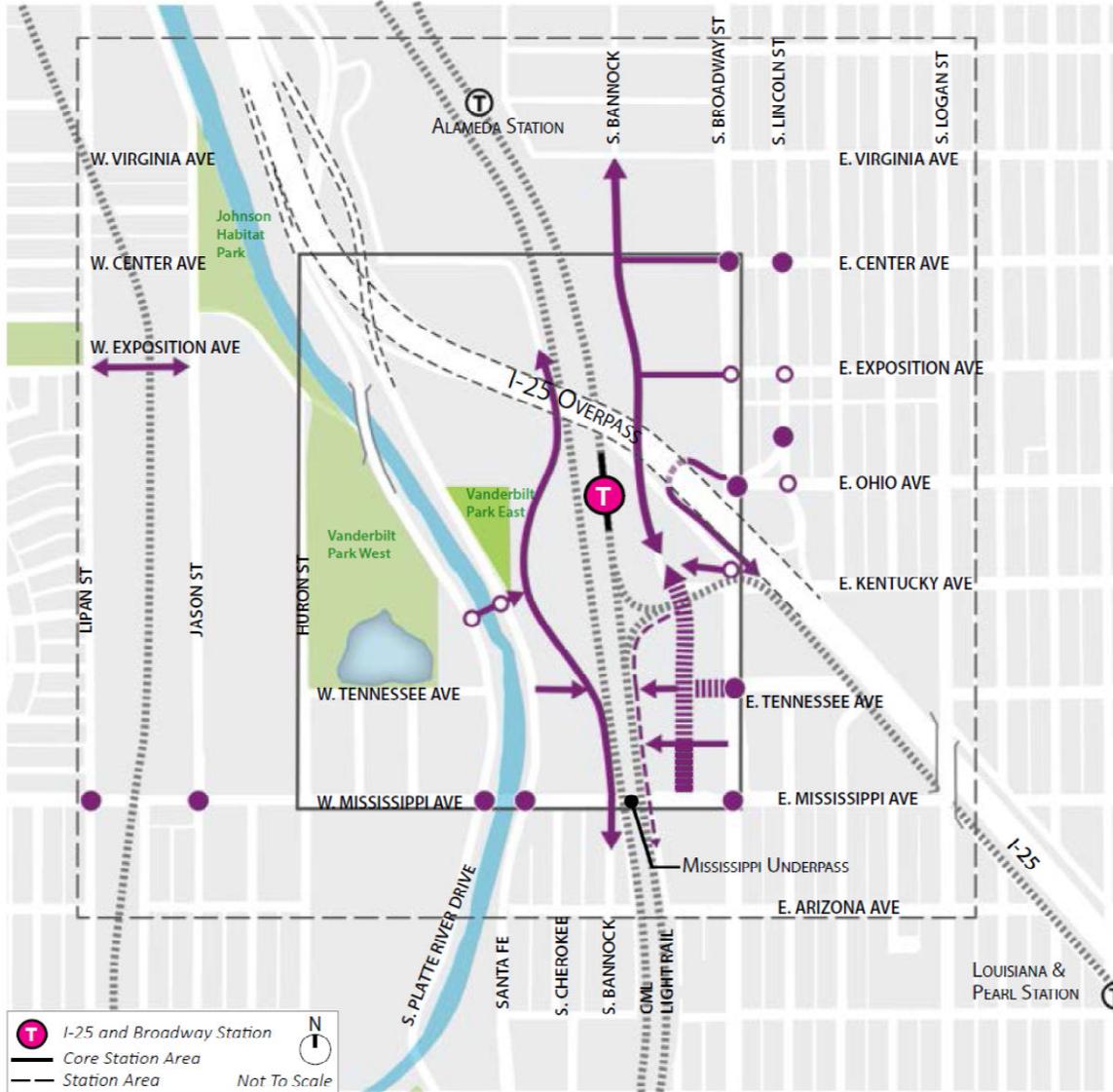
3. Improve Walkability & Bikeability

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



Connected

Street Network Framework



— Potential Street
 ● Existing Signal
 ○ Proposed Signal
 ▨ Shared-Use St.



