WYNKOOP CROSSING
DOWNTOWN DESIGN ADVISORY BOARD
CONCEPT REVIEW SUBMITTAL
SEPTEMBER 15, 2023
Wynkoop Crossing is an opportunity to provide much needed connection between a vibrant new district and the historic Lower Downtown neighborhood.

A contextually responsive design can enhance both the existing urban environment, and establish a foundation for sustainable future development.

**Project Goals**

- Improve the pedestrian and multi-modal experience and safety across and surrounding Speer Blvd.
- Today’s development solutions cannot preclude long term plans for Speer Blvd.
- Promote near-term implementation that includes long-term for Speer Blvd.
- Maintain Ball Arena location as an area of city activation.
- Promote design excellence through elevation of iconic design and provide opportunities for local cultural and artistic programs.
- Connect and integrate with nearby districts goals and visioning such as AHEC, 5280 Trail, Outdoor Downtown Plan & Strategy, etc.
- Accessibility should be included for any at-grade, underpass, and/or overhead crossing improvements.
- Connect directly to signature places, venues, and destinations.
- Activate intersections along Auraria Pkwy and Speer Blvd (Eyes on the street concept).
- Improve the connectivity and experience between the Cherry Creek path to the Arena, and LoDo.

**Ball Arena Master Plan**

The KSE-Ball Arena Redevelopment site is positioned at the nexus of local, district, city, and regional elements with the potential to make and complete extraordinary connections.

At full build-out, the KSE-Ball Arena Redevelopment will serve as a connector of neighborhoods by stitching together isolated areas of the City and healing physical barriers by emphasizing connectivity, inclusivity, and access for all.

**Wynkoop Crossing Opportunity**

The redevelopment’s ability to stitch together its adjacent neighborhood is contingent on a safe, pedestrian focused crossing of Speer Blvd. Wynkoop Crossing will be the spark that ignites the development of the Ball Arena Master Plan. This crossing connects the site to downtown, creates a safe crossing for event guests, and creates a new destination in downtown Denver.

The crossing responds to a current condition of Ball Arena events and Speer that has been extremely dangerous for pedestrians, an annoyance to vehicles, and all further complicated by bicyclists and scooters. It will also serve as a new iconic gateway and a symbolic and physical connection between vibrant historic neighborhoods and dynamic new development.

The Wynkoop Crossing will seamlessly connect to the planned Wynkoop Street off-street, bike facility, and planned bridge over the CML to the South Platte River on the southwest end of the Ball Arena Site. Together, these improvements will provide a new regional connection between the South Platte River (and trail), to the Arena property, LoDo and the Downtown. Coming from the south or west Denver, on a bike or the S. Platte, this will be the way to get into LoDo/Downtown.
1. INTRODUCTION

CONTEXT PLAN

Current Conditions
CONTEXT PLAN

Ball Arena and River Mile Master Plan
CONNECTING NEIGHBORHOODS

The long-term vision shows that the KSE-Ball Arena Redevelopment site could play a key role in uniting LoDo, Auraria Campus, The River Mile, La Alma/Lincoln Park, Jefferson Park, and beyond.

The existing site currently feels like an island enclosed by Speer Boulevard, Auraria Parkway, and the CML/Light Rail lines. Surrounded by a rich urban and environmental fabric, the site stands isolated from the adjoining context due to its large swaths of surface parking lots and constrained access points.
The KSE-Ball Arena Redevelopment site is positioned at the nexus of local, district, city, and regional elements with the potential to make and complete extraordinary connections.

Continuous movement between Lower Downtown and the new developments is critical to their vitality. Wynkoop Crossing serves as the link to seamlessly flow across a previously defined barrier of Speer.

Extend Wynkoop from LoDo to the South Platte to unify all three major venues and both rivers, with Ball Arena in the center.

Extend The River Mile infrastructure through the site and connect Aurora to the city.
SURROUNDING NEIGHBORHOODS

LOOKING EAST TOWARD LODO
SURROUNDING NEIGHBORHOODS

LOOKING WEST TOWARD BALL ARENA
SITE PHOTOS

CURRENT CONDITIONS: LODO LANDING

CURRENT CONDITIONS: ALONG SPEER

CURRENT CONDITIONS: BALL DISTRICT LANDING
Speer Boulevard is critical in defining the identity of Denver’s built environment, and the arched bridges along Speer embody this identity. It is important for the new Crossing to relate to this family of bridges in order to integrate itself in the built environment of Speer and as a connective thread between historic and new development.

The design proposes to accomplish this by incorporating a contemporary interpretation of the existing arches, and thoughtfully incorporate color and materiality that visually links the new crossing to the existing iconic bridges.
03 CROSSING DESIGN
3. CROSSING DESIGN

PROJECT LOCATION

CURRENT CONDITIONS

- Current Ball Arena Parking Lots
- Future Ball Arena Master Plan Phase 1A Development Lots
- Downtown Children’s Playground
- Manny’s Bridge
- Vohler Lofts
- Wynkoop St
- Wewatta St
3. CROSSING DESIGN

PROPOSED SITE PLAN

WYNKOOP CROSSING + BALL MASTER PLAN

- Phase 1A Buildings: DDAB and SDP review to follow IMP submittal #2 est. March 2024
- Downtown Children’s Playground is preserved
- Manny’s Bridge is preserved
- New bridge over Cherry Creek proposed
- Ramp to Cherry Creek Trail is preserved
PROPOSED SITE PLAN

CROSSING COMPONENTS

The crossing is best considered as three separate components, each addressing specific site conditions, and coalescing in a unified composition.

The Lower Downtown Landing:
- A new bridge over Cherry Creek.
- Preservation of Manny’s Bridge.
- A helix to access the crossing for ADA, cyclists, and scooters.
- A stair to access the crossing.

The Crossing
- Splayed multi-modal paths over Speer Blvd
- A structurally expressive arch and cables

The Ball District Landing
- Multiple stairs to access Speer Blvd.
- A new urban public plaza at stair landing.
- ADA ramp to access Speer
- Connection to Ball Arena and new master plan beyond.
3. CROSSING DESIGN

PROPOSED SITE PLAN

WYNKOOP CROSSING + BALL MASTER PLAN

Ball Arena

LOT A.1

LOT A.2

LOT A.3

LOT A.4

Children’s Playground is Preserved

Anticipated tree removal

Min 6’ separation from Adjacent property, preserving existing sidewalk.
04 CONTEXTUAL RESPONSES
4. CROSSING CONCEPT

SOLVING PEDESTRIAN CONNECTION BETWEEN NEIGHBORHOODS

EXISTING CONDITIONS WITH NEW DEVELOPMENT

Pedestrian connection between the new district and Lower Downtown is inhibited by dangerous vehicular crossings, and indirect routes.

The proposed crossing would link the neighborhoods directly on the primary axes of each district.

NEW WYNKOOP AXIS

Ball District Phase 1A (future)

Vehicular dominated intersections

Current pedestrian access routes to Ball Arena and new future development

WYNKOOP AXIS
4. CROSSING CONCEPT

FORMAL ORGANIZATION FROM WYNKOOP AXIS

CREATING A VISUAL ICON AND STRUCTURAL EXPRESSION

Increased pedestrian volume over Cherry Creek should be addressed, and can be done through preservation of existing bridge, which establishes geometry to organize the crossing’s design.

With Manny’s Bridge remaining, and the new bridge mirrored across the Wynkoop axis, the pathways leading to LoDo landing establish flow that can be linked together with a pathway up to the crossing.
4. CROSSING CONCEPT

CONVERGE OF PATHWAYS AND FLOW

HELIX GENERATION

The helix is contextually responsive and sensitive to its surroundings -- preserving the adjacent children’s playground and Manny’s Bridge while accommodating universal access to the crossing.

The helix exists at the convergence of existing bike and pedestrian pathways, preserving and enhancing existing flows, while gracefully providing access to the crossing to connect the pathways to the Ball District and enhance the connections to LoDo and downtown.

The spiral takes the 500’ necessary to reach the bridge at 5%, and carefully weaves it within the footprint of the existing parking lot.
4. CROSSING CONCEPT

BALANCING EXPERIENCES ABOVE AND BELOW SPEER

SPLAYING PATHS

The paths splay to simultaneously allow light, views, and openness to reach Speer.

Maintaining organization about the Wynkoop axis, the crossing splay as it crosses Speer, allowing light and openness to reach grade.

The crossing is designed to enhance the environment of Speer below the bridge while providing a safe crossing above it. The composition of structure and light combined with the landings along the Speer frontage create a new destination at either side of Speer and invite future growth and activation.
05 CROSSING EXPERIENCE
Each component is a result of contextually responsive, site specific conditions. The form is derived by addressing flow of multi-modal traffic and universal access to accommodate both future and current needs.

These components share a common design language, but are finely tuned to integrate into their surroundings responding to both existing conditions, preservation of important landmarks, and addressing future conditions.
5. CROSSING EXPERIENCE

CREATING A COHESIVE EXPERIENCE

BALANCING FLOW AND CREATING NEW PLACE

The site specific landings and the crossing are designed as a unified gesture, resulting in an experiential opportunity that can become a new place in the city.

The landings and their site specific responses initiate the experience of the crossing, and the paths held up by the arch and cables creates an “outdoor room,” that allows seamless movement between districts, while also creating a new icon and special place within the city.

Wynkoop Crossing: A unified design combining multiple components with specific contextual responses
5. CROSSING EXPERIENCE

CROSSING EXPERIENCE

APPROACH FROM SPEER

The profile of the arch is clearly visible approaching from Speer. It simultaneously references the existing arches along Speer, and serves as a gateway into downtown connecting its historic and new districts.

The form, color and materiality of the bridge directly relate to the context of Speer, yet in a modern interpretation that can become an identifying symbol of urban growth.
CROSSING EXPERIENCE

LOWER DOWNTOWN LANDING

The helix is the most significant aspect of the LoDo landing—designed to provide the utility of vertical access without the need of an elevator, the ramp length needed is thoughtfully woven into the existing and new path network.

The new Cherry Creek bridge and bikable helix allow the LoDo landing and crossing to serve as a linking segment of the 5280 Trail. The arch abutment and helix support are light teaches, and responsive to surrounding conditions. A lush and contextually appropriate landscape is integrated within the landing as well.
CROSSING EXPERIENCE

ON THE CROSSING

The crossing accommodates movement, while integrating the experience of the structure and views of the city and neighborhoods.

The splayed paths balance volume of traffic without dedicated bike and pedestrian lanes. The result creates a dynamic experience of transition between districts.

Providence Pedestrian Bridge
Inform Studio, Providence, RI
The splayed paths create a new place that can safely accommodate cyclists and pedestrians.

Chiswick Park Footbridge:
London, England
The arches and cables holding up the path create a dynamic spatial quality creating an outdoor room.
The experience below the crossing is equally important as the experience on it. The openness and light provided by the splayed path provides a dynamic addition, while maintaining a safe environment.

The geometry of the ribs are driven by structural needs, but the result is a dynamic array that interacts with light and shadow to enhance the environment below the crossing.
CROSSING EXPERIENCE

BALL DISTRICT LANDING

The landing at the new Arena District provides multi-level connection - creating a new public plaza along the re-imagined active Speer frontage while flowing towards the vibrant events and activity of the Arena District.

A combination of stairs and ramps invites activity at grade along Speer. The bridge’s structural abutment, landscape, and active frontage are woven together to create a new urban place.
JURISDICTION APPROVALS

REVIEW ENTITY BOUNDARIES

We believe a holistic approach is the best path forward for the design team and all reviewers. The crossing will be presented in its entirety for all reviewing entities.

Through coordination and collaboration with the City of Denver Community Planning and Development, the review of the crossing’s design will be overseen by multiple commissions and review boards depending on the jurisdictional boundaries shown.

Ultimate approval of the crossing will be completed through the Tier III Encroachment process, culminating in City Council Approval. More detail is noted on the following page.

Per direction from CPD, the design team aims to seek sufficient agreement on the proposed design to continue in the approval and entitlement process.
6. ENTITLEMENT PROCESS

PROPOSED DESIGN REVIEW PROCESS

SUBSEQUENT DESIGN REVIEWS

There are three entities reviewing urban design and contextual appropriateness: DDAB, Lower Downtown Design Review Commission (LDDRC), and Landmark Preservation Commission (LPC). However, there is no clear road map for entitlement. The design team proposes following the DDAB framework for submittals and apply it to the other review entities. The design team would submit and respond to comments from DDAB and take the revised submittal to the other entities at each step. Per CPD direction, the culmination of the design review process among the three entities to result in "sufficient agreement on the proposed design." The diagram below represents this proposed framework for submittals.

1. DDAB SUBMITTAL
   Concept Review Submittal
   "The Big Picture"
   • Answering: Why?
   • Context Analysis and Influences
   • Urban Design Logic and Approach
   • Access and Circulation
   • Overall Components
   DDAB Review and Design Team Response
   Subsequent Reviews
   • 10/2023: LDDRC Submittal #1
   • 10/2023: LPC Submittal #2

2. DDAB SUBMITTAL
   Site Design and Massing Review Submittal
   "Design Advancement"
   • Answering: How?
   • Circulation Details
   • Zoomed in resolution of crossing components
   • Access and Circulation
   DDAB Review and Design Team Response
   Subsequent Reviews
   • LDDRC Submittal #2
   • LPC Submittal #2

3. DDAB SUBMITTAL
   Design Development Submittal
   "The Details"
   • Details that reinforce the concept
   • Materiality
   • Lighting
   • Critical assemblies
   DDAB Review and Design Team Response
   Subsequent Reviews
   • LDDRC Submittal #3
   • LPC Submittal #3

Concurrent IMP Review and Community

Tier III, Department, and City Council Approvals