I-25 & Broadway
Station Area Plan

Steering Committee Meeting 5
October 15, 2015
1. Introductions
2. Presentation
   • Project Timeline
   • Work to Date
   • Station Area Plan Content
3. Q&A
4. Steering Committee Confirmation on Content and Direction
Project Timeline.

WORK TO DATE
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

NEXT STEPS
1. TWG Review Cycles (2 reviews)
2. Steering Committee Draft Plan Released (early November)
3. Steering Committee 6: Review Draft Plan (mid November)
4. Public Workshop Draft Plan Released (early December)
5. Public Workshop 3: Review Draft Plan (mid December)
6. Final Draft Plan

Phase 1: Discovery
Phase 2: Station Area Planning
Phase 3: Document Production
### Steering Committee Process

<table>
<thead>
<tr>
<th>SC1</th>
<th>March 26 Kickoff</th>
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<tr>
<td>SC2</td>
<td>May 13</td>
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<td>SC3</td>
<td>June 17</td>
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<td>SC4</td>
<td>August 12</td>
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<td>SC5</td>
<td>October 15</td>
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<td>SC6</td>
<td>November 18</td>
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Public Workshop 1: May 2015
PUBLIC WORKSHOP 2: September 2015
STATION AREA PLAN ORGANIZATION

Plan on a Page

Principles and Recommendations

Transformative Projects

Action and Implementation Plan
DRAFT PLAN ON A PAGE

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

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.

A transformative MULTI-MODAL HUB that integrates all modes of transportation seamlessly and efficiently.

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

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

Urban Design
Placemaking & Identity
High Density, Mixed Use

Safe and Intuitive Transit Interface
Alternative Transportation
Regional Connectivity

Economic Sustainability
Environmental Sustainability
Social Sustainability

TRANSFORMATIVE PROJECTS

Mississippi Improvements
Vehicular Bridge

vanderbilt parks east & west
I-25 underpass improvements

broadway station transit plaza
east exosition

signature bannock st
signature bridge
A CONNECTED Broadway Station links neighborhoods to the station and each other.

1. Reknit the Urban Fabric
   1.1 - CONNECT BROADWAY STATION WITH ITS SURROUNDINGS
   1.2 - CREATE AN INTUITIVE INTERNAL CIRCULATION NETWORK

2. Improve Walkibility and Bikeability
   2.1 - COMPLETE THE BICYCLE NETWORK
   2.2 - IMPROVE THE PEDESTRIAN ENVIRONMENT

3. Network of Parks and Open Spaces
   3.1 - CREATE A TRANSIT PLAZA
   3.2 - CREATE A CIVIC PLAZA
   3.3 - DESIGN AND BUILD VANDERBILT PARK EAST
   3.4 - REDESIGN VANDERBILT PARK WEST
   3.5 - ENHANCE AND CONNECT REGIONAL GREENWAY
   3.6 - DESIGN STREETS AS PUBLIC SPACES
Network of Parks and Open Space

1. Combine existing Parks Department property with Johnson Habitat Park.
2. Improve Vanderbilt Park West.
3. Incorporate vacant land into Vanderbilt Park West.
4. Design Vanderbilt Park East.
5. Create a linear park buffer along Santa Fe, connect to the existing Mississippi pedestrian/bicycle underpass.
6. Create a "Transit Plaza" adjacent to the station.
7. Create a "Civic Plaza" that is the heart of the community.
8. Create a plaza where north/south and east/west pedestrian and bicycle movements intersect.
Bike and Pedestrian Connectivity

1. Create bicycle boulevard on Lipan Street.
2. Improve Mississippi bicycle and pedestrian connection along north side of the street.
3. Create a new S. Platte River Trail access north of Mississippi.
4. Create a bicycle connection to Athmar Park.
5. Connect to future Broadway / Lincoln bicycle facility.
7. Create bicycle and pedestrian connection between Almeda Station and Broadway Station.
8. Create a signature street that prioritizes pedestrians and bicycles.
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.