Connected

Bicycle Facilities Framework

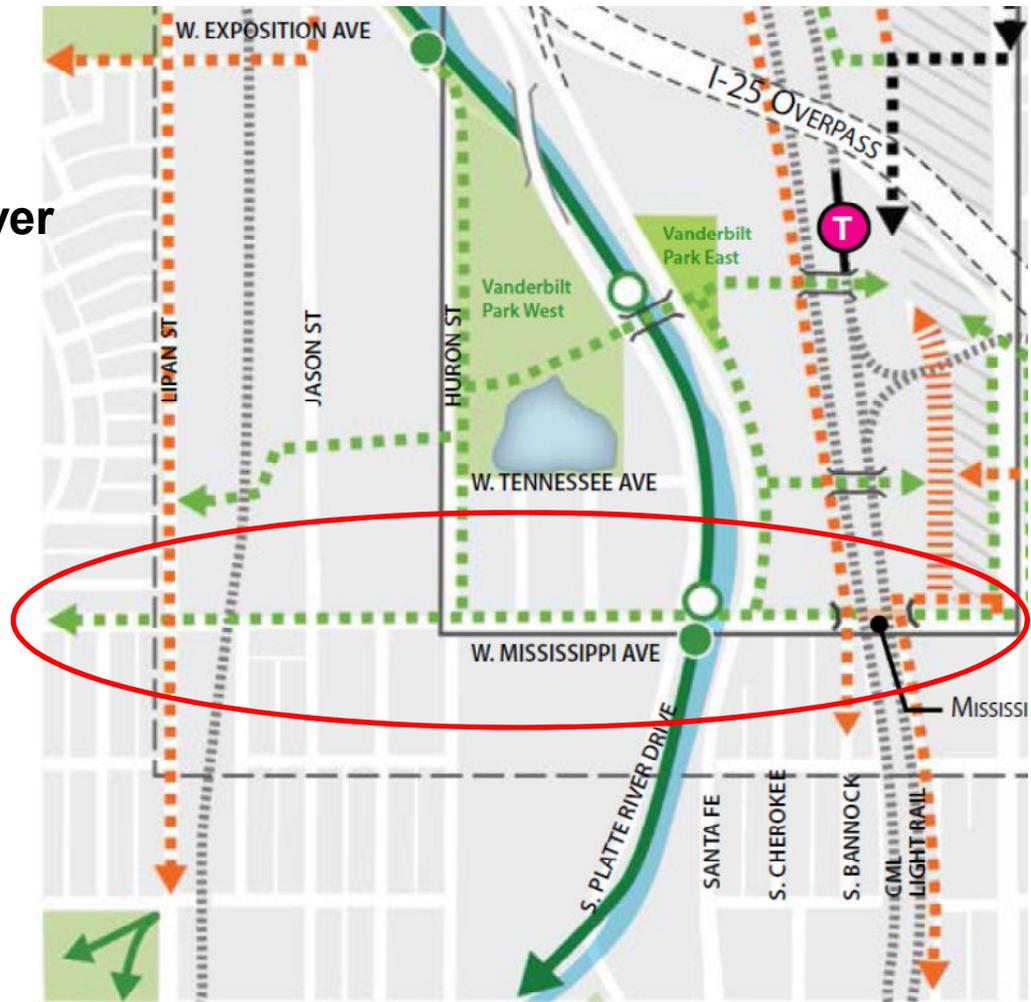




Transformative Project: Mississippi Avenue

Mississippi Multi-Use Path

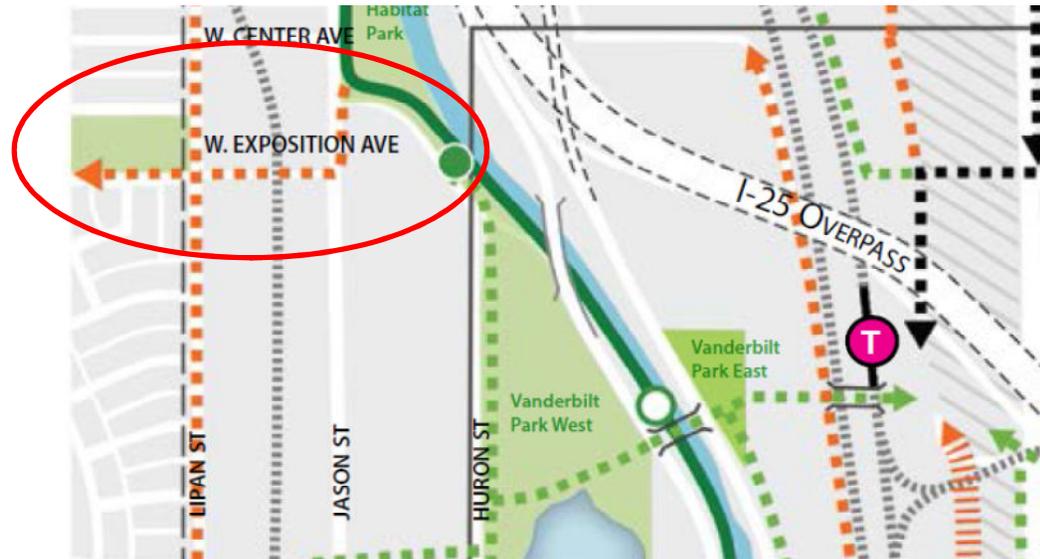
- Underpass Improvements
- Extending Path West
- New connection to S. Platte River Trail





Transformative Project: Exposition Avenue (West of CML)

Extension of West Exposition Ave



Potential Right of Way Options



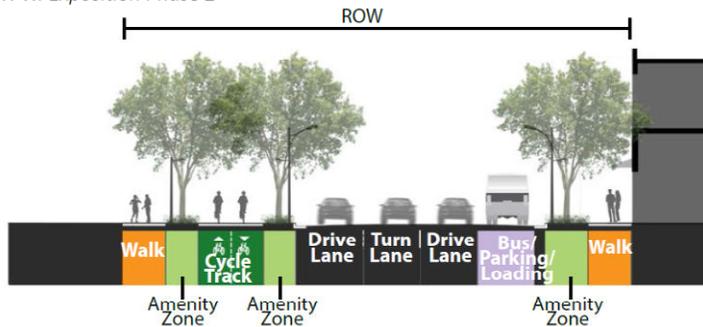


Transformative Project: Exposition Gateway (East of CML)

