Southmoor Station

Morgan Hoddes, Khawla Alazabi, Muawar Hussain, Abdul Almajadiah
Access to Light Rail is only from one side of I-25

27 minutes to walk to the other side on dangerous roads

Hampden corridor had 3 intersections with the most reported accidents in a year

2009 - Westword
2015 - KDVR
60,000 Vehicles/Day

Big Box Retail
Single Use Buildings
Surface Parking Lots
CURRENT CONDITION & CHARACTER

ANALYSIS
THE NEIGHBORHOOD

1970

2012

- Married with Children
- Married no Children
- Single Parent Family
- Single Household

Median Age Range

1970
- 45-54

2012
- 25-34

1970
- 2460 Housing Units

2012
- 4593 Housing Units

http://www.socialexplorer.com/

ANALYSIS
ANALYSIS

IMPROVEMENTS

EXISTING CONDITION

| Principal 1 | WALK | 10/10 |
| Principal 2 | CYCLE | 3/5 |
| Principal 3 | CONNECT | 3/15 |
| Principal 4 | TRANSIT | PASS |
| Principal 5 | MIX | 0/15 |
| Principal 6 | DENSIFY | 0/15 |
| Principal 7 | COMPACT | 1/15 |
| Principal 8 | SHIFT | 7/20 |

TOTAL | 24/100

ACCESS

GATHERING

CHALLENGES

- Pedestrians
- Bicyclists
- Vehicles
- Students
- Transit

OBJECTIVE

Access

People

- Restaurants
- Fresh food
- Retail
- Nightlife
- Culture

Services
Spaces
- Parks
- Plazas
- Restaurants
- Flex Space
- Schools

Making places for people of all ages

OBJECTIVE
To develop a design that provides a safe and walkable urban environment along the Hampden corridor that provides access and central gathering places to the surrounding neighborhoods.
Current Issues
- XX S.F. of Surface Parking
- Single-Use Structures
- 3 Restaurants
- Lack of Road Network
- Park > Ride > Leave

Solution Goals
- Residential/Affordable Housing
- Some Mixed-Use & Restaurants
- Mainstreet Zoning
- Station Plaza
- Reconnect the Grid
STATION AREA CHARACTER

VISION
THE PUSH THROUGH

CONDITION
HAMPDEN COORIDOR

Current Issues
- XX S.F. of Surface Parking
- Single-Use Structures
- Under Utilized Office Space
- Lack of Road Network
- Park Under Utilized, Inactive

Solution Goals
- Multi-way Boulevard
- Office
- Mixed Use/Some Restaurants
- Mainstreet Zoning
- Reconnect the Grid
Marked Crosswalks with Curbed Ramps
Street Trees
Pedestrian Signals (Countdown & APS)
Corner Curb Extensions
Sidewalk Planters (Continuous Strip)
Pedestrian-scale Lighting
Site Furnishings
Stormwater Control Measures

www.sfbetterstreets.org

VISION
PROPOSED HAMPTDEN I-25 CONNECTION
PROPOSED MULTI-WAY SECTION
ACTIVE PARK CHARACTER
PROPOSED PARK AREA
TIFFANY PLAZA

Current Issues
- XX S.F. of Surface Parking
- Single-Use Structures
- Under Utilized Office Space
- Lack of Road Network
- Gulch Path Disconnected

Solution Goals
- Retail Center
- Office Campus
- Mixed Use/Some Restaurants
- Mainstreet Zoning
- Reconnect the Grid & Gulch Path
TIFFANY PLAZA AND GULCH CHARACTER
PROPOSED TIFFANY PLAZA
**PHASE 1**

**PARTNERSHIPS**

<table>
<thead>
<tr>
<th>PUBLIC:</th>
<th>PRIVATE:</th>
</tr>
</thead>
<tbody>
<tr>
<td>CDOT</td>
<td>RTD</td>
</tr>
<tr>
<td>Denver Public Works</td>
<td>Existing Land Owners</td>
</tr>
<tr>
<td>Denver Housing Authority</td>
<td>Private Developers</td>
</tr>
<tr>
<td>Council-Woman Kendra Black</td>
<td></td>
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</tbody>
</table>

**INFRASTRUCTURE**

<table>
<thead>
<tr>
<th>PROJECT:</th>
<th>ESTIMATED COST:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Push Station Tunnel Through</td>
<td>$1,522,727</td>
</tr>
<tr>
<td>8,729 Linear Feet of Roadway</td>
<td>$3,447,955</td>
</tr>
<tr>
<td>5832 Linear Feet of Multi-way</td>
<td>$18,994,824</td>
</tr>
<tr>
<td>Add 24 Pedestrian Crossings</td>
<td>$25,800</td>
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</table>

**REGULATIONS**

**CURRENT ZONING:**

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-3</td>
<td>View Plane - Buildings must adhere to the View Plane: No structure shall exceed an elevation of 5,548 ft. above mean sea level plus 2’ for each 100’ horizontally distant from the reference point unless otherwise stated by zoning for Business, up to 45’</td>
</tr>
<tr>
<td>R-MU-30</td>
<td></td>
</tr>
<tr>
<td>S-MX-3</td>
<td></td>
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<tr>
<td>S-MX-5</td>
<td></td>
</tr>
</tbody>
</table>

**BENEFITS**

<table>
<thead>
<tr>
<th>PHYSICAL:</th>
<th>LIFESTYLE:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail: 645,553 S.F.</td>
<td>Walkable Station Area</td>
</tr>
<tr>
<td>Residential: 1,079,602 S.F.</td>
<td>Pedestrian Mainstreet</td>
</tr>
<tr>
<td>Structured Parking: 249,708 S.F.</td>
<td>Fresh Food and Restaurant Access</td>
</tr>
<tr>
<td>Potential New Jobs: 4,480</td>
<td>Affordable Housing Oppor</td>
</tr>
<tr>
<td></td>
<td>Increase in Property Value</td>
</tr>
</tbody>
</table>

**IMPLEMENTATION**

**PHASE 2**

**IMPLEMENTATION**

**PARTNERSHIPS**

**PUBLIC:**
- CDOT
- Denver Public Works
- Denver Housing Authority
- Parks and Recreation
- Council-Woman Kendra Black

**PRIVATE:**
- Existing Land Owners
- Private Developers

**INFRASTRUCTURE**

**PROJECT:**
- 17,011 Linear Feet of Roadway
- Add 16 Pedestrian Crossings

**ESTIMATED COST:**
- $6,719,345
- $17,200

**REGULATIONS**

**CURRENT ZONING:**
- B-3
- B-A-3 WVRS
- S-MX-3
- S-MX-3
- S-TH-2.5

View Plane - Buildings on west half of the park must adhere to the View Plane: No structure shall exceed an elevation of 5,548 ft. above mean sea level plus 2’ for each 100’ horizontally distant from the reference point unless otherwise stated by zoning for Business, up to 45’.

**BENEFITS**

**PHYSICAL:**
- Retail: 202,775 S.F.
- Residential: 659,066 S.F.
- Office: 108,435 S.F.
- New Jobs: 1,549

**LIFESTYLE:**
- Mobility Safety
- Activated Park
- Increase in Property Value

**http://www.cyburbia.org/forums/showthread.php?t=24772**
**http://capitolfax.com/summary.pdf**
**http://www.pedbikeinfo.org/planning/facilities_crossings_crosswalks.cfm**
### Phase 3

#### Regulations

**Current Zoning:**
- B-3: View Plane - Area not effected by View Plane
- S-MX-3
- S-MX-5

#### Partnerships

**Public:**
- CDOT
- Denver Public Works
- Parks and Recreation
- Council-Woman Kendra Black

**Private:**
- Existing Land Owners
- Private Developers

#### Infrastructure

**Project:**
- Expose Drainage Corridor: $639,862
- 9,969 Linear Feet of Roadway: $3,937,755
- Add 33 Pedestrian Crossings: $36,550
- Public Park: $2,285,364

#### Benefits

**Physical:**
- Retail: 225,334 S.F.
- Residential: 598,492 S.F.
- Office: 916,787 S.F.
- New Jobs: 13,264

**Lifestyle:**
- New Business Opportunity
- Increase in Property Value
- Mobility Safety
- Bike Path Connecting to Highline

### Implementation

[http://www.pedbikeinfo.org/planning/facilities_crossings_crosswalks.cfm](http://www.pedbikeinfo.org/planning/facilities_crossings_crosswalks.cfm)
TOTAL ESTIMATES

INFRASTRUCTURE

ESTIMATED COST:

$37,627,382

BENEFITS

ESTIMATED OPPORTUNITY:

Retail: 1,073,662 S.F.  
Residential: 2,337,160 S.F.  
Office: 1,274,930 S.F.  
New Jobs: 19,293

http://www.cyurbia.org/forums/showthread.php?t=24772
### TOD SCORE

<table>
<thead>
<tr>
<th>Component</th>
<th>Existing Condition</th>
<th>New Plan Potential</th>
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</thead>
<tbody>
<tr>
<td>WALK</td>
<td>7/20</td>
<td>X/20</td>
</tr>
<tr>
<td>CYCLE</td>
<td>1/15</td>
<td>X/15</td>
</tr>
<tr>
<td>CONNECT</td>
<td>3/15</td>
<td>X/15</td>
</tr>
<tr>
<td>TRANSIT</td>
<td>3/5</td>
<td>X/5</td>
</tr>
<tr>
<td>MIX</td>
<td>10/10</td>
<td>X/10</td>
</tr>
<tr>
<td>DENSIFY</td>
<td>0/15</td>
<td>X/15</td>
</tr>
<tr>
<td>COMACT</td>
<td>0/15</td>
<td>X/15</td>
</tr>
<tr>
<td>SHIFT</td>
<td>0/15</td>
<td>X/15</td>
</tr>
<tr>
<td>TOTAL</td>
<td>0/100</td>
<td>X/100</td>
</tr>
</tbody>
</table>

### Further Questions?

Please contact Morgan!

morgan.hoddes@ucdenver.edu

303-808-0811