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<tr>
<td>1.1 - URBAN FORM</td>
<td>2.1 - CREATE A UNIFIED DISTRICT IDENTITY THROUGH PUBLIC REALM DESIGN</td>
<td>3.1 - ENCOURAGE A VERTICAL AND HORIZONTAL MIX OF USES ACROSS THE SITE</td>
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<td>1.2 - CREATE A HIGH QUALITY PUBLIC REALM</td>
<td>2.2 - ESTABLISH CLEAR GATEWAYS INTO THE SITE</td>
<td>3.2 - CONCENTRATE DENSITY AND APPROPRIATE USES NEAR THE STATION</td>
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<td>1.3 - ARCHITECTURE</td>
<td>2.3 - CAPITALIZE ON EXISTING SITE FEATURES AND USES</td>
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Land Use

1. Industrial/Mixed-Use Zoning creates potential for new residential and commercial uses to locate adjacent to and activate the park.
2. Industrial/Mixed-Use Zoning creates potential for new residential to locate near the light rail station south of Mississippi Ave.
3. Encourage high density mixed-use office near the transit station and freeway to capitalize on visibility and multi-modal access.
4. Encourage high density mixed-use residential within walking distance of the transit station.
5. Create a high density, mixed-use residential/retail destination immediately south of the station.
6. Encourage a mix of residential, office, civic and public plazas immediately adjacent to the station to encourage 18 hour activity.
7. Encourage high density mixed-use office near the transit station and freeway to capitalize on visibility and multi-modal access.
8. Create active edges consisting of neighborhood and destination retail, restaurants, fitness facilities, resident common areas, destination offices, personal services, etc.
9. Relocate RTD parking north of the freeway and/or west of the CML to alleviate commuter traffic at the center of the multi-modal hub.
Heights

Note: Building heights subject to Washington Park View Plan, which remains in place for entire station area and provides greater certainty of heights on a building by building basis, ranging from 110 to 180 ft.
1. Safe and Intuitive Transit Interface
   1.1 - TRANSIT INTERFACE
   1.2 - IMPROVE ‘LAST MILE’ CONNECTIVITY TO THE STATION

2. Alternative Transportation
   2.1 - PROVIDE BICYCLE AND PEDESTRIAN INFRASTRUCTURE
   2.2 - ANTICIPATE FUTURE TRANSPORTATION MODES AND SYSTEMS

3. Regional Connectivity
   3.1 - MULTI-MODAL CONNECTIVITY
   3.2 - ADDRESS COMMUTER PARKING
   3.3 - ADDRESS I-25 AND BROADWAY INTERCHANGE

A transformative Multi-Modal Hub that integrates all modes of transportation seamlessly and efficiently.
Street Network

The Street Network lays the foundation for the redevelopment of the Core Area of the Station Area. Dominated by the former Gates Rubber Factory Site, the area today remains largely vacant. This property is void of any road infrastructure between northbound Santa Fe east to the CML and the CML and light rail east to Broadway. The major barriers of Santa Fe and the CML set major limitations in a proposed street network configuration.

PROPOSED STREET NETWORK RECOMMENDATIONS:

1. Extend West Exposition Street from Lipan to Huron.
2. Remove East/West portion of Huron Street immediately south of Johnson Habitat Park.
3. Extend the city grid.
4. The creation of a continuous N/S street west of Broadway.
5. Creation of a signature retail street parallel to Broadway.
6. Create a multi-modal entry at east Exposition Street and Broadway.
7. Study feasibility of vehicular bridge over the river.
A RESILIENT Broadway Station exemplifies best practices for urban infill, brownfield redevelopment, and transit oriented design