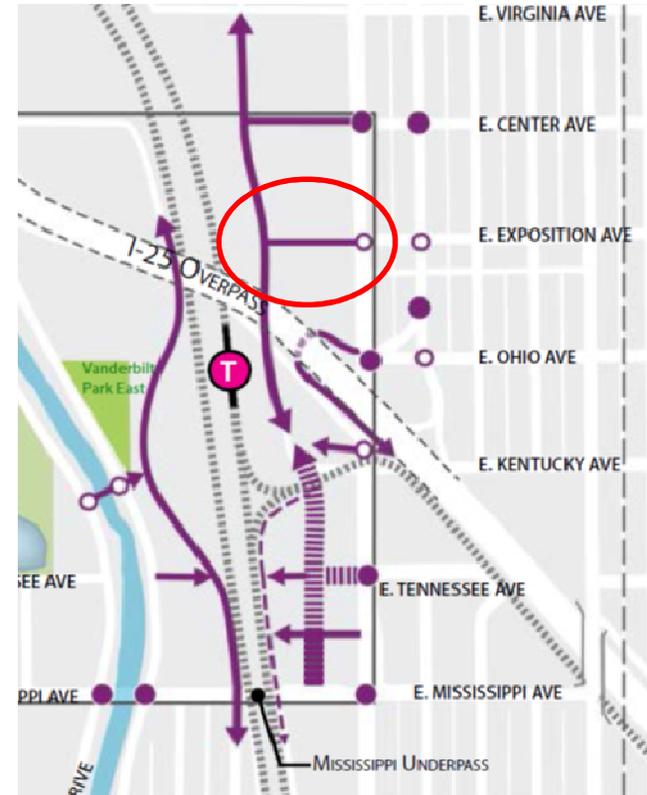
New street at S. Broadway and Exposition



