1. Introductions  6:30-6:45
2. Summary of Survey  6:45-7:00
3. Refined Principles and Strategies  7:00-7:15
4. Refined Framework / Discussion  7:15-8:00
5. Rezoning and Infrastructure Master Plan  8:00-8:20
6. Next Steps  8:20-8:30
SUMMARY OF SURVEY RESULTS
Q1: Regarding a pedestrian and bicycle connection over South Santa Fe Drive/South Platte River/South Platte River Drive, do you prefer:

Majority supported a dedicated bicycle/pedestrian connection from the station to Vanderbilt Park West.

Why?

• An integrated facility is not safe
  • High cost recognized
• An integrated vehicular and bike/ped facility could work if designed well and would not preclude a dedicated facility later
Q2: If a pedestrian and bicycle bridge is constructed over the railroad tracks from the light rail station to Vanderbilt Park East, what is your priority for a second connection:

Substantial support for a second bike/pedestrian connection from Vanderbilt Park East to Vanderbilt Park West.

Why?
Second bridge advances TOD principles
Park to park connections are important
Could be phased as part of longer bridge concept
Not a substitute for a continuous bridge from station to Vanderbilt Park West
Q3: Regarding neighborhood retail uses, do you prefer:

Majority support for focusing retail along either South Broadway or both South Broadway and a new, perpendicular internal street.

Why?
South Broadway should remain “urban” with consistent street frontage
   Adjacent section of S. Broadway is a “missing” section
   Retail alone on S. Broadway might struggle
Internalizing some to site would create a placemaking opportunity
Q4: Regarding the existing industrial area west of the South Platte River, do you prefer:

Considerable support for applying mixed-use industrial zoning along West Mississippi Ave and Vanderbilt Park as opposed to solely along Mississippi Ave

Why?

Industrial areas are a harsh edge to Park and Athmar Park
Interest in introducing residential and allowing area to evolve over time and activate Park
Potential similarities to RiNo
Q5: Regarding a civic plaza near the existing light rail platform, do you prefer:

Variety of responses with no clear preference on location or need for plaza.

Why?

Movement of users is important and plaza should provide good views
Activation of the plaza is key – should be heart of the entire development
Concerned plaza space could be underutilized space
Not needed with a complete internal roadway network
Q6: Regarding appropriate land uses surrounding open spaces like parks and plazas, do you prefer office or residential or retail/restaurant?

**Generally a desire for a mix of uses to encourage an active, diverse environment.**

**Why?**

Market demands evolve and range of uses should be supported. Activity through the day and evening creates a safer environment. Open spaces should be located near the people who use them. Today’s office uses desire dynamic open spaces for the workplace. Regardless of use, visible pedestrian form is critical.
Q7: Regarding connections through the industrial uses to Athmar park, do you prefer through industrial area or along Mississippi:

Substantial support for both improved bicycle/pedestrian facilities along Mississippi Ave, and for a new east/west connection through the industrial area.

Why?

Access to Athmar Park is critical
Mississippi Ave. is challenging and due to traffic volumes and land use will require a dedicated facility
East/West connections also benefit Ruby Hill
REFINED PRINCIPLES
VISION AND PRINCIPLES

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

- Neighborhood Connections
- Convenient and Accessible transit
- Network of Parks and Open Spaces
- Strengthen Regional Trail Access

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

- Economic Sustainability
- Environmental Sustainability
- Social Sustainability

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.

- Urban Design
- Placemaking & Identity
- High Density, Mixed Use

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

- Safe and Intuitive Transit Interface
- Alternative Transportation
- Regional Connectivity
REFINED FRAMEWORKS
STATION AREA

- Core Area
- Area of Influence
WALKSHED
EXISTING

1/2 mile
Further technical study is underway to understand the feasibility of connection.
S. PLATTE TRAIL

KEY:

- **S. Platte River Trail**
- Existing Trail Access
- Potential New Trail Access
BICYCLE NETWORK

PRIMARY ROUTES

Bicycle facility separated from traffic (on-street physically separated cycle track or grade separated cycle track).