<table>
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<tr>
<th>1. Economic Sustainability</th>
<th>2. Environmental Sustainability</th>
<th>3. Social Sustainability</th>
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<tbody>
<tr>
<td>1.1 - EXPAND EMPLOYMENT (OFFICE)</td>
<td>2.1 - UTILIZE MASS TRANSPORTATION TO REDUCE URBAN POLLUTION</td>
<td>3.1 - PROVIDE RESIDENTIAL TOD</td>
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<td>1.2 - CONTINUE TO SUPPORT INDUSTRIAL LAND USES</td>
<td>2.2 - INCORPORATE FORWARD THINKING AND BEST PRACTICES IN SUSTAINABLE URBAN DESIGN, LANDSCAPE AND ARCHITECTURE.</td>
<td>3.2 - ESTABLISH AFFORDABLE AND MIXED-INCOME HOUSING STRATEGIES AND FUNDSING OPPORTUNITIES</td>
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<tr>
<td>1.3 - ADDRESS THE NEED FOR COMMERCIAL SERVICES</td>
<td>2.3 - EXPLORE OPPORTUNITIES FOR A VARIETY OF ALTERNATIVE ENERGY SOURCES</td>
<td>3.3 - INCREASE ACCESS TO HOUSING</td>
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<td>1.4 - CREATE STRATEGIC PUBLIC/PRIVATE PARTNERSHIPS TO REACH COMMON GOALS</td>
<td>2.4 - MITIGATE NOISE AND PARTICULATE IMPACTS OF I-25 OVERPASS</td>
<td>3.4 - STRENGTHEN OUTREACH ON DEVELOPMENT PROJECTS</td>
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<td>1.5 - ACTIVELY RECRUIT INNOVATIVE BUSINESSES</td>
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<td>3.5 - ENCOURAGE RNO’S TO TAKE OWNERSHIP OF IMPROVEMENTS NEAR THE TRANSIT STATION</td>
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RESILIENCY

Residential TOD

- Provide for a mix of housing types, sizes and prices, ownership and rental, senior
- Place greater heights and densities closer to the station
- Provide affordable and mixed income housing
  - City of Denver’s Housing Plan for 3 x 5
  - Leverage resources such as the Mile High TOD Fund, LIHTC, CDBG, HOME, and other affordable housing programs
  - Inclusionary Housing Ordinance / Housing Strategy
- Allow Industrial Mixed Use south of Vanderbilt Park and south of Mississippi on Santa Fe
- Improve accessibility to neighborhoods west of the station
RESILIENCY

Employment TOD

• Provide a mix of job types

• Create a new office TOD midway between Downtown and the Tech Center

• Recruit new, growing, entrepreneurial and innovative businesses

• Seek a regional office headquarters

• Maintain industrial uses and jobs west of Huron

• Provide neighborhood serving commercial uses (local retailers and “maker” businesses) accessible to the neighborhoods

• Continue active edges along Broadway
TRANSFORMATIVE PROJECTS
TRANSFORMATIVE PROJECTS
MISSISSIPPI IMPROVEMENTS

- Underpass lighting
- Widened pedestrian/bike zone on bridge
- Community artwork
TRANSFORMATIVE PROJECTS
KENTUCKY AVE BRIDGE AT SANTA FE

create pedestrian/bike zone on bridge

create an iconic structure

24/7 safe environment
TRANSFORMATIVE PROJECTS
I-25 UNDERPASS PLACEMAKING IMPROVEMENTS

Canopy creates human scale environment

Canopy creates human scale environment
TRANSFORMATIVE PROJECTS
EAST EXPOSITION MULTI-MODAL ENTRY

directional cycle track at sidewalk level

maintain possibility for future transit opportunities
curb separated, two-way cycletrack
TRANSFORMATIVE PROJECTS
CIVIC PLAZA: TRANSIT ORIENTED

link train to buses

design for high volume pedestrian movements

short and long term bicycle parking near station
TRANSFORMATIVE PROJECTS
CIVIC PLAZA: COMMUNITY ORIENTED

community/gathering

active edges

human scale, durable materials
TRANSFORMATIVE PROJECTS
BANNOCK STREET AS A SIGNATURE STREET (SHARED BIKE / PEDESTRIAN / AUTO,

human scale, quality materials

wide cafe zones

festival street, flexible uses
TRANSFORMATIVE PROJECTS
VANDERBILT PARK | EAST

movie nights

lunchtime seating areas

informal activities
TRANSFORMATIVE PROJECTS
SIGNATURE CONTINUOUS PEDESTRIAN/BICYCLE BRIDGE

Iconic

simple, functional design

signature architectural elements
QUESTIONS?
Next Steps

Write Draft Station Area Plan........................................September - December

Steering Committee 5...........................................October 15

Steering Committee Draft Plan.................................Early November

Steering Committee 6........................................Mid November

Public Draft Plan................................................Early December

Public Workshop 3..............................................Mid December