Plan View: W. Exposition Phase 2



Section View: Exposition Phase 2



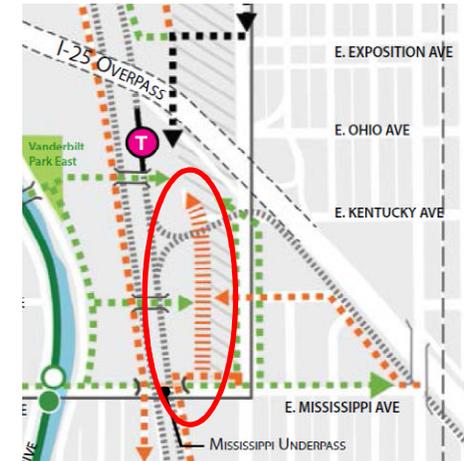


Transformative Project: Signature Shared-Use Street

A NEW NORTH-SOUTH STREET



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



EXISTING CONDITION



Pedestrian Priority Main Street

POTENTIAL CONDITION



Transformative Project: East/West Connectivity



PEDESTRIAN BRIDGE OVER CML

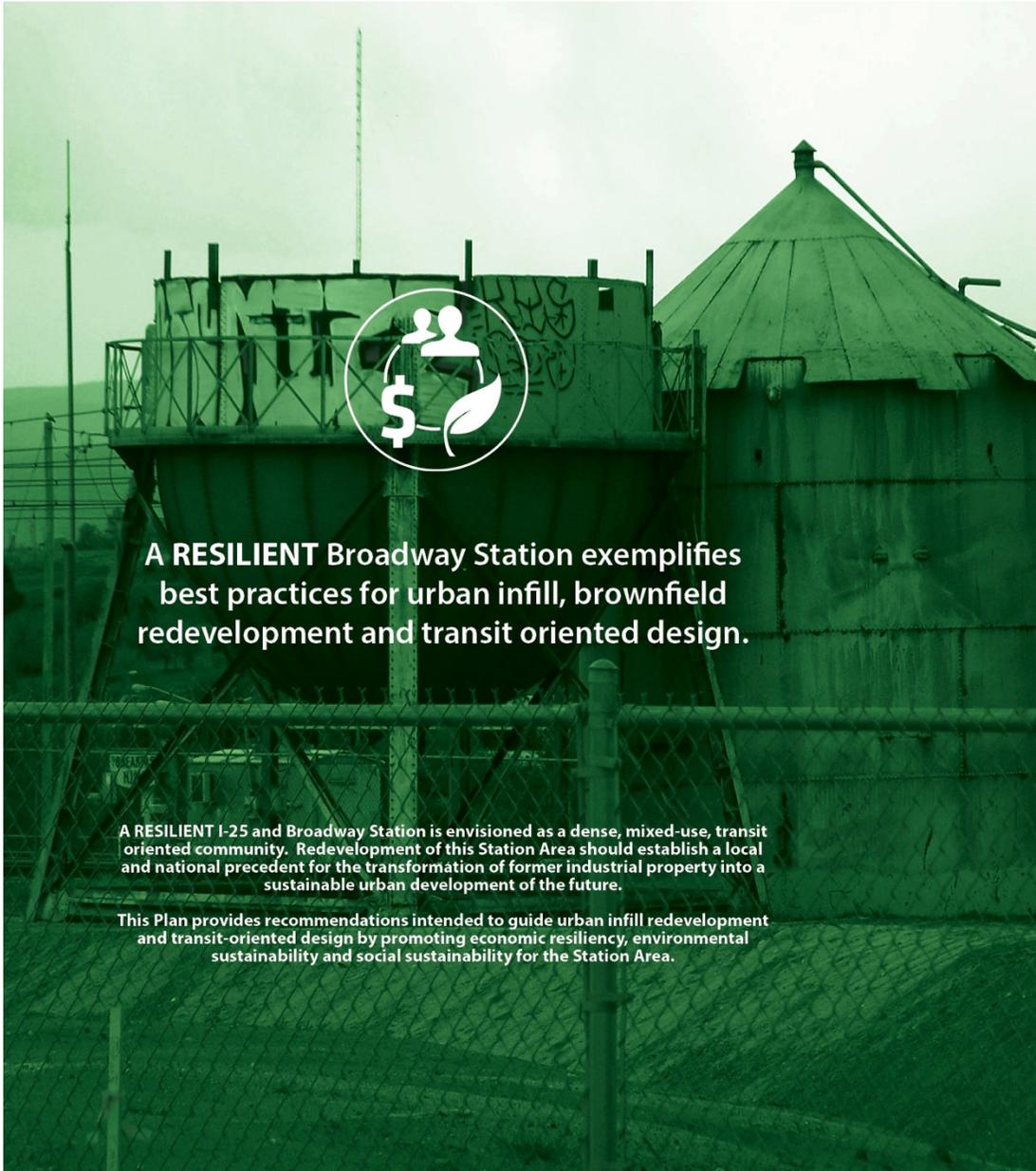


MULTIMODAL BRIDGE OVER SOUTH PLATTE RIVER



**SIGNATURE
PEDESTRIAN AND
BICYCLE BRIDGE**





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

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

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

RECOMMENDATIONS

1. Promote Economic Resiliency

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

2. Encourage Environmental Sustainability

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

3. Enhance Social Sustainability

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

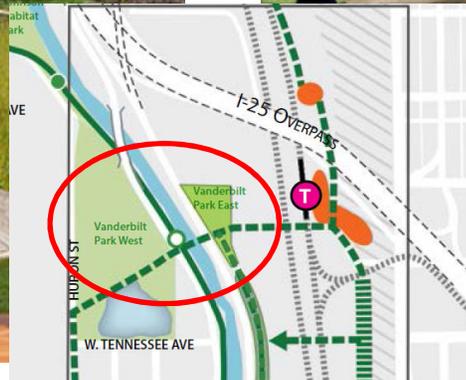
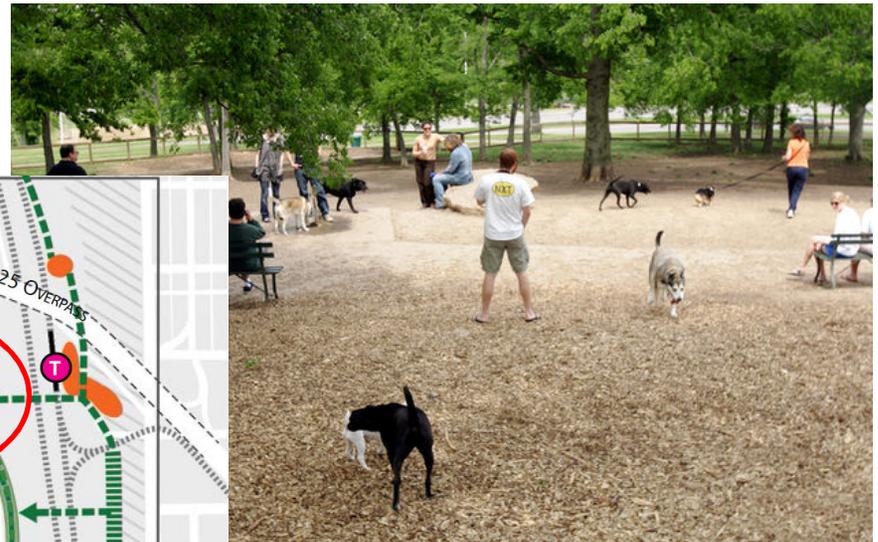


