

Southeast Mobility Hubs Study

Transportation Solutions | City & County of Denver | RTD
Denver South Transportation Management Association

STATION ASSESSMENT

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INTRODUCTION

Existing Conditions

Summary

The Southeast Denver Mobility Hubs Study focuses on three RTD light rail stations along the Southeast Corridor and the surrounding communities: Yale, Southmoor, and Belleview. The purpose of the study is to build upon recent and current planning initiatives that envision transforming these transit stations into “Mobility Hubs”. Mobility Hubs are more than just transit stops. They are community amenities that seamlessly integrate various transportation modes, provide supportive multimodal infrastructure, and utilize placemaking strategies to create activity centers that maximize first and last mile connections and increase the reach of transit into the surrounding communities. Mobility Hubs can vary in size, programming, and design depending on the specific context and function of each location.

The following chapter provides a snapshot of the previous planning studies and existing conditions data that will serve as the foundational elements for action-oriented recommendations. Neighborhood context and organizations, demographic, and land-use information is also explained. Existing and proposed multimodal transportation infrastructure, safety data, and station amenities have also been mapped to complete the community and station assessment.



Southmoor Station platform

PREVIOUS PLANS SUMMARY

PREVIOUS PLANS SUMMARY

The plan review process identified completed plans applicable to the three stations. The following section summarizes relevant recommendations from select plans that can provide guidance for future recommendations.



Blueprint Denver (2019)

Station Relevancy: *Yale* | *Southmoor* | *Bellevue*

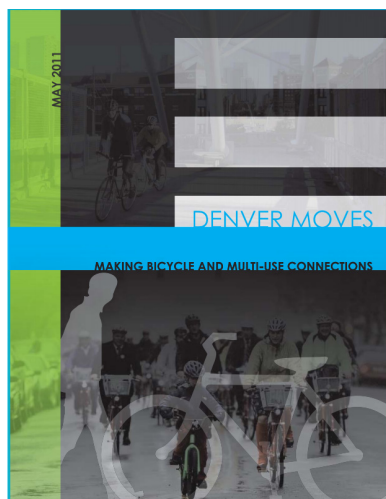
- Blueprint Denver is the City and County of Denver’s citywide land use and transportation plan. It establishes a growth strategy as well as future Place Types to guide development for the next 20 years.
- The Growth Strategy map identifies the areas that are projected to be community or regional centers (absorbing 20-50% of new jobs and 25-30% of households), and areas that will only absorb 10% of jobs and 20% of households.
- The Future Place Types map creates a guide for future land uses, identifying the densities of centers, corridors, and residential areas around the stations.
- Denver CPD is currently creating and adopting a Complete Streets policy and comprehensive street design guidelines based on Blueprint Denver street types.



Denver Moves: Pedestrians & Trails (2019)

Station Relevancy: *Yale* | *Southmoor* | *Bellevue*

- This plan identifies a complete pedestrian network that would include new sidewalks, upgrades to existing sidewalks, and improved at-grade crossings as well as separated crossings at major barriers.
- The plan does not include specific recommendations relevant to the three station areas but does set a goal of providing direct pedestrian access to transit. Transit access at high-frequency stops, like rail stations, was one of the criteria for sidewalk prioritization.
- For trails, the plan identifies a complete network of trails. Several crossing improvements were proposed for the Highline Canal Trail, which runs parallel to the three station areas in Southeast Denver.



Denver Moves: Bicycles (2011-2015)

Station Relevancy: *Yale* | *Southmoor* | *Bellevue*

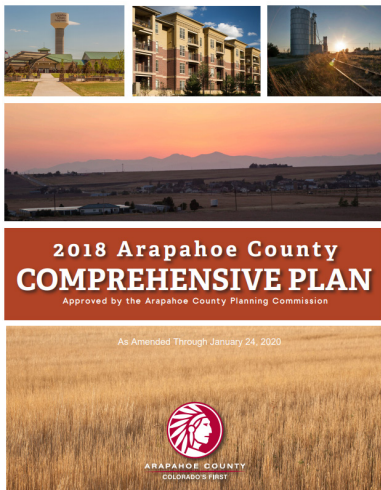
- The 2011 plan, which was updated in 2015, set goals for Denver to reach a 15% commute mode share for pedestrians and bicyclists by 2030 and to install 125 miles of bikeways by the end of 2023.
- Yale Station has a bike lane planned nearby, and the segment of Yale Avenue immediately serving the station is slated for a future bicycle facility, though further study is needed. Monaco Parkway, to the east of Southmoor Station, is also slated for a bicycle facility, though the facility type is to be determined upon further study.
- There were no bicycle facilities planned that would directly serve Bellevue Station.



RTD First & Last Mile Strategic Plan (2019)

Station Relevancy: *Yale* | *Southmoor* | *Bellevue*

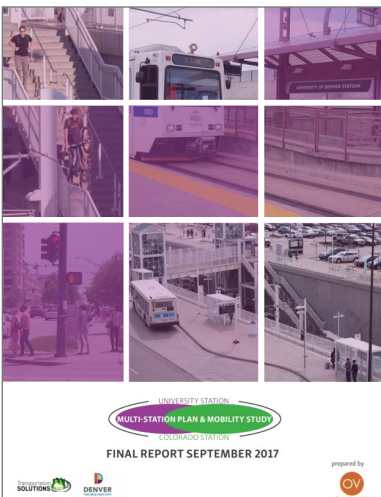
- RTD assembled a strategy for improving First and Last Mile connections to transit. Recommendations included new infrastructure recommendations, methods for reusing existing infrastructure, Transportation Demand Management strategies, and new services to connect riders with transit.
- The study identified overlays based on characteristics like socioeconomic indicators, presence of locations that attract high volumes of visitors, and areas with high volumes of parking demand to identify where FLM solutions might be especially needed. The study also provides a toolkit of strategies for improving FLM access, like upgrading pedestrian infrastructure or providing shuttle services. The plan identifies relevant typologies for each strategy.



Arapahoe County Comprehensive Plan (2018)

Station Relevancy: *Yale* | *Southmoor* | *Bellevue*

- The Arapahoe County Comprehensive Plan provides guidance for land use decisions for the unincorporated areas of the county. It also set-up the process for Sub-Area Plans that provide more guidance for specific areas of the county.
- Although Englewood, Cherry Hills Village, and Greenwood Village are all part of Arapahoe County, the Plan only provides detailed land use guidance for the unincorporated parts of the County, which includes an island of land north and east of Yale Station, which is slated for Urban Residential development (low-to-medium density).
- The County is in the process of creating a Multi-Hazard Mitigation Plan to aid in future planning and risk mitigation.

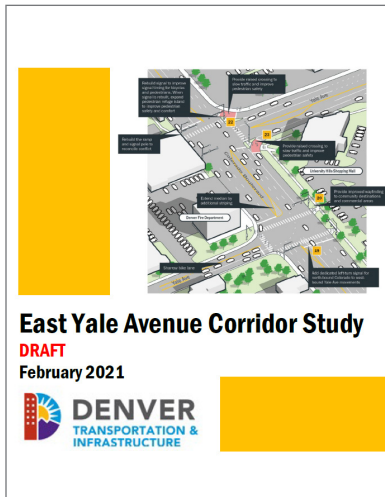


Multistation Plan & Mobility Study – Colorado Station & University Station (2017)

Station Relevancy: *Yale* | *Southmoor* | *Bellevue*

- This study explores strategies for activating the University and Colorado Stations Areas. The study was undertaken because while the two stations lack connections to and integration. University and Colorado Stations are just north of Bellevue, Southmoor, and Yale Stations.
- Recommendations were split into two categories: improvements to the network such as intersection upgrades and a pedestrian bridge over I-25, and programmatic recommendations like wayfinding and a system of mobility hubs.
- The study identified mobility hubs as a near-term recommendation.

