

17th Street axis circulation.

PUBLIC OPEN SPACE

Size and proportion of public open space should encourage pedestrian activities within them and along their edges.

Wynkoop public space should be strongly related to the context of the historic building and the Lower Downtown Neighborhood.

Wynkoop public space should be designed to promote and allow a variety of pedestrian activities, minimize impacts of major transportation uses, and reinforce pedestrian access continuity along Wynkoop Street.

17th Street Promenade should encourage and support active pedestrian uses and circulation related to transportation, as well as through-site orientation and connectivity.

Introduction

The principles of urban form for Denver Union Station are derived from three sources: a relatively universal set of sound urban design precepts, a group of ideas related to Downtown Denver and the adjacent Lower Downtown and Commons Neighborhood, and principles related to the historic preservation of Denver Union Station and environs.

The 17th Street Promenade can accommodate a range of potential architectural and design approaches, addressing the following objectives for that space:

- Create a grand arrival and circulation space that connects the major modes of transportation on site.
- Provide travelers opportunities for shelter from weather while keeping the area light and spacious.
- Allow for ground-level retail opportunities to further enhance the vitality of the space.
- Frame the views to the historic Train Room from Wewatta Street.

Any structure associated with the 17th Street Promenade must adhere to the following criteria. It must:

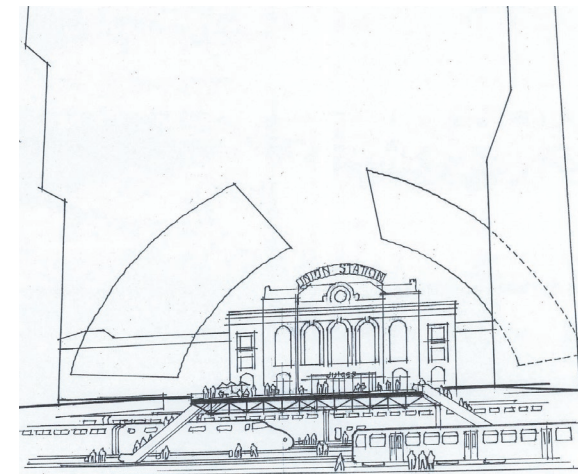
- complement and respect the historic scale and character of DUS;
- provide visibility of pedestrian activities;
- help to define public space, including pedestrian corridors, plazas, or areas to facilitate pedestrian traffic;
- encourage pedestrian access to structures and uses along public streets, sidewalks, and plazas;
- maintain sky exposure through transparency and minimal structures;
- promote vehicle and transportation circulation compatible with pedestrian access, streetscapes, and amenities; and
- maintain substantially unobstructed views of the Train Room from the west.

Creating Successful Public Space at DUS:

Making public spaces lively and interesting is not an easy task. Guidelines must be in place, to create opportunities for many different activities and experiences throughout the open space. Smaller spaces generally are easier to activate than larger spaces.

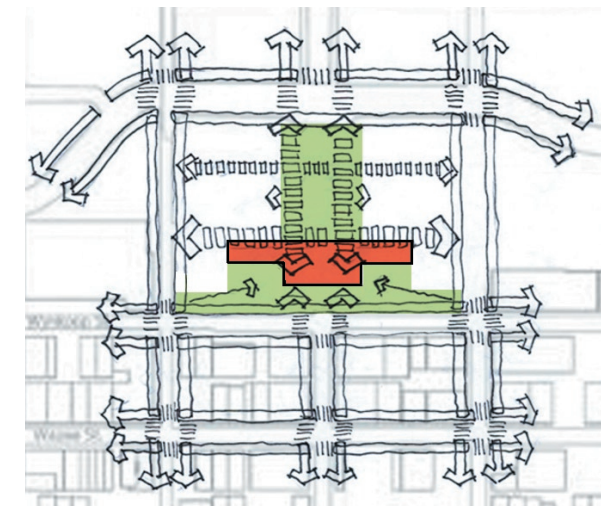
The following are goals for the future design of public spaces at Denver Union Station:

- Create active and inviting edges by providing opportunities for street-level retail, restaurants, cafés and outdoor retailing opportunities.
- Provide ample seating with benches, tables and chairs, movable seating and seating walls, and complementary site furnishings such as bollards, trash receptacles, and banners.
- Provide shade with building canopies and awnings, shade trees, and shade structures.
- Provide space for retail vendors and carts for food, flowers, newspapers, arts and crafts, and coffee and drinks, placing them along busy passageways where they are convenient, visible, and accessible.