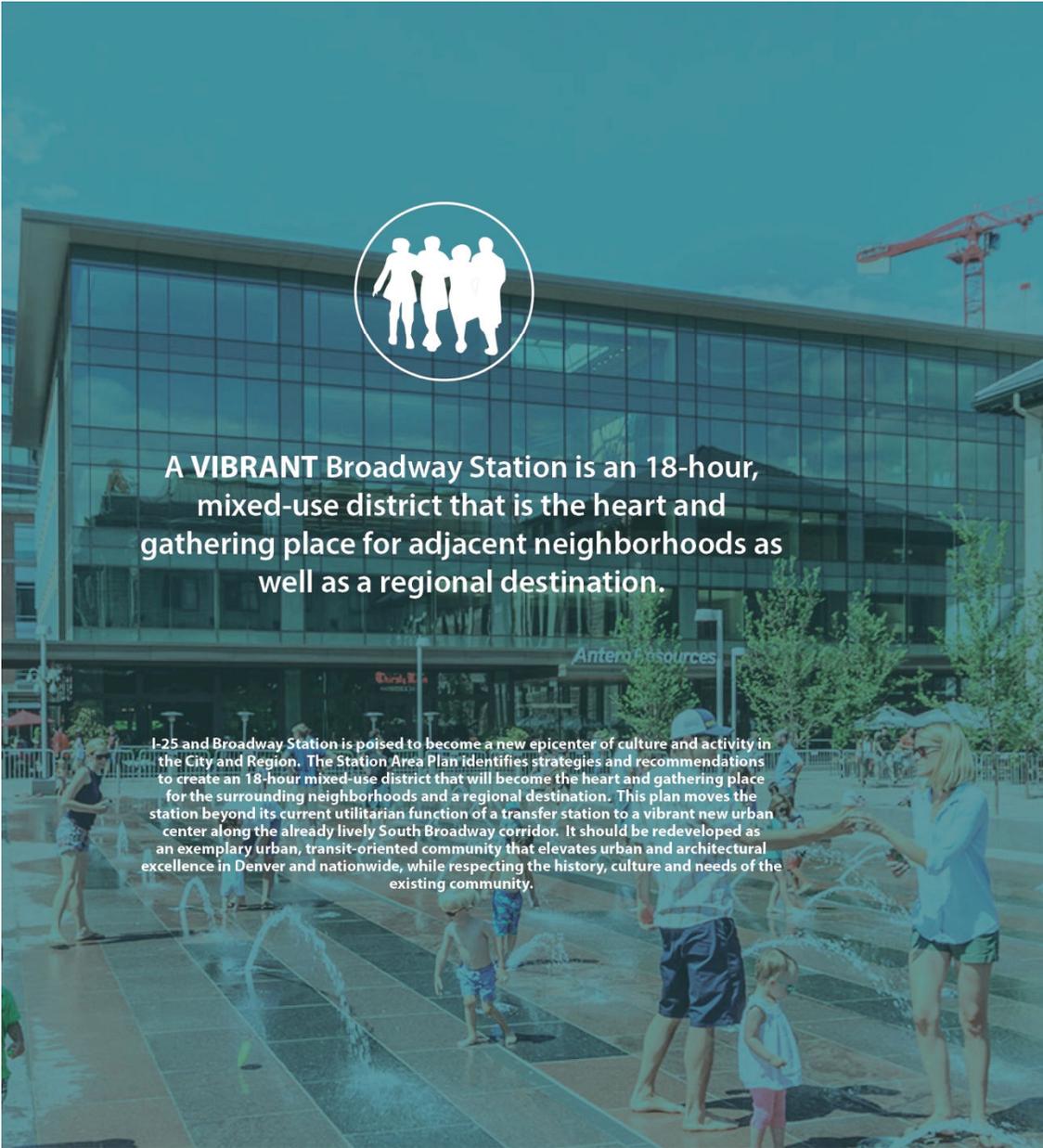
Transformative Project: Vanderbilt Park

VANDERBILT PARK EAST



VANDERBILT PARK WEST





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.