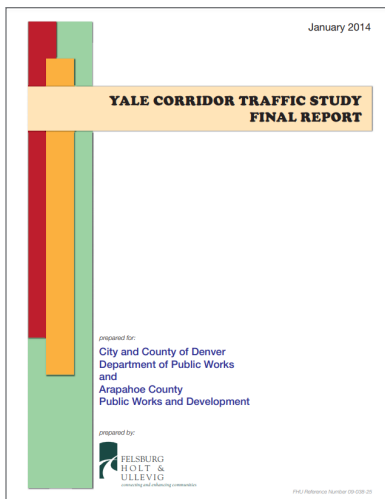
PREVIOUS PLANS SUMMARY



East Yale Ave Corridor Study (Current)

Station Relevancy: *Yale*

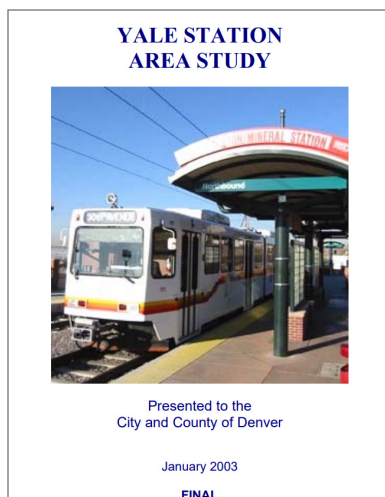
- The Denver Department of transportation and Infrastructure (DOTI) is studying the East Yale Ave corridor from Downing Street to the High Line Canal connection to recommended multimodal mobility improvement projects that put people first.
- This study is expected to wrap up in Spring 2021 where findings and recommendations will be shared with the community.
- The Southeast Mobility Hubs Study will be coordinating with the East Yale Ave Corridor Study team and may be able to further advance some recommendations.



Yale Corridor Traffic Study (2014)

Station Relevancy: *Yale*

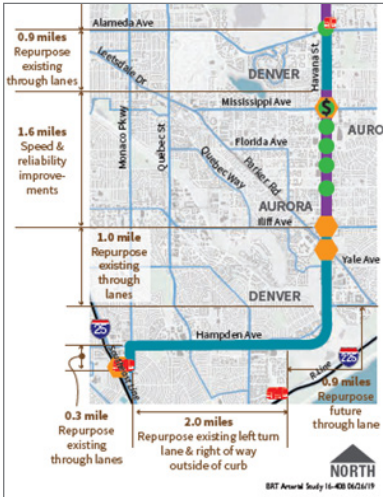
- This study was a cooperative effort between Arapahoe County and the City and County of Denver to evaluate the infrastructure upgrades and identify multimodal improvements that would make non-vehicle travel safer along Yale Avenue. Yale Station is on the western end of the study area.
- The study identified several improvements relevant to Yale Station, including bringing deficient sidewalks up standards, improving pedestrian crossings of Yale Avenue, and adding better pedestrian connections to bus stops.
- In addition, the study recommended extending on-street bicycle facilities on Yale Avenue, which would bring those facilities closer to the station.



Yale Station Area Study (2003)

Station Relevancy: *Yale*

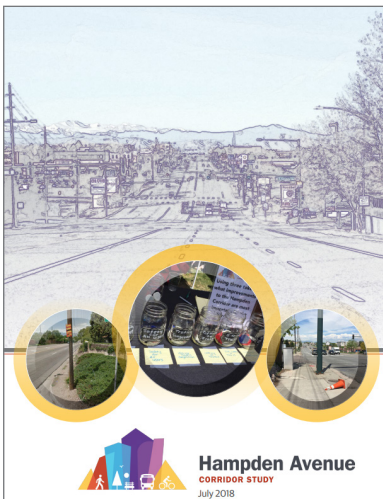
- This study was prepared in advance of the 2006 opening of the station to create a framework for Transit Oriented Development (TOD). It established guiding principles for fostering walkable TOD while maintaining compatibility with the neighborhoods surrounding Yale Station. As well, the study sought to ensure safe multimodal access to the station, that minimal land use would go towards surface parking, and that ground floor uses would be pedestrian-oriented.
- The study proposed improvements that would better connect the station area with the surrounding neighborhoods. The recommendation for a pedestrian crossing signal on the western leg of the Yale Avenue and Yale Circle intersection has not been implemented and may still be needed for improving pedestrian connections to the neighborhood south of the station area.



Regional BRT Feasibility Study (2020)

Station Relevancy: *Southmoor*

- RTD recently completed a study that evaluated the feasibility of implementing candidate Bus Rapid Transit Corridors throughout the District.
- One of the routes identified for Small Starts grant funding eligibility would operate on Havana Street and Hampden Avenue between the Central Park Station serving the A Line and the Southmoor Station.
- The study predicts that the Havana/Hampden route would have over 9,000 daily boardings and provide a 12% travel time savings over the current local route.
- The City of Aurora is scheduled to initiate a corridor study that includes a feasibility analysis for including bus-only lanes on Havana Street.



Hampden Avenue Corridor Study (2018)

Station Relevancy: *Southmoor*

- The City & County of Denver developed a plan for transforming Hampden Avenue between University Boulevard and Galena Street into a multimodal street.
- Southmoor Station fell into the “Main Street Area” of the corridor.
- Recommendations for this area included intersection improvements at Locust Street, transit signal priority and the removal of left turn lanes at Oneida Way and Poplar Street to reduce crossing distances and improve linkage to Southmoor Station from the Goldsmith Gulch Trail.
- The study identified the 2019 CDOT resurfacing program and City and County of Denver GO Bond funding as potential opportunities for implementing the near-term improvements highlighted in the study.

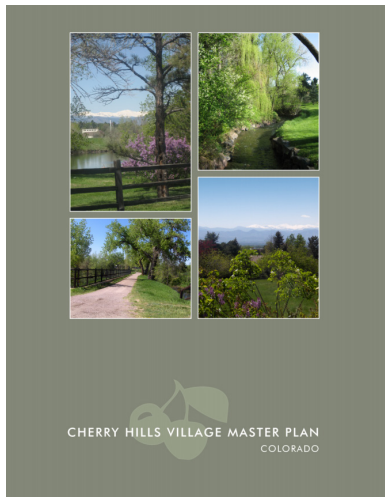


Southmoor ULI Technical Advisory Panel

Station Relevancy: *Southmoor*

- The City & County of Denver engaged ULI as a first step in creating a larger area plan for Southmoor, as diverse land uses and property owners, limited internal connectivity due to excessive surface parking, and conflicting neighborhood visions have prevented the significant potential for redevelopment in the past.
- Recommendations included investing in existing community assets and anchors (such as the movie theatre and grocery store), creating a unique identity, and improving internal connectivity.
- Additional recommendations included master planning and community vision process that identified potential catalysts for new development, the creation of a community gathering space, the inclusion of new uses, and the maintenance of the quality of life for the existing residents.

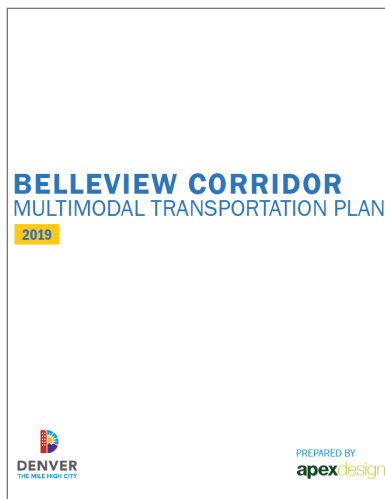
PREVIOUS PLANS SUMMARY



Cherry Hills Village Master Plan (2008)

Station Relevancy: *Southmoor* | *Belleview*

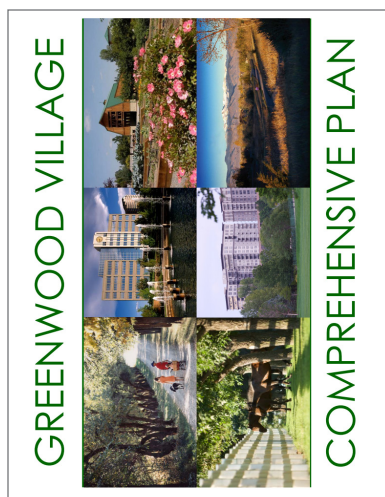
- The Cherry Hills Village Master Plan sets goals and strategies for the Village’s land use, character, open space, transportation, City Center, infrastructure, and community services.
- The overall established vision is to keep Cherry Hills Village a safe, lower-density, residential community, defined by its semi-rural character.
- The Plan does not speak specifically to the Southmoor station, but does recommend medium-density development adjacent to Happy Canyon Road. It should be noted that this equates closer to low density in the other related plans.
- The Master Plan is currently in the process of being updated to reflect more current guidance. No specific date of completion has been released.