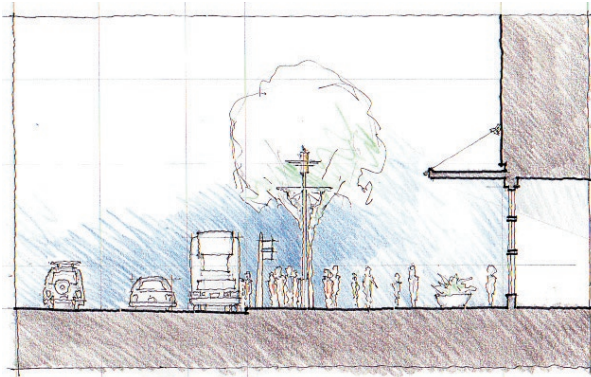


Structures associated with the 17th Street Promenade should not obstruct views of the Train Room.

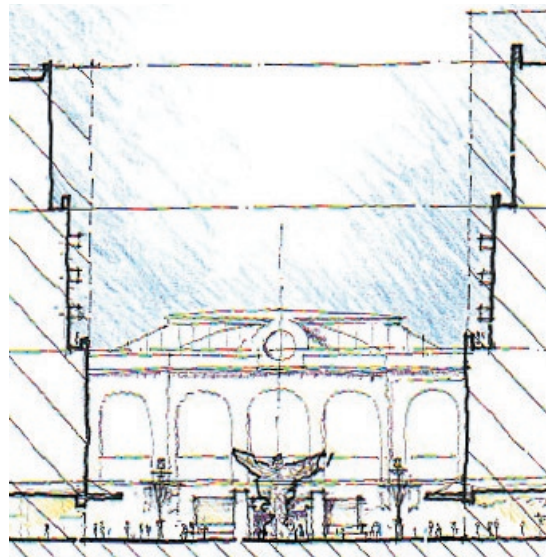
- Provide public art such as sculptures, paving design, fountains, interactive art, and wall art throughout public spaces and along surrounding streets.
- Use a variety of materials that complement the historic building and new development and add interest in the pedestrian environment.
- Provide numerous access points for public and private transportation modes.
- Provide a wireless access point for computer internet access within the public space.
- Provide infrastructure for providing power and water for maintenance, temporary uses, and performances and events.
- Create visual interest and focal points with fountains and moving water.
- Provide adequate lighting to make the spaces feel safe and useful during evening hours.
- Work with adjacent off-site businesses to promote activity around the site.



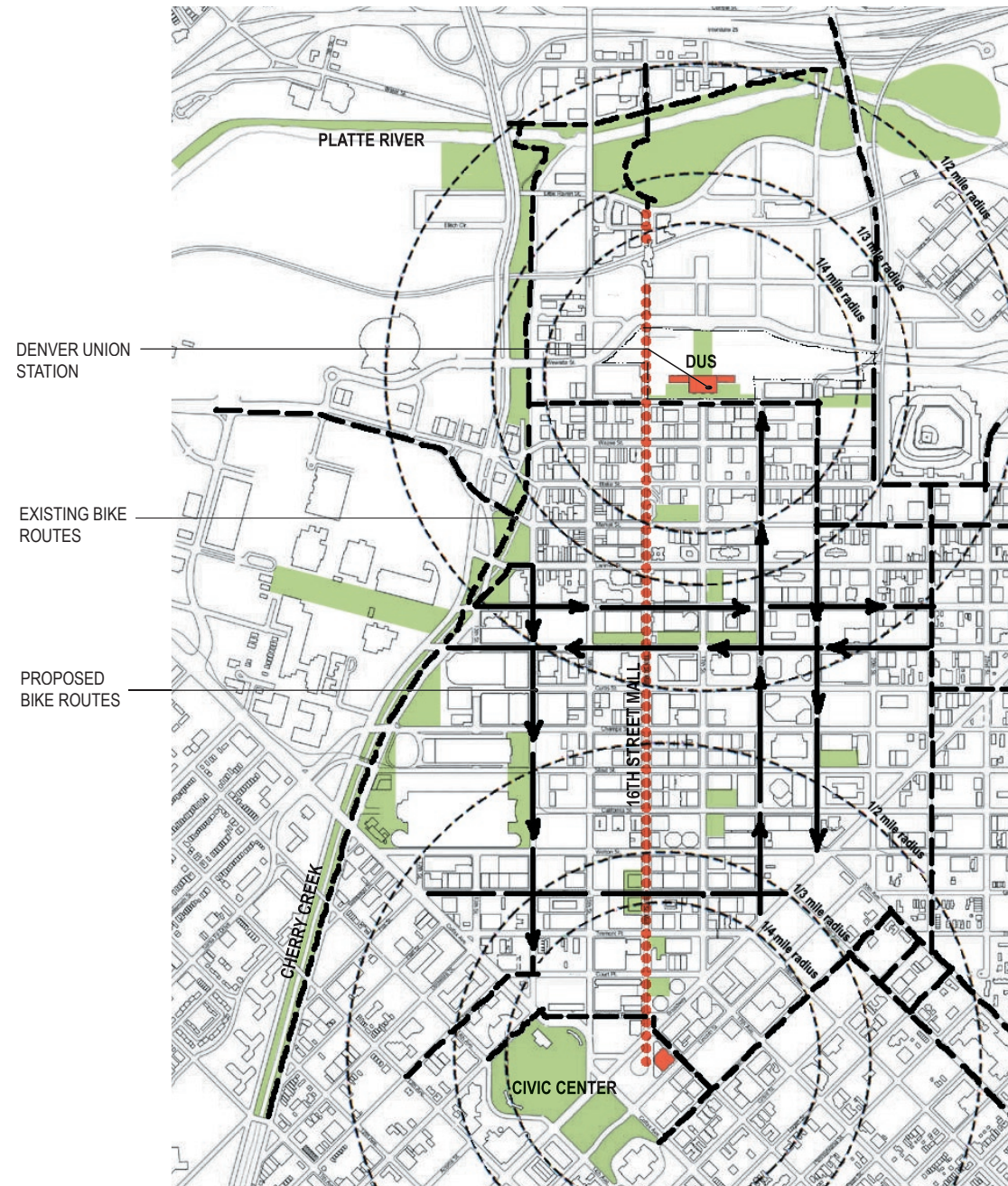
Public open space should form a legible, cohesive, and inviting series of connected public spaces linked with major pedestrian corridors.



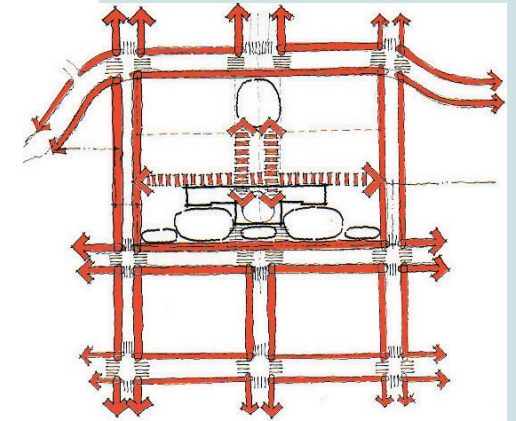
Pedestrian Elements: Adequate sidewalk widths need to be provided along Wewatta Street for pedestrian activity and for areas of passenger drop-off and pick-up.



17th Street Promenade: The 17th Street Promenade is a defining pedestrian circulation element for the development and transportation programs, as well as the relationship to the adjoining Commons Neighborhood.



Area Open Spaces and Bike Routes: The Denver Union Station site should be accessible by bicycles with clear connections to adjacent bike paths and public space. The concentric circles represent one-quarter mile, one-third mile, and one-half mile distances from Denver Union Station and Civic Center Station.



Pedestrian circulation should be maximized around and through the site.

PEDESTRIANS & BICYCLES

The 17th Street Promenade between Wewatta Street and Denver Union Station is a defining pedestrian circulation element for the development.

The Denver Union Station site will be accessible by bicycles with clear connections to adjacent bike paths and public space and on-site designated parking areas.

Arrange transportation components and activities on the site to encourage circulation through the historic Train Room.

Adequate sidewalk widths need to be provided along Wewatta Street for pedestrian activity and for areas of passenger drop-off and pick-up.

Pedestrian circulation should be maximized around and through the site, linking neighborhoods, streets, transportation, and public spaces. This diagram represents internal site and sidewalk circulation.

VEHICULAR ACCESS & PARKING

The building massing of the development should reinforce the hierarchy of the existing street pattern.