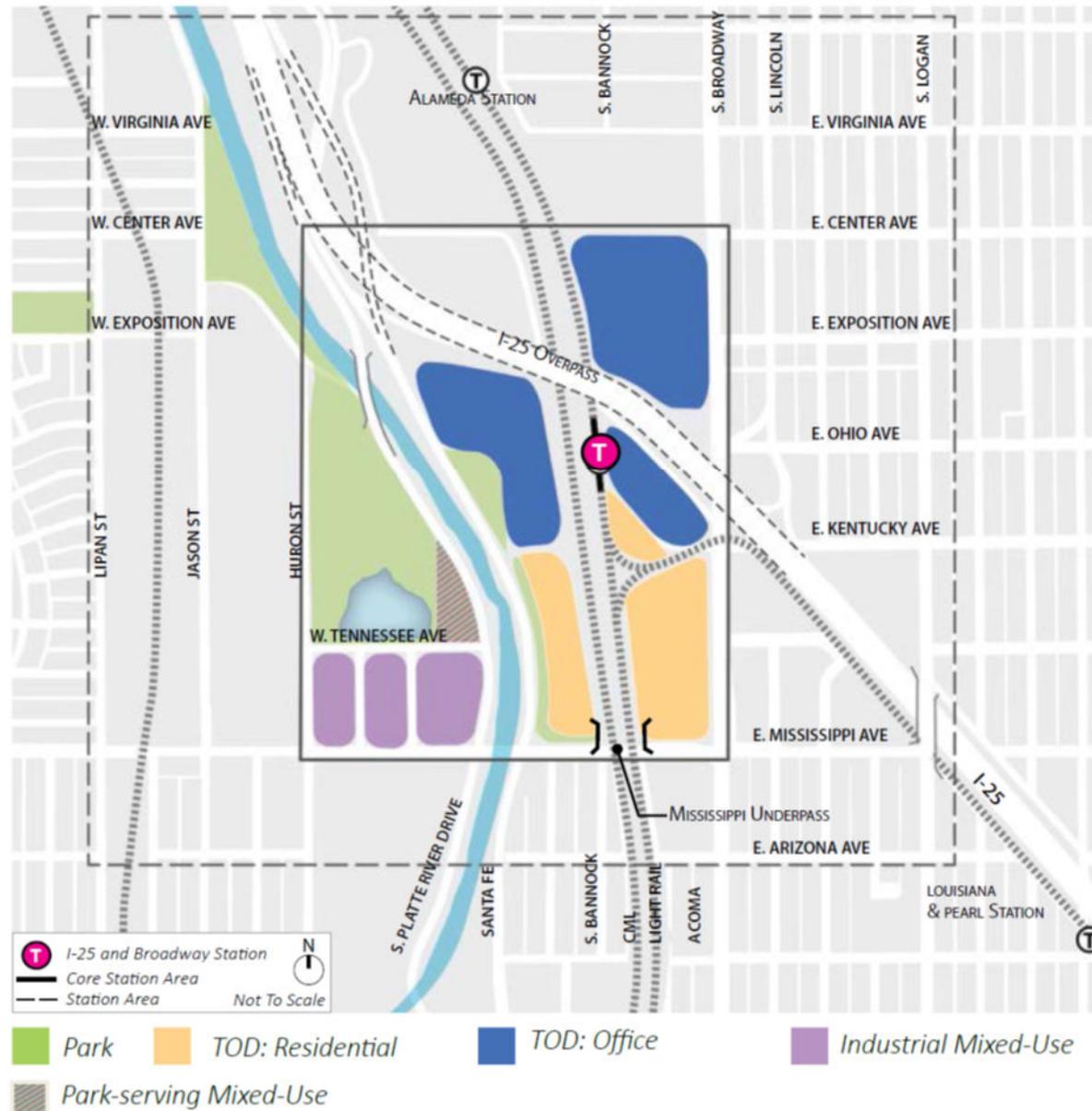
3. Create A New and Distinct District

- 3.1 Create a sense of place.
- 3.2 Create a unique identity within the City and Region.