KEY:

- S. Platte River Trail
- Primary Route
- Signature Street
  (special street designed as a shared bike/pedestrian priority street)

* Further technical study is underway to understand the feasibility of connection.
BICYCLE NETWORK

SECONDARY ROUTE

On-street bicycle facility (bike lanes or dedicated bike route).

**KEY:**

- **S. Platte River Trail**
- **Primary Route**
- **Secondary Route**

**Signature Street**

(special street designed as a shared bike/pedestrian priority street)

* Further technical study is underway to understand the feasibility of connection.
Pedestrian Network
EXISTING SIDEWALKS

KEY:
- Sidewalks: good condition
- Sidewalks: poor condition
Pedestrian Network
IMPROVED STREETSCAPES

KEY:
- Existing Sidewalks
- New or Improved Sidewalk and Streetscape
- Pedestrian Priority Intersections

* Further technical study is underway to understand the feasibility of connection.
CONCEPTUAL LAND USE

Note: Dark colors represent proposed future land use plan, faded colors represent existing land use pattern.
Note: Washington Park View Plane supersedes SAP Heights.
RTD PARKING
COMMUTER PARKING
1,050 SPACES EAST OF STATION

KEY:
- Arrive
- Exit
- RTD Parking
RTD PARKING
COMMUTER PARKING
1,050 SPACES DISPERSED
EAST & WEST OF STATION

KEY:
- Arrive
- Exit
- RTD Parking
DRAFT TRANSFORMATIVE PROJECTS
TRANSFORMATIVE PROJECTS
MISSISSIPPI IMPROVEMENTS

wided pedestrian/bike zone on bridge

underpass lighting

community artwork
TRANSFORMATIVE PROJECTS

EXPOSITION CONNECTION TO ATHMAR

pedestrian and bicycle connection

bicycle priority street

street with bike lanes
TRANSFORMATIVE PROJECTS
I-25 UNDERPASS PLACEMAKING IMPROVEMENTS

safe, comfortable environment
activate space
creative lighting
TRANSFORMATIVE PROJECTS
1-25 UNDERPASS PLACEMAKING IMPROVEMENTS

canopy creates human scale environment

canopy creates human scale environment

canopy creates human scale environment

canopy creates human scale environment
TRANSFORMATIVE PROJECTS
CIVIC PLAZA: TRANSIT ORIENTED

- Design for high volume pedestrian movements
- Link train to buses
- 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 / AUT..)

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
VANDERBILT PARK | WEST

visual access to lake

dog park

great lawn / flexible activities
IMPLEMENTATION STEPS
Implementation Best Practice

Vision Established by Adopted Plan

- Rezoning
- Urban Design Standards and Guidelines
  - Coordinated Infrastructure Plan
    - Development Agreements
      - Horizontal Development
      - Vertical Development

General Development Plan (GDP) Infrastructure Master Plan (IMP)
## Regulatory Tools Available in the Past

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Issues with this Approach

Without an adopted community vision the rezoning and GDP process became the visioning process

- Customer-led the process, rather than community-led
- Regulatory tools had to play the role of setting policy and implementing that policy simultaneously
- Only covered a specific redevelopment site
- Did not adequately set policies for broader, long range community needs
- Did not adequately consider the greater community context

The menu of regulatory tools was limited

- Zoning standards under Former Chapter 59 did not achieve desired outcomes
- Used multiple, duplicative, & ineffective tools to accomplish vision (e.g. zoning, GDP, multiple agreements, UDGS)
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Implementation Package for BSP Redevelopment Site

I-25 and Broadway Station Area Plan

Rezoning into the DZC

Updated UDSG

Infrastructure Master Plan

Development Agreements and Others

Infrastructure Design

Vertical Development

* = Opportunities for public engagement
Next Steps

Public Workshop 2: Early September

Steering Committee 5: September | October

Write Draft Station Area Plan
Three City Reviews

Steering Committee 6: Late November

Public Workshop 3: Late November