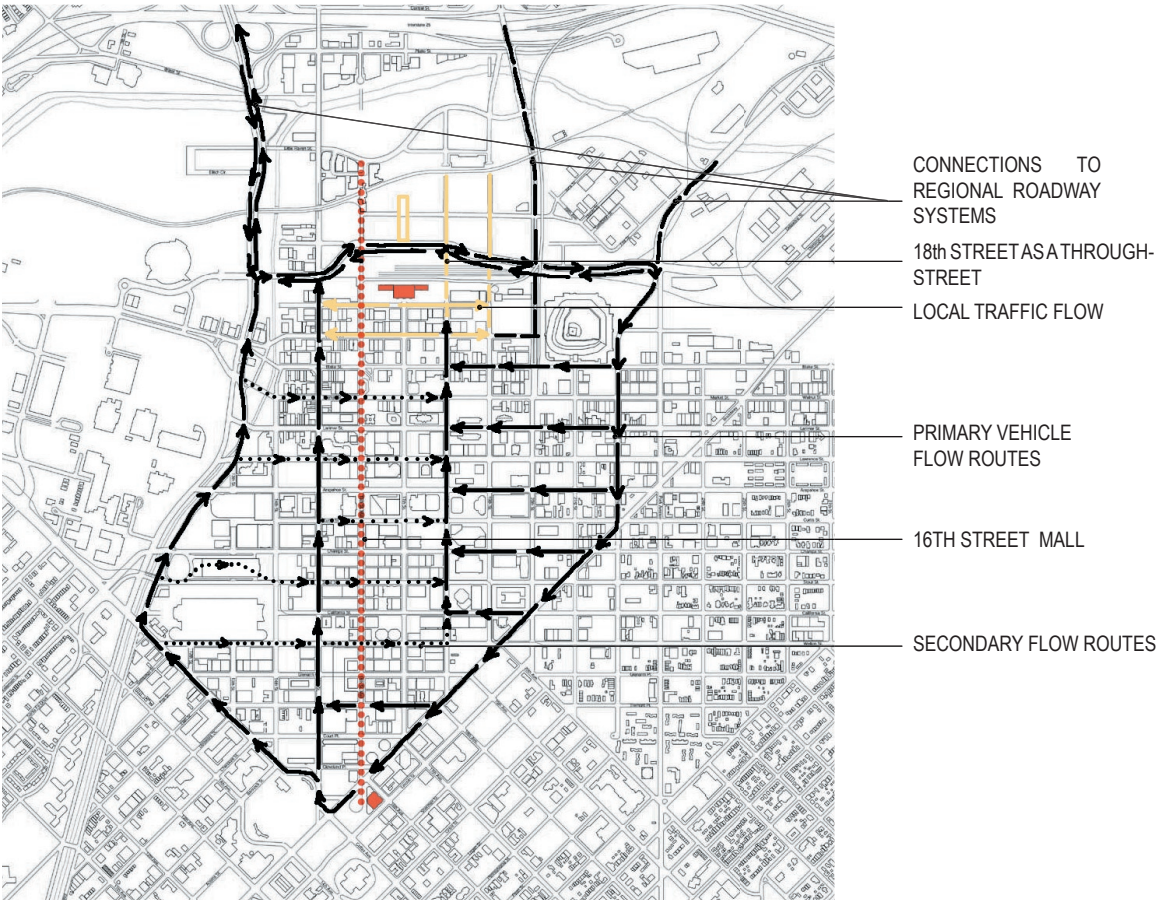
The organization of site elements should minimize conflicts between transportation modes, vehicles, and pedestrians.

On-street transportation stops and connections should be placed to help activate spaces.

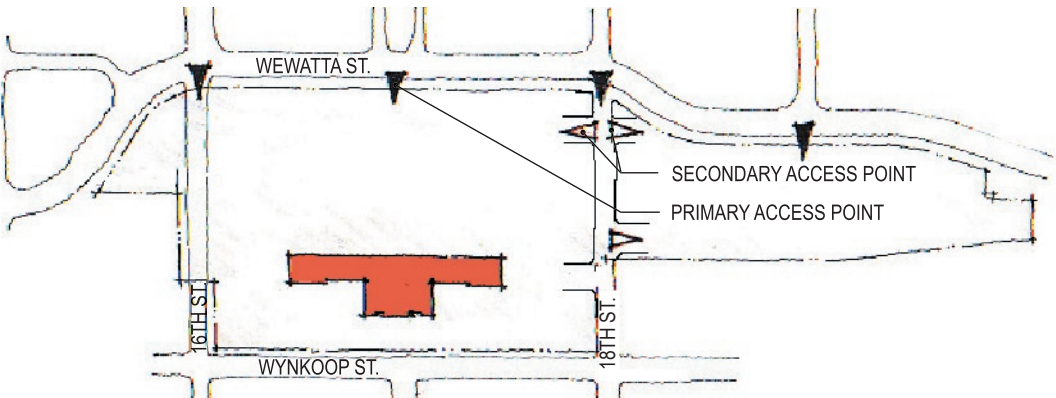
Private vehicle access to the site should be limited along Wynkoop Street and, with the exception of limited and controlled access for service and commercial transportation vehicles, prohibited from the 16th Street Mall.

Curb cuts for parking and service should be minimized and located mid-block, if needed. Driveways should be perpendicular to the street.

To the greatest extent possible, all transportation modes and functions should be brought into the site without disrupting public open space, pedestrian circulation, or street frontage development opportunities.



The form of the development should reinforce the hierarchy of the existing street pattern.



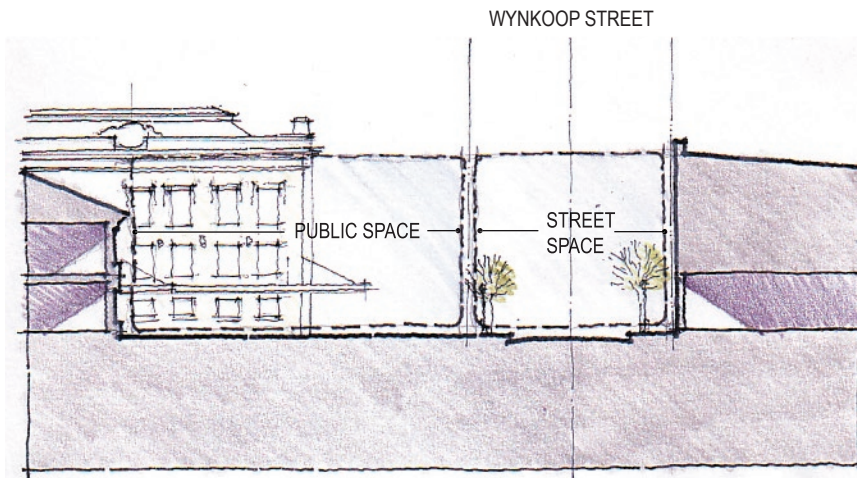
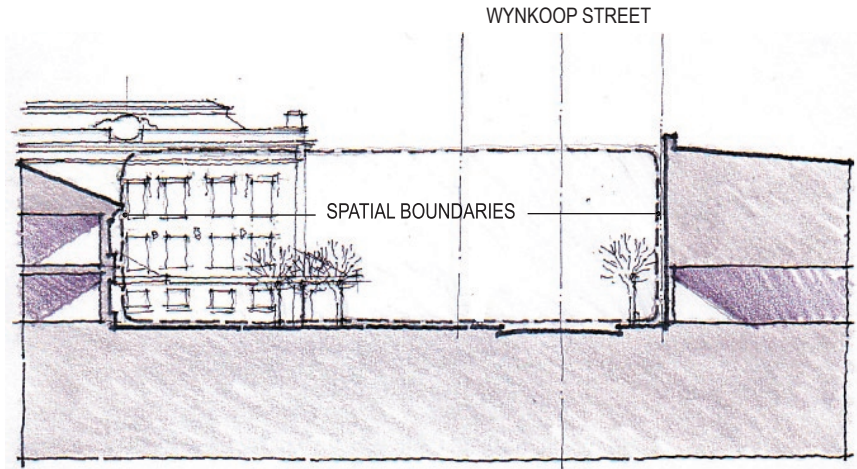
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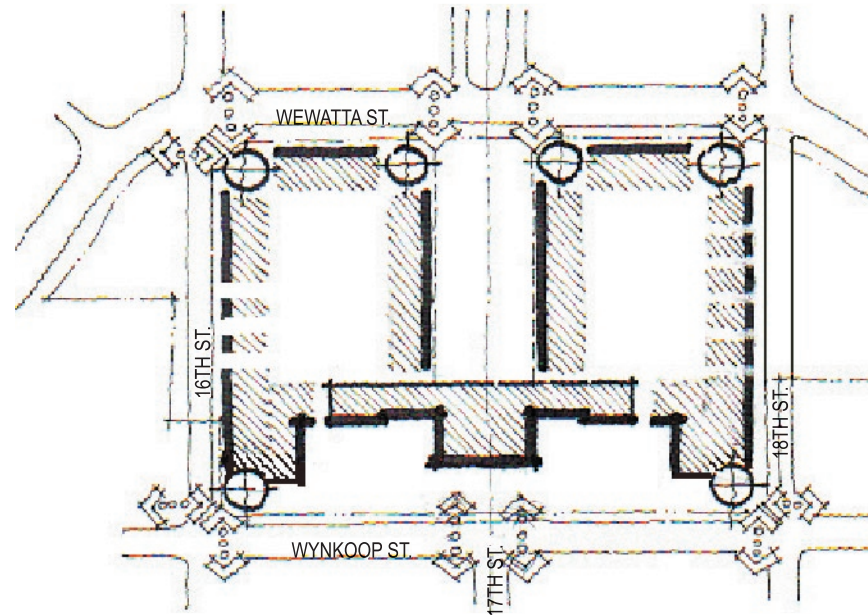
Minimize conflicts between transportation modes, vehicles, and pedestrians.



Curb cuts for parking and service should be minimized and located mid-block, if needed. Driveways should be perpendicular to the street.



Urban design treatment of the Wynkoop Street edge should reinforce the preferred use and scale of the public space fronting on Wynkoop Street, either encouraging separation from or connection to the street.



Active and continuous frontages should be developed around the perimeter of the Wynkoop Street public space, particularly at the corners linking the public space to 16th and 18th Streets.

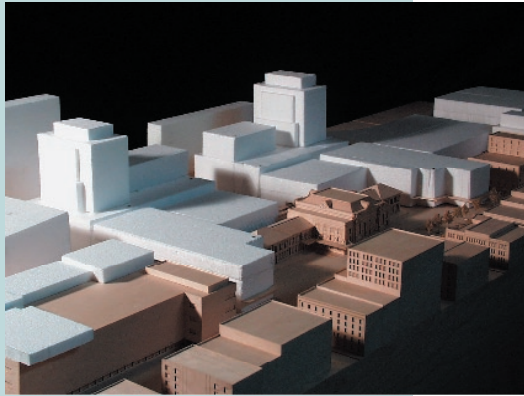


Active and continuous street frontages.

STREET EDGES

Urban design treatment of the Wynkoop, Wewatta, 16th, and 18th Street edges should reinforce the preferred use and scale of the public space or street, either encouraging separation from or connection to the street.

Active and continuous street frontages should be developed along 16th Street, 18th Street, and Wewatta Street, particularly at the corners of 16th, 17th, 18th, and Wewatta Streets.



Zoning allows a tall building zone along Wewatta Street.

URBAN FORM

No more than two tall buildings (greater than 140 feet) can occur along Wewatta Street.

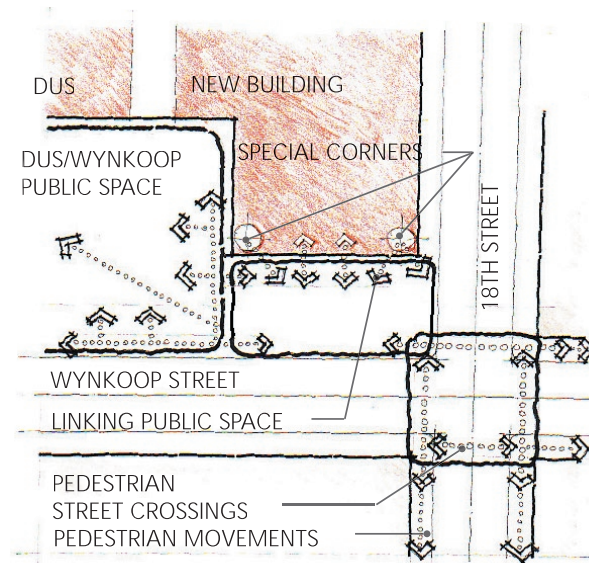
Two tall buildings should have a balanced, but not necessarily symmetrical, composition to the 17th Street axis.

Tall buildings must form edges framing the public space along 17th Street.

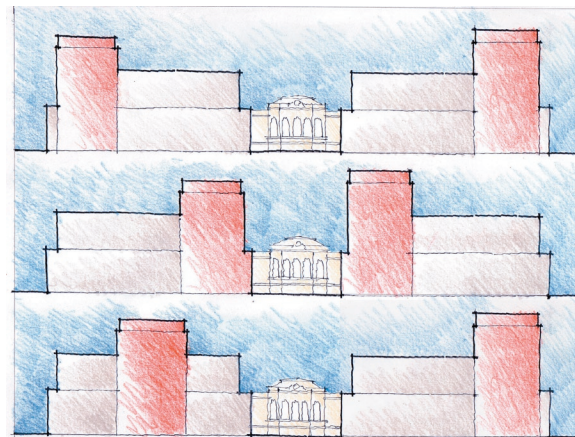
Tall buildings must be vertical in proportion and tower-like, as opposed to blocky, horizontal or slab-like in proportion.

Buildings at 18th and Wynkoop Streets shall reinforce pedestrian-oriented street activity and help activate the public space.

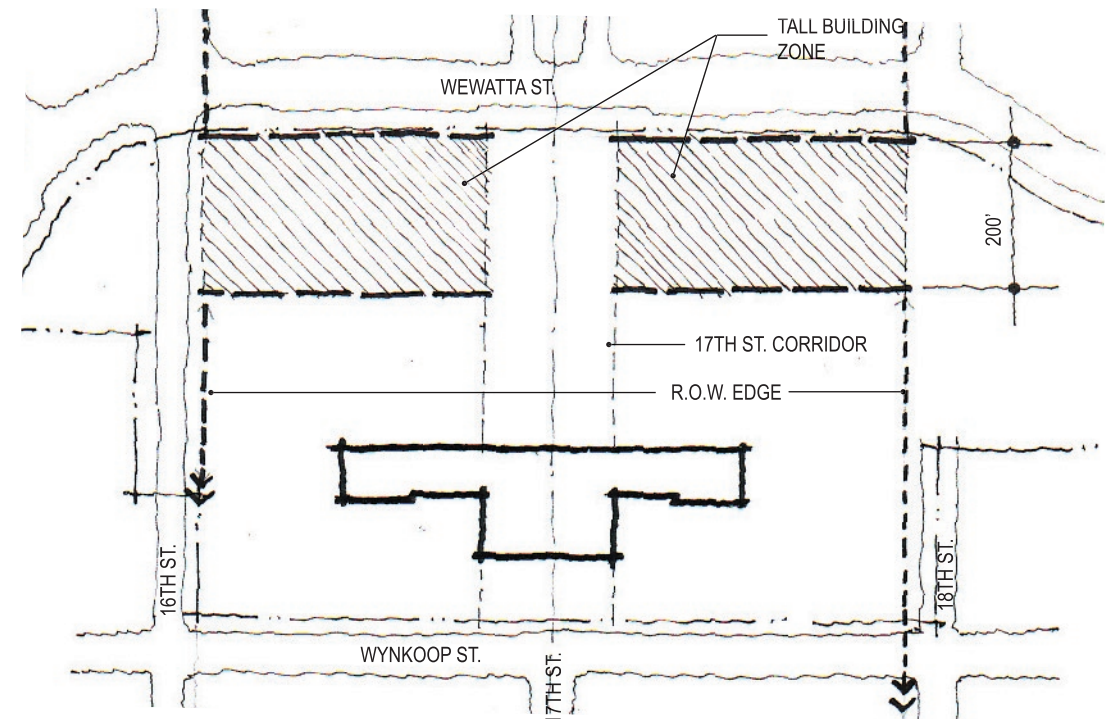
Zoning allows a tall building zone along Wewatta Street. Heights of 140 feet, with one taller tower on each block (200 and 220 feet tall), are permitted.



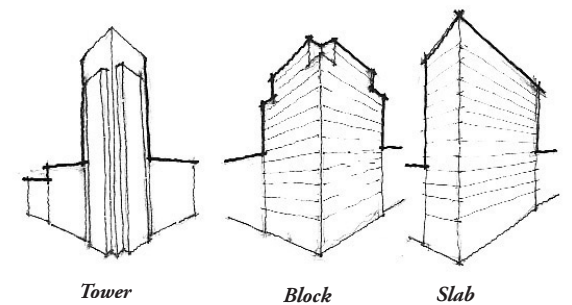
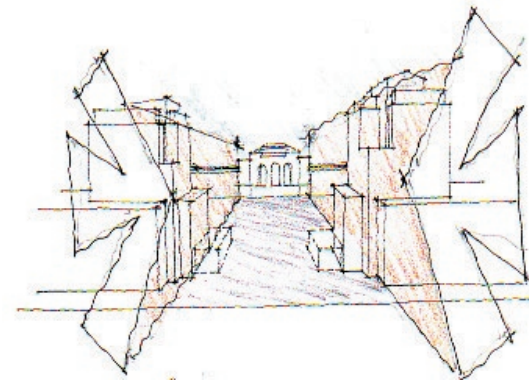
Buildings at 18th and Wynkoop shall reinforce pedestrian-oriented street activity and help activate the public space.



If two tall buildings are proposed, they must be positioned with respect to the 17th Street axis. This can be achieved with either a symmetrical or non-symmetrical composition.

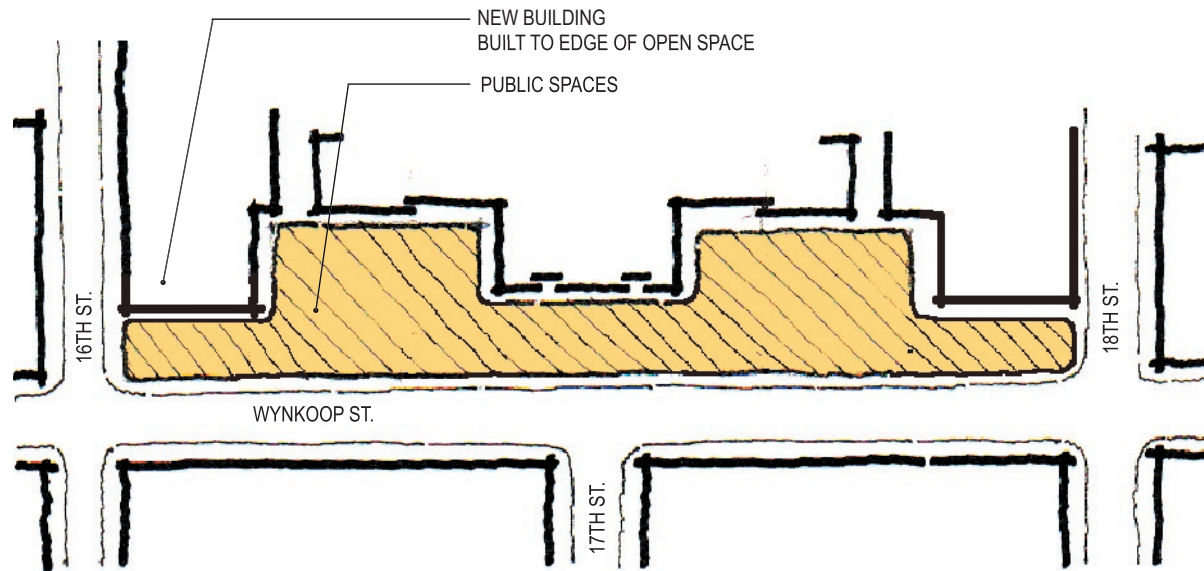


A tall buildings zone (140 to 200 or 220 feet) shall occur along Wewatta Street between 16th and 18th Streets to a depth of approximately 200 feet.

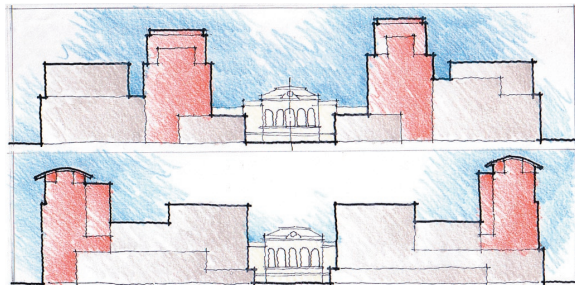


Tall buildings must frame the public space fronting on 17th Street. These buildings shall be architecturally complementary to each other, and integrated with the public space, activity, and circulation at the lower levels. Together the buildings and space frame and complement the Train Room, either through similarity or contrast.

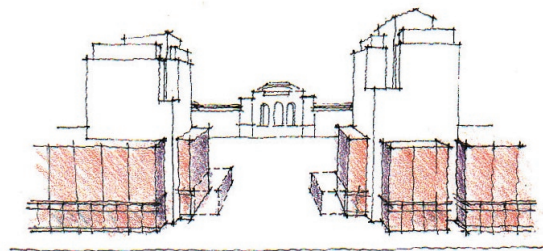
Tall buildings should be slender and tower-like, as opposed to block and slab-like.



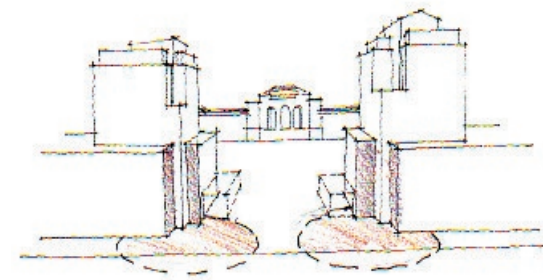
Possible structures near the corners of 16th and Wynkoop and 18th and Wynkoop Streets should reinforce pedestrian-oriented activity to facilitate views, public space needs, and station and transportation access.



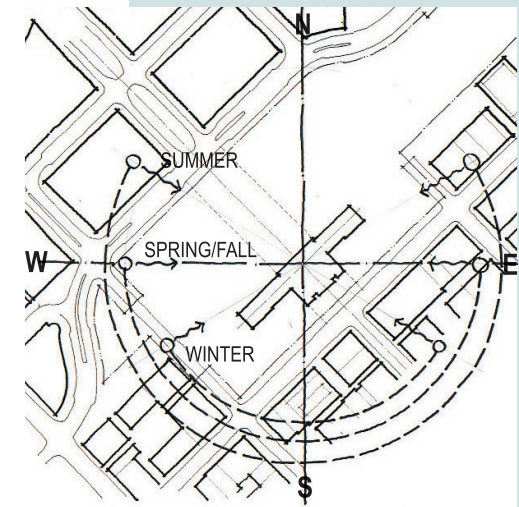
Tall buildings, consistent with a tower-like conception, should terminate with an architecturally finished top, however the building's top does not need to be object like in nature.



Tall buildings must not exist either initially, or in the long term, as solitary objects detached from the continuity of the street frontage, particularly along 16th and Wewatta Streets.



Buildings at Wewatta and 17th should step back at the corners to allow for a wider view of the Train Room, and greater ease of pedestrian access to transportation facilities.



Possible structures should consider the impacts of shade and shadow on public open space.

URBAN FORM

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