Vibrant

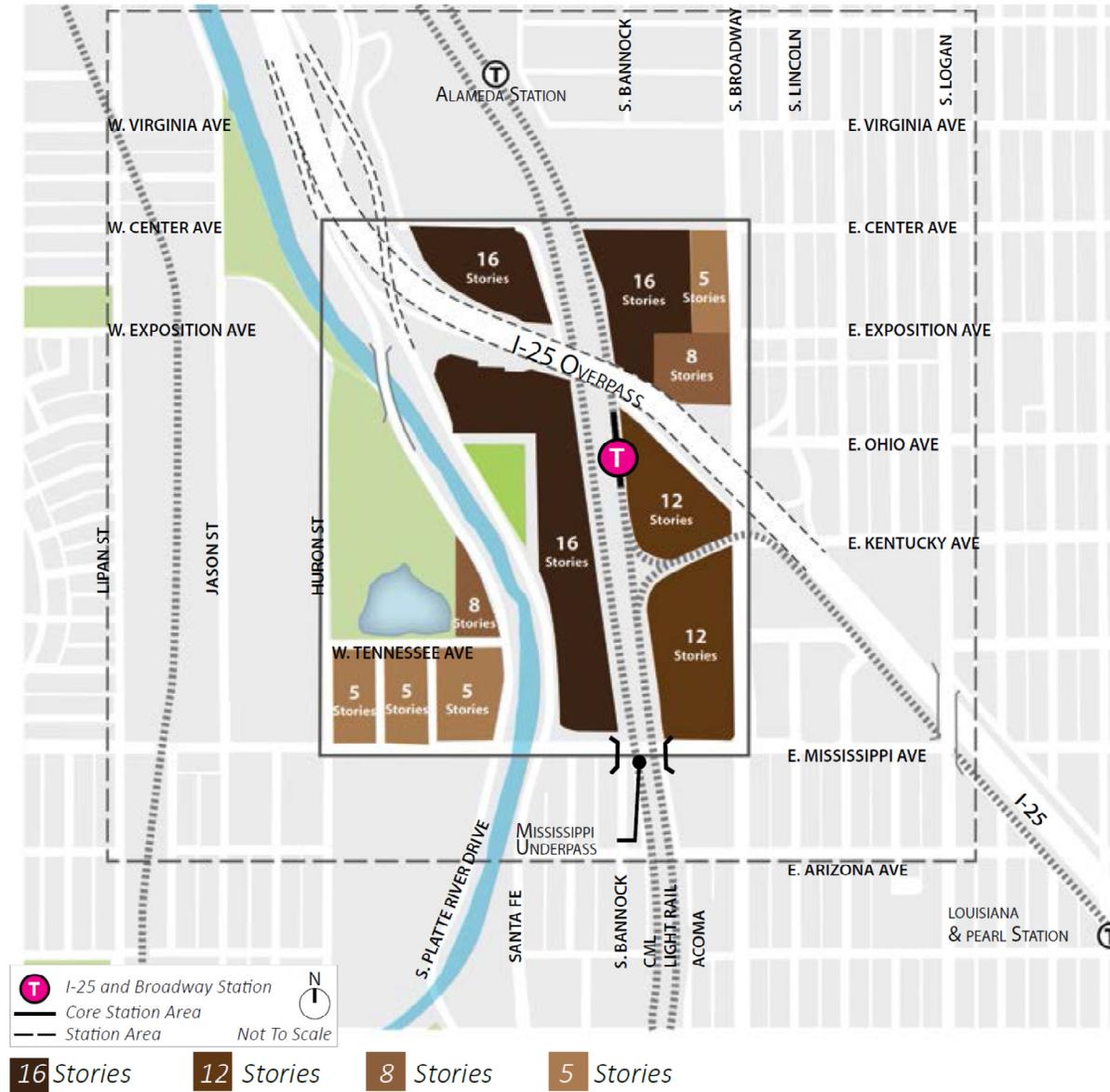
Refined Land Use Framework

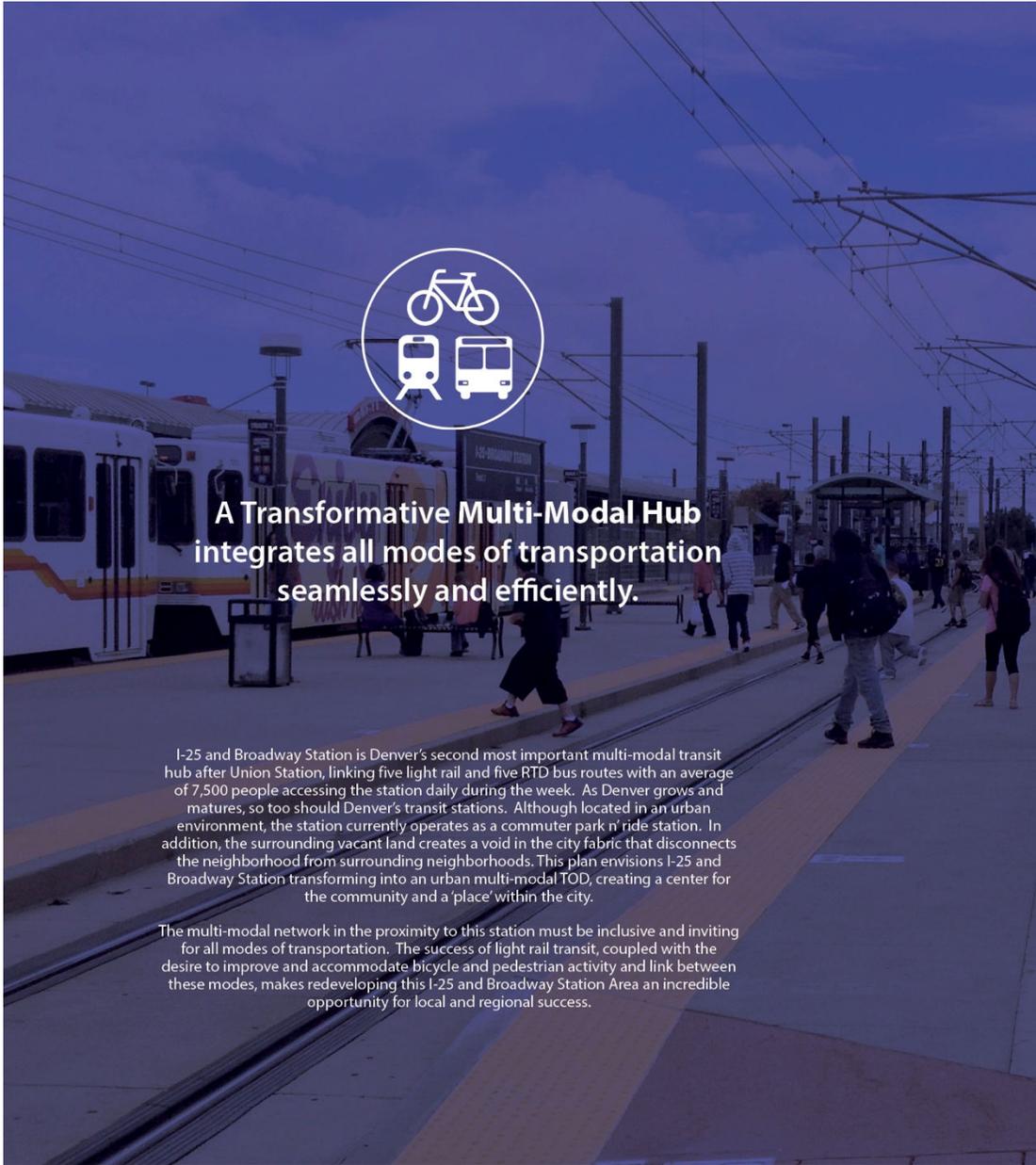




Vibrant

Proposed Building Heights





**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.



Transformative Project: Urban Plazas

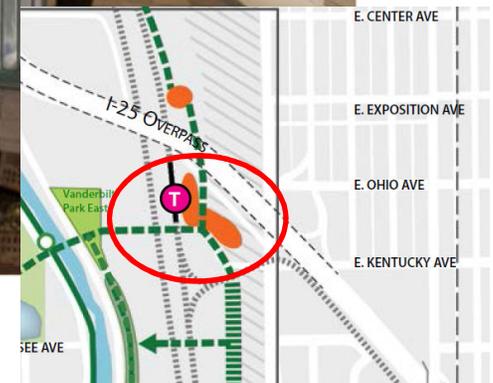
TRANSIT PLAZA SPACE



Existing I-25 and Broadway Station Platform



Potential Transit Plaza





Transformative Project: Urban Plazas

CIVIC PLAZA SPACE



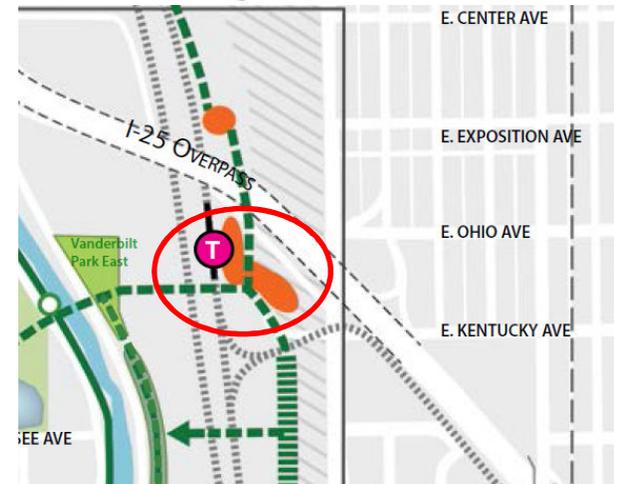
Character image of potential Community Plaza



Lighting creates welcoming and safe environment at night.



Existing I-25 and Broadway Station parking lot





Transformative Project: I-25 Overpass



Planning Board Public Hearing Summary.

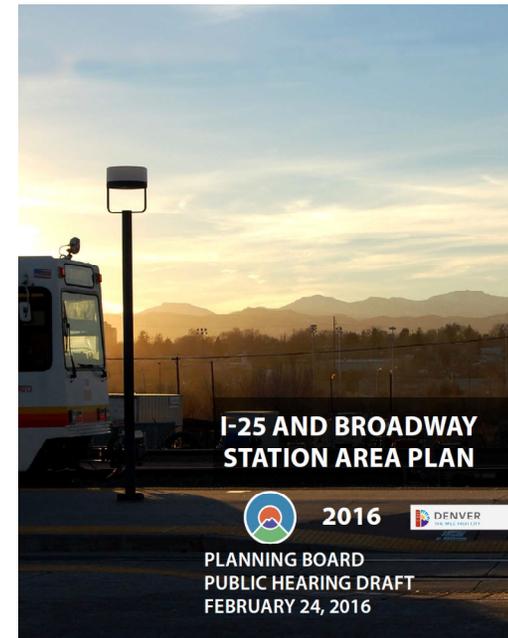
- Planning Board voted to approve the Plan by unanimous vote on March 2, 2016 based on the following criteria:
 - Plan Consistency
 - Inclusive Public Process
 - Long Term View
- Public comments and testimony:
 - Athmar Park, West Wash Park, Baker and Platt Park RNOs spoke positively or provided letters
 - Majority of comments about east/west connectivity and parking

Planning Board Public Hearing Summary.

- East/West Connections
 - **#1 Comment throughout process:** Improved multi-modal connections to the station and through the station area
 - Multiple plan recommendations to address this critical need
 - **Priority Recommendation: Next Steps Connectivity Study**
- Parking
 - Comments from **Neighborhoods and Commuters**
 - Multiple plan recommendations to address these concerns
 - **Maximize** transit **access** and **place-making** potential
 - Allow flexibility to **manage parking** over time
 - **Priority Recommendation: Comprehensive Parking Management Strategy**
 - Requires immediate and strong partnership of stakeholders
 - Phased set of strategies that balance parking supply and demand both near and long term

Staff Recommendation.

Staff **recommends** adoption of the I-25 Station Area Plan as a supplement to the Denver Comprehensive Plan.



The plan is available to download at www.denvergov.org/i25broadway

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