Belleview Corridor Multimodal Plan (2019)

Station Relevancy: *Belleview*

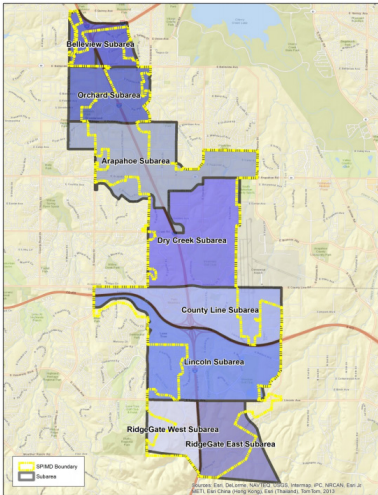
- This plan was initiated by the City & County of Denver to understand and address the existing and future multimodal infrastructure needs surrounding the Belleview Station Area.
- Recommendations included the following: Modifying or removing channelized right turn lanes to increase pedestrian safety and comfort. Implementing protected bike lanes and intersections on Monaco St and Union Ave. Explore the opportunity for a microtransit service or autonomous shuttle between the east and west sides of I-25. Pedestrian-activated on and off ramp stop control at the I-25 and I-225 interchanges. Placemaking and mobility hub treatments in the west station area where development is occurring.



Greenwood Village Comprehensive Plan (2018)

Station Relevancy: *Belleview*

- The Comprehensive Plan guides land use and other decisions in Greenwood Village. It sets forth goals, objectives, and policies regarding land use development, environment, transportation, and economic development.
- The Planning Area adjacent to Belleview station is mapped with primarily commercial and higher-density residential development.
- The Plan calls for promoting the area as a major office park and for focusing development and redevelopment on commercial and employment uses.
- The Village is currently implementing a number of capital improvement projects including improvements to Belleview Corridor and Tommy Davis Park.



South I-25 Urban Corridor Study (2016)

Station Relevancy: [Belleview](#)

- The purpose of the study was to provide existing conditions, forecasts and recommendations for the South I-25 Corridor based on economic and development data, travel patterns and demographics.
- Some of the corridor-wide strategies included: Belleview Interchange Improvements (study currently underway), completing N/S Bicycle Corridors and build connections from corridor to regional trail systems, enhance internal transit circulation (such as shuttles), develop a customized RTD transit pass program for the area, work with RTD to provide enhanced east-west bus service, establish mobility hubs throughout the corridor, and develop a centralized parking management program.



N-S Regional Bicycle Corridors Study (2018)

Station Relevancy: [Belleview](#)

- This study envisions low-stress regional north-south bicycle corridors that parallel I-25, encourage bicycle travel, and enhance the overall economic vitality and community prosperity of the Region. Bikeway corridors recommended to complete the regional network near Belleview Station include the following:
- To complete the Monaco St bicycle corridor, the plan recommends widening the existing sidewalk from 8 to 10 feet to create a multi-use path and implement intersection improvements at Belleview Ave.
- To complete the DTC Blvd bicycle corridor, the plan recommends completing gaps along the existing Goldsmith Gulch Trail and implement intersection improvements at Belleview Ave and the I-225 interchange.



Denver South Framework (2019)

Station Relevancy: [Belleview](#)

- This study assesses opportunities and challenges associated with population growth in South Denver, particularly related to transit-oriented development.
- The framework recommends focusing growth on areas near transit, along commercial arterials, and in business parks, while also considering strategies to integrate these isolated areas.
- Recommendations include breaking down automobile superblocks by providing a variety of pathways through station areas, overcoming the I-25 barrier with new pedestrian bridges, utilizing the latest innovations in transportation technology, and introducing more residential, retail, entertainment, cultural, and civic uses.

PREVIOUS PLANS SUMMARY



Mobility Evolution Initiative (2020)

Station Relevancy: [Bellevue](#)

- The purpose of this study was to determine the most appropriate locations for an initial deployment of smart mobility first mile/last mile (FMLM) technologies in the South Denver TMA. This includes all of the LRT stations between Bellevue and Sky Ridge.
- The study evaluated the applicability of the following solutions: autonomous shuttles, mobility on demand, micromobility, microtransit, and mobility as a service. Bellevue Station scored the highest in applicability of each solution evaluated.

STATION PROFILES

STATION PROFILES

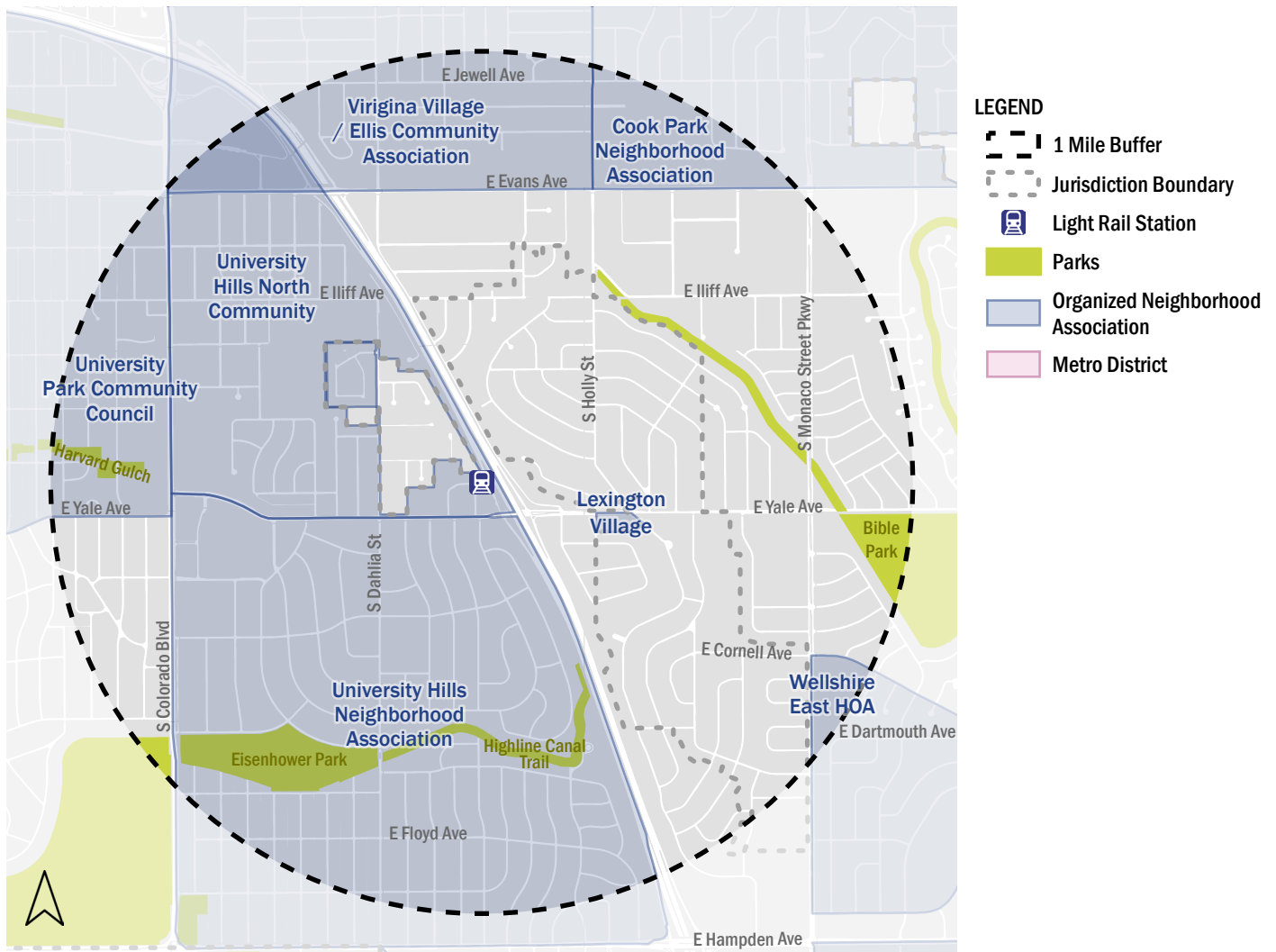
Yale

Neighborhood Context & Organizations

The Yale Station Area is primarily within the City & County of Denver, however there is a small area of unincorporated Arapahoe County. There are seven organized neighborhood associations around Yale Station, all with varying levels of engagement and activity. The Yale Station area does not contain any metro districts.

- University Hills Neighborhood Association
- University Park Community Council
- University Hills North Community
- Virginia Village/Ellis Community Association
- Cook Park Neighborhood Association
- Lexington Village
- Wellshire East HOA

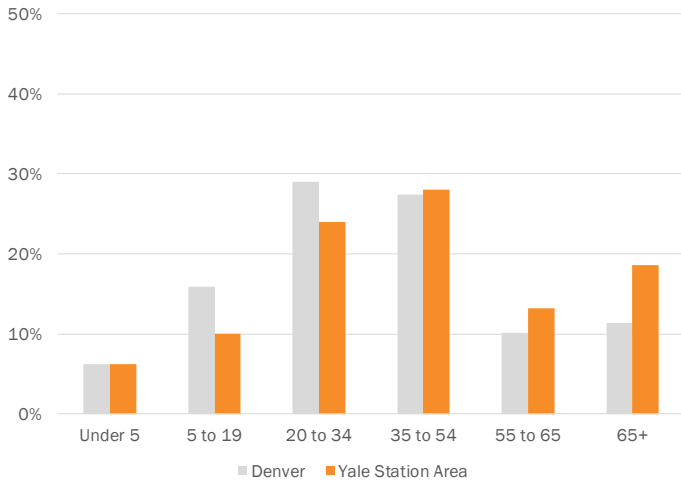
Yale Station Area Neighborhood Context Map



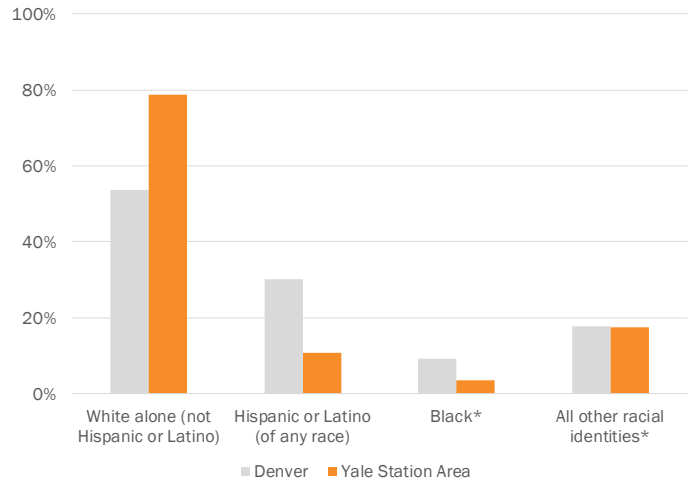
Population

The Yale Station Area contains a larger portion of adults aged 35 and older compared to Denver overall, with 19% of people over the age of 65. About 80% of residents that live near Yale Station are white.

Age



Race and Ethnicity

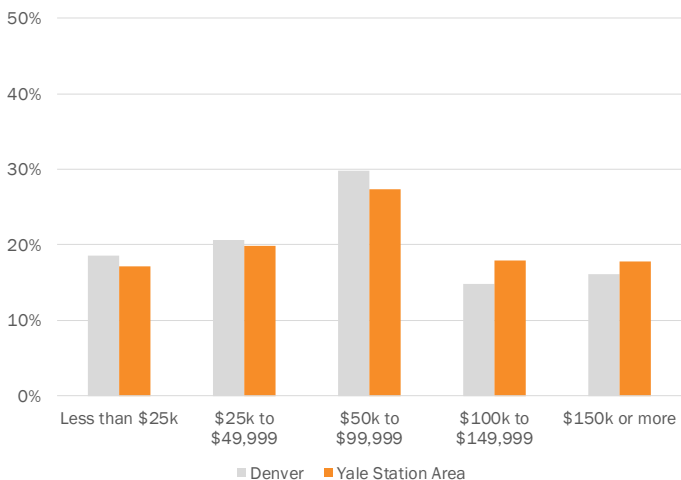


*Includes Hispanic or Latino

Households

The Yale Station area contains about 7,355 households. Households income in this area is slightly higher than the Denver average with 36% of households earning more than \$100K per year. Most households speak English and more are owner-occupied than Denver’s average, especially west of the station area.

Annual Household Income



10% of Yale Station area households **do not have a car available** (same as the Denver average)

55% of Yale Station area households are **owner-occupied** compared to the Denver average of 50%

1% of Yale Station area households **speak limited English** compared to the Denver average of 4%

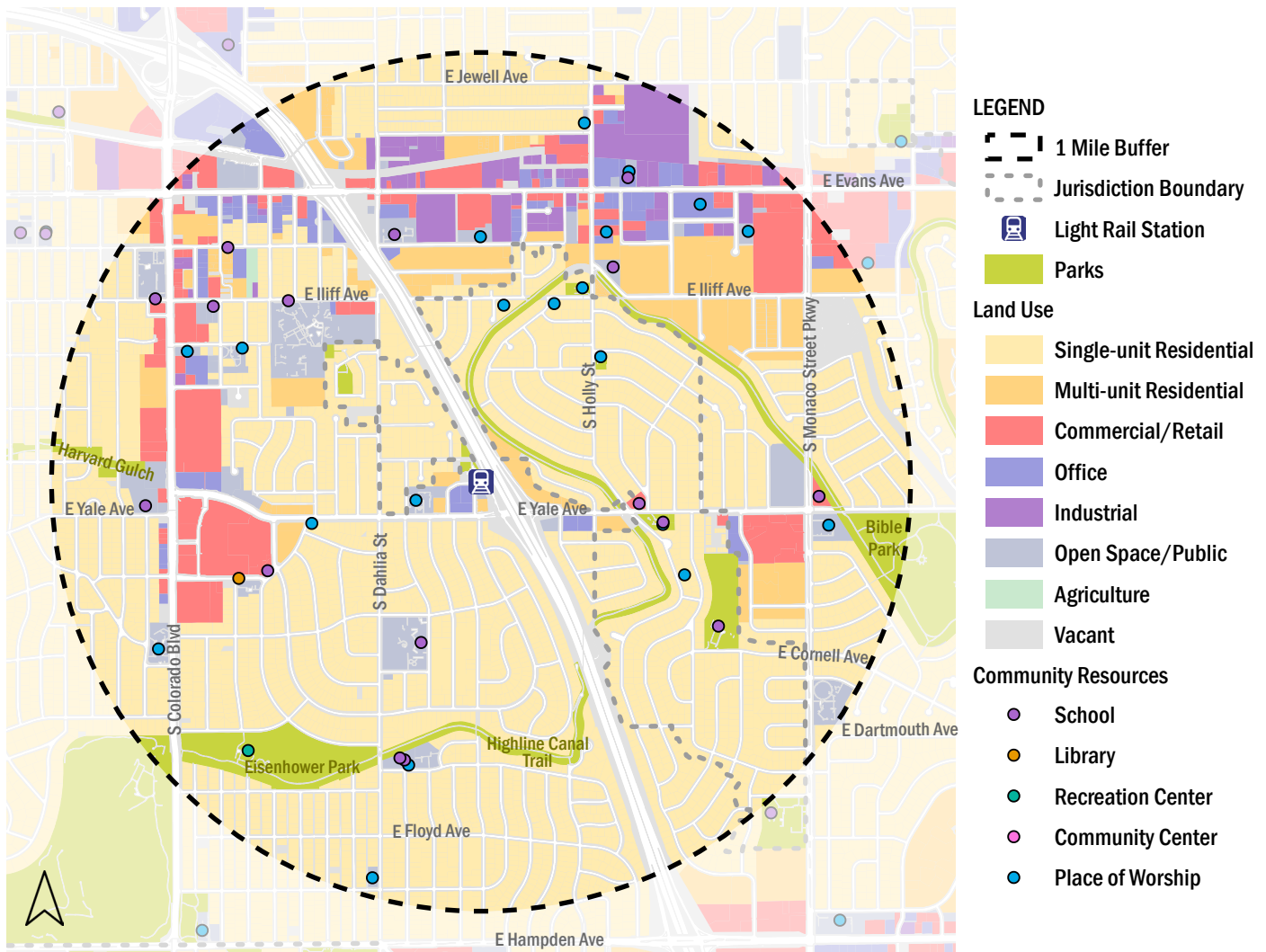
STATION PROFILES

Yale

Existing Land Use and Community Resources

The Yale Station area is primarily single-unit residential with two major commercial corridors; Evans Ave and Colorado Blvd. The Evans Ave corridor is made up of commercial, industrial, and office land uses with multi-unit residential to the south. Colorado Blvd is primarily made up of commercial and retail land uses. There are very few multi-unit residential or mixed use land uses near the station. This station area is located in well-established residential neighborhoods with very few vacant parcels.

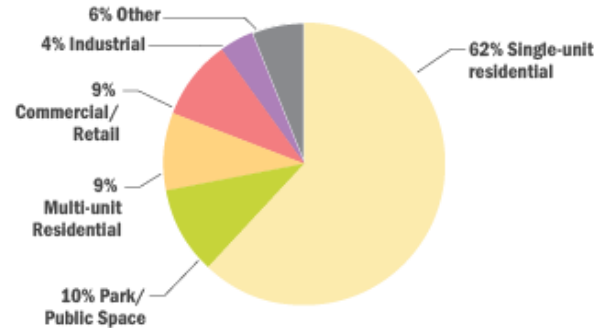
Yale Station Area Land Use & Amenities Map



Land Use Distribution

The majority of existing development near Yale Station is single-unit residential (62%). This area is well-served by open space, with the next highest land use being parks and public space. The corridors of activity and more intense development along Evans Ave and Colorado Boulevard are primarily composed of multi-unity residential (9%), commercial/retail (9%) and industrial (4%).

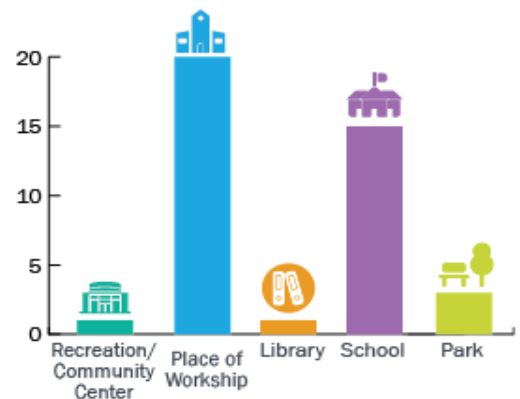
Existing Land Use Distribution



Amenities

There are 20 places of worship within the station area, 13 elementary schools, two dental colleges, and one library located near Colorado Blvd. The area is also well served with three grocery stores. Residents and visitors in the station area have access to four parks and one recreation center located in Eisenhower Park. Additionally, the High Line Canal trail travels through the station area and provides an off-street alternative for pedestrians and cyclists.

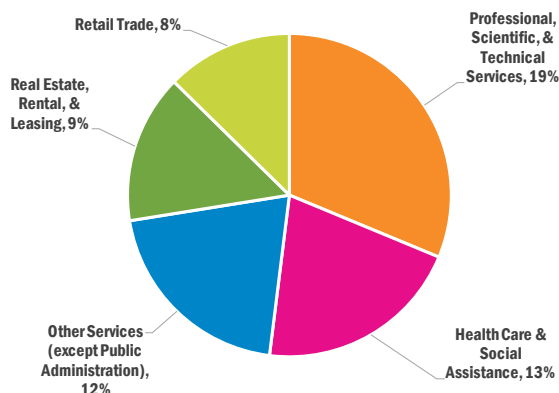
Station Area Amenities



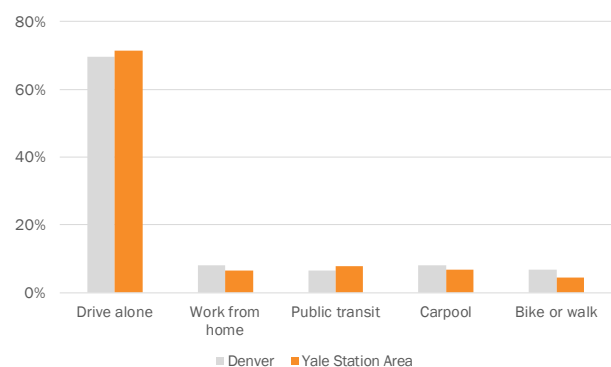
Employment & Commuting

The majority (72%) of residents in the Yale Station area drive alone to work while only 8% use public transit. There are approximately 11,400 jobs within one mile of the station. The top employment sectors include Professional, Scientific, and Technical Services (19%) and Health Care and Social Assistance (13%).

Top Five Employment Sectors



Commute Mode



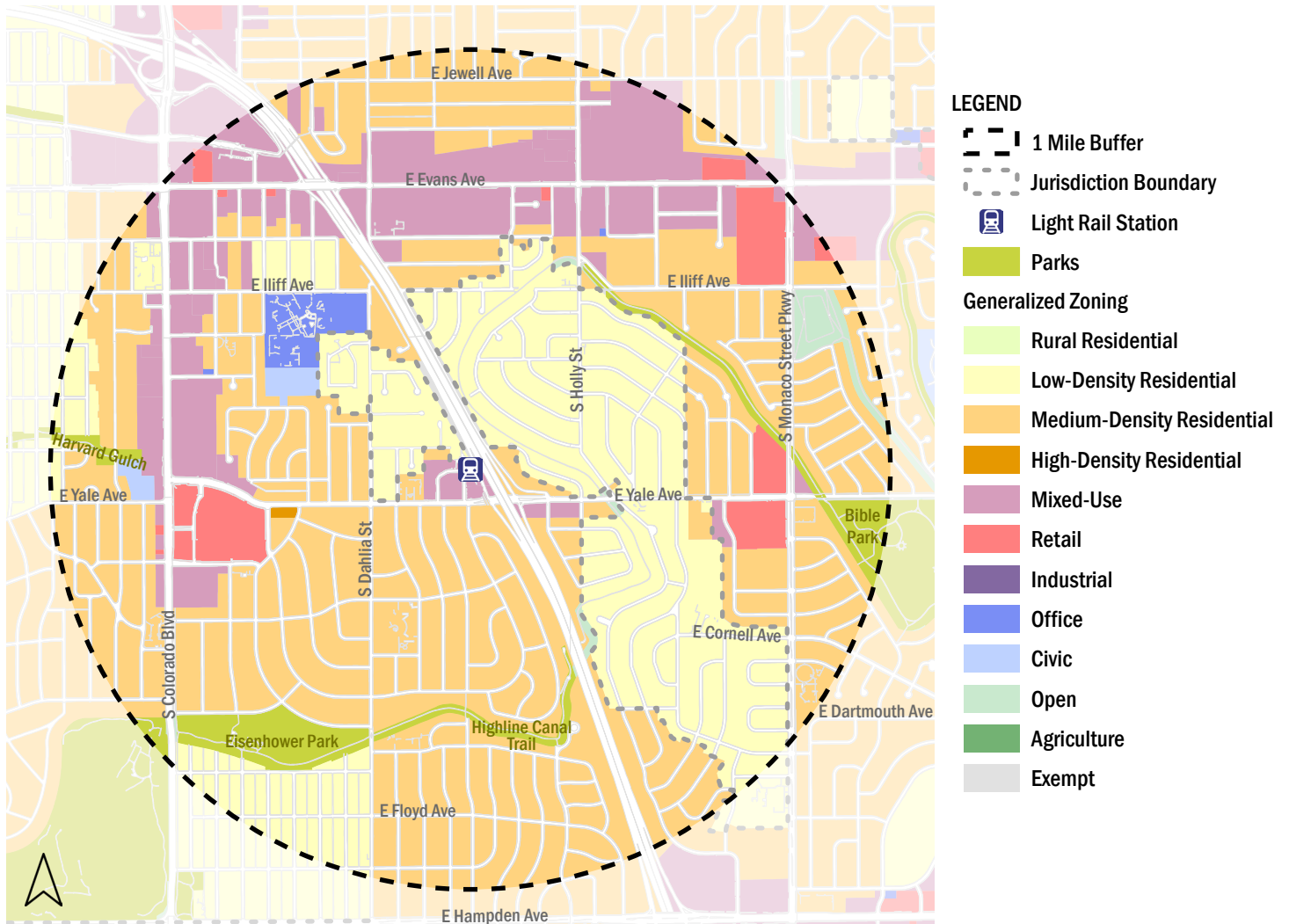
STATION PROFILES

Yale

Existing Zoning

The majority of the Yale Station area is zoned as single-unit residential development. There are two main corridors within the area, Evans Ave and Colorado Blvd, that are primarily zoned as office, industrial, and commercial uses. These corridors also include areas of multi-unit residential zoning, transitioning to the single family neighborhoods. Overall, the Yale Station area is well-established as a single-unit residential neighborhood. While there is a concentration of vacant parcels that offer mixed use opportunities around the intersection of I-25 and Evans Avenue, there is a strong likelihood that additional development will be analogous with the existing land use pattern. Further direction should be provided by Colorado Station planning efforts.

Yale Station Area Generalized Zoning Map

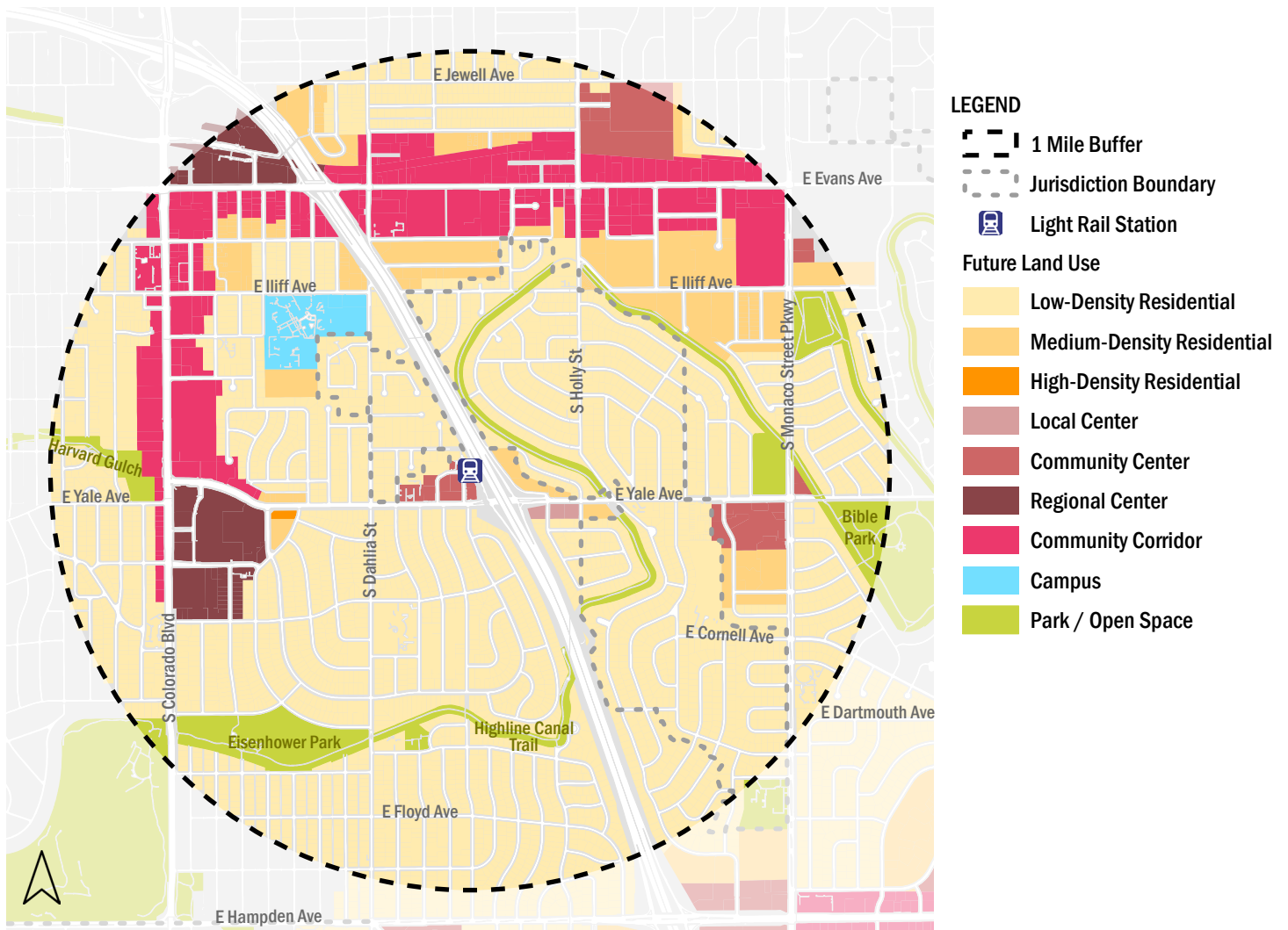


Note: Zoning can vary from municipality to municipality, and even within a single jurisdiction (Denver's form-base code and former Ch. 59 code for example). Therefore, a composite zoning map was produced to understand, at a broad level, the intended capacity trends for development or change in an area.

Future Land Use and Growth Strategy

This station area is slated for a small area of medium-scale mixed-use development immediately adjacent to the station. Additional mixed-use activity centers, expected to see moderate growth, are located east and west of the station. Moderate commercial development is expected north on Colorado Boulevard and along Evans Avenue. These corridors will include primarily employment and shopping/dining uses. The remainder of the 1-mile radius is planned to stay low and medium density residential, with small areas of higher density adjacent to centers and corridors. Overall, this area will see relatively low growth, most of which is expected north and west of the station area. Two related Plans were referenced for their guidance around Yale Station: Blueprint Denver covers the majority of the area in the 1-mile radius, and the Arapahoe County Comprehensive Plan covers a swath of unincorporated area north and east of the station.

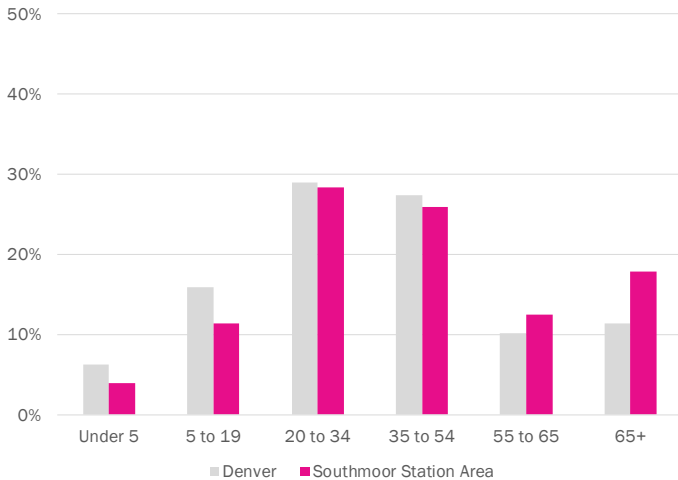
Yale Station Area Future Land Use Map



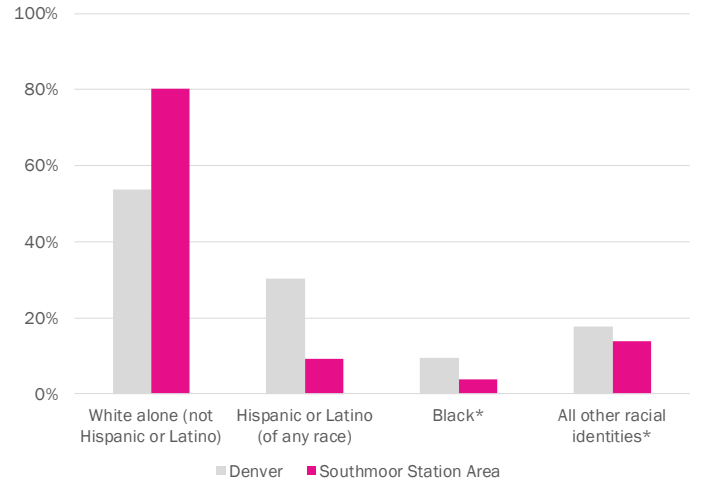
Population

More seniors and fewer children live in the Southmoor Station Area, especially to the west of I-25. There are very few residents who identify as people of color compared to Denver overall.

Age



Race and Ethnicity

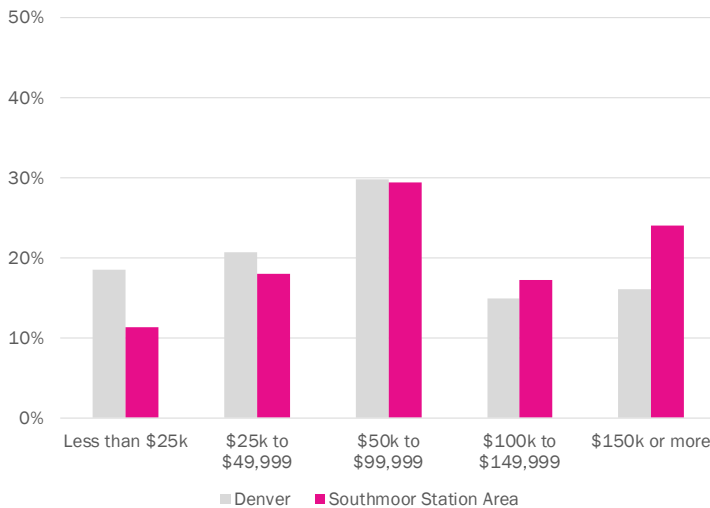


*Includes Hispanic or Latino

Households

There are approximately 6,575 households in the Southmoor Station area. Most households have at least one vehicle available, speak proficient English at home, and are in the middle or upper class. Fifty two percent of households are owner-occupied, which is comparable to the Denver average.

Annual Household Income



5% of Southmoor Station area households **do not have a car available** compared to the Denver average of 10%

52% of Southmoor Station area households are **owner-occupied** compared to the Denver average of 50%

2% of Southmoor Station area households **speak limited English** compared to the Denver average of 4%

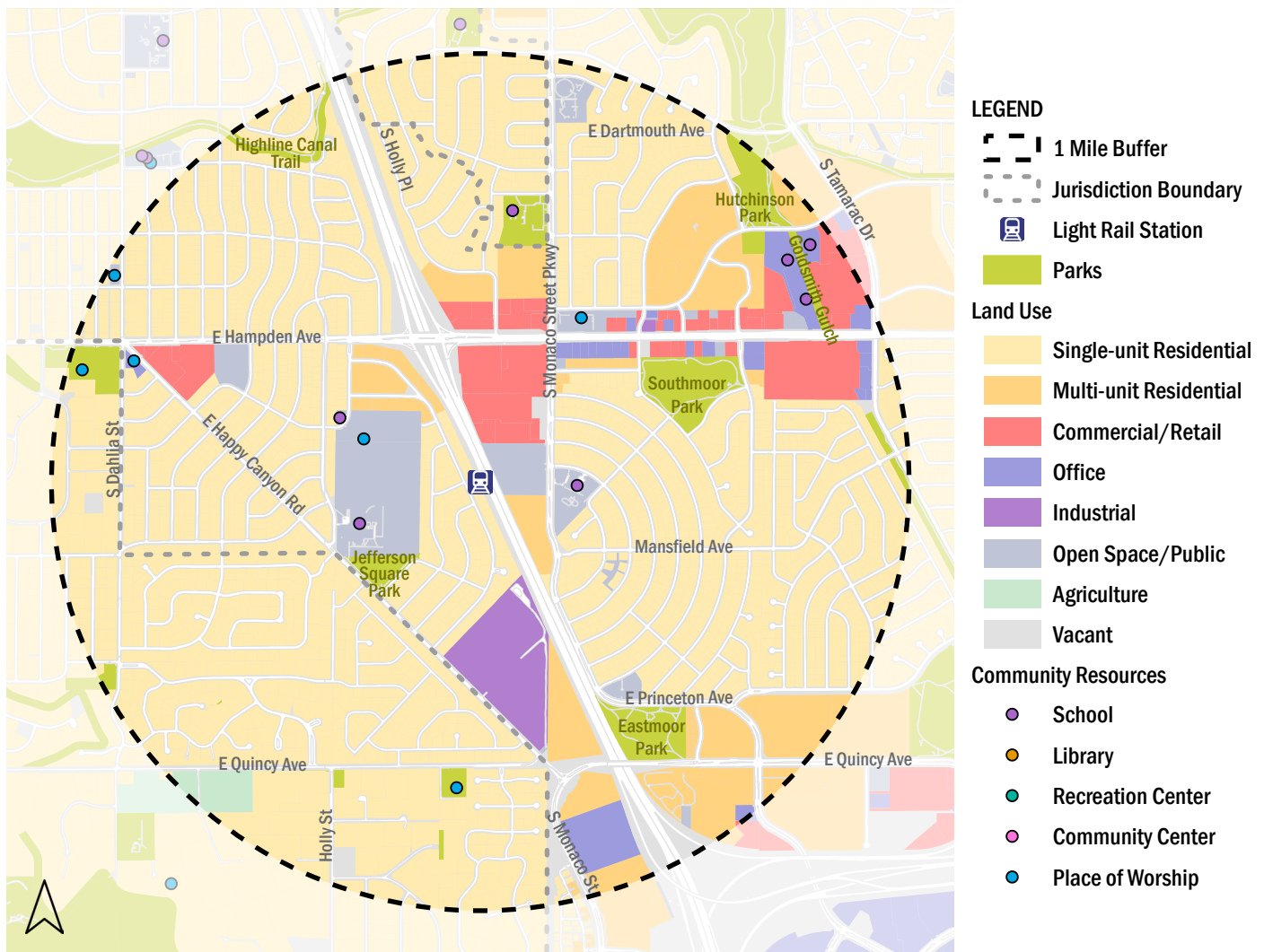
STATION PROFILES

Southmoor

Existing Land Use and Community Resources

The Southmoor Station area is primarily single-unit residential with one major commercial corridors: Hampden Ave. The Hampden Ave corridor is made up of commercial, retail, and office land uses with multi-unit residential transitioning to single-unit residential. There are several multi-unit residential and mixed use land uses near the station, however there is some vacant land on the east side of the station. Overall, this station area is located in well-established residential neighborhoods with very few vacant parcels.

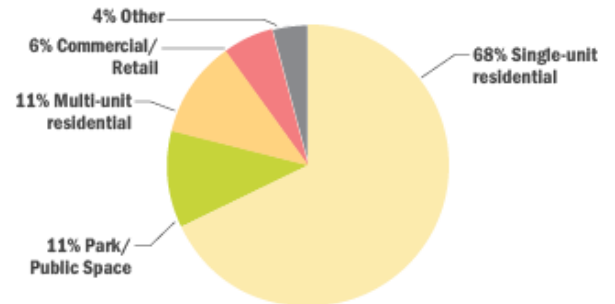
Southmoor Station Area Land Use & Amenities Map



Land Use Distribution

The Southmoor Station area has a higher proportion of low-density residential compared to Yale Station with 68% of existing land use made up of single-unit residential. Parks and public space account for 11% of uses, while the activity center along Hampden Ave accounts for the area’s multi-unit residential (11%) and commercial/retail (6%) uses.

Existing Land Use Distribution



Amenities

There are six places of worship within the station area, five parks, and seven schools including Thomas Jefferson High School on the west side of the station area. The area is also well served with two grocery stores on Hampden Ave. Residents and visitors in the station area have access to five parks, however there are no off-street trails that provide significant off-street access for pedestrians and cyclists.

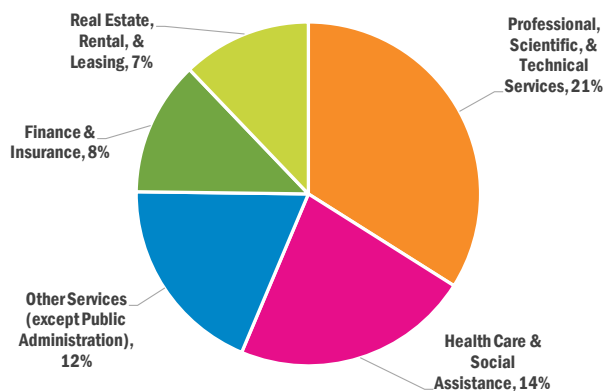
Station Area Amenities



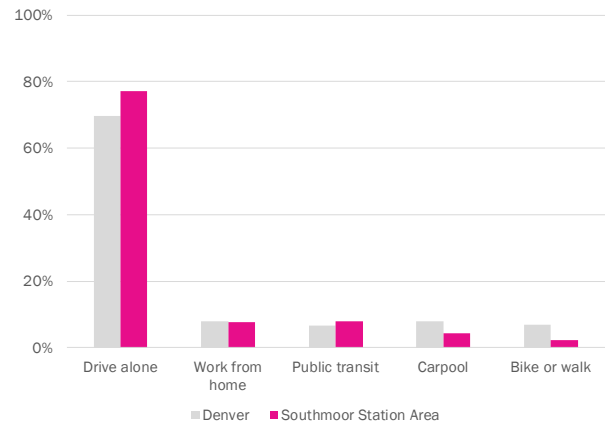
Employment & Commuting

The majority (77%) of residents in the Southmoor Station area drive alone to work while only 7% use public transit. There are approximately 6,800 jobs within one mile of the station. The top employment sectors include Professional, Scientific, and Technical Services (21%) and Health Care and Social Assistance (14%).

Top Five Employment Sectors



Commute Mode



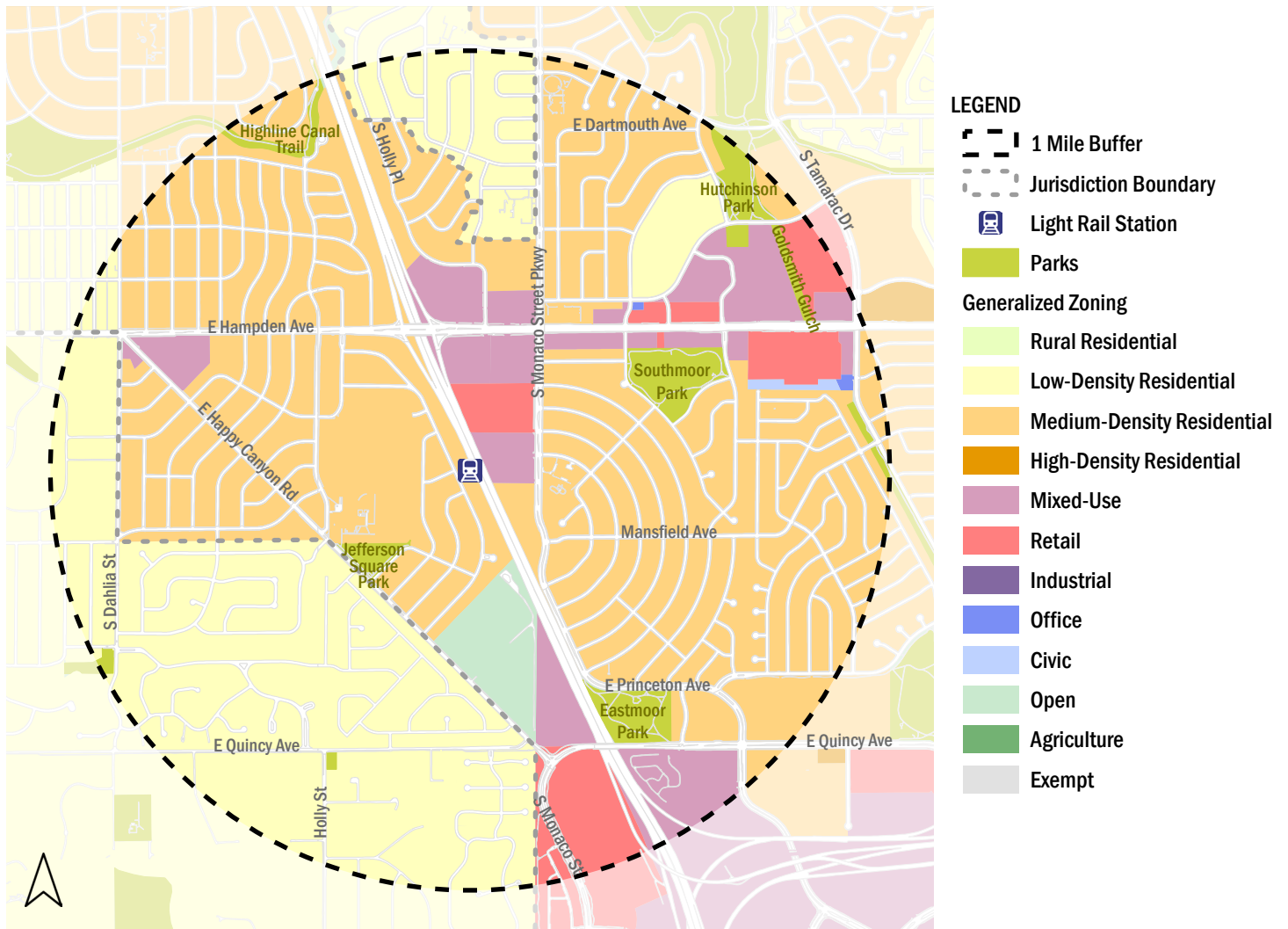
STATION PROFILES

Southmoor

Existing Zoning

The majority of the Southmoor Station Area is zoned for single-unit residential development. Some commercial, mixed-use, and multi-unit residential zoning is found along the major corridors in the area, including I-25, Hampden Avenue, and Quincy Road. Several parcels zoned for civic uses in this area include schools and places of worship. There are a few small areas of vacant land that could be leveraged for higher-intensity development along the I-25 and rail corridor.

Southmoor Station Area Generalized Zoning Map

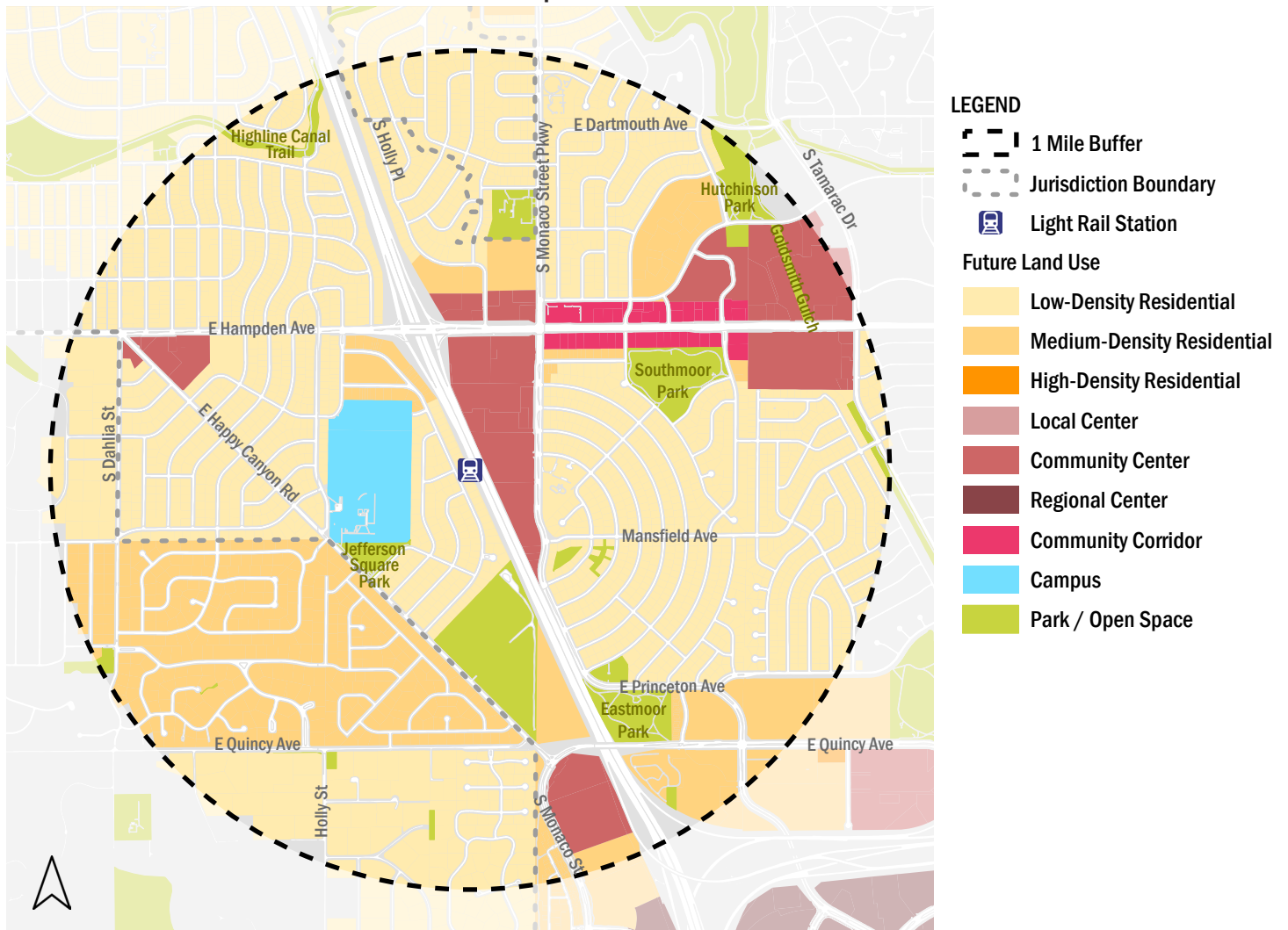


Note: Zoning can vary from municipality to municipality, and even within a single jurisdiction (Denver’s form-base code and former Ch. 59 code for example). Therefore, a composite zoning map was produced to understand, at a broad level, the intended capacity trends for development or change in an area.

Future Land Use and Growth Strategy

Two previous plans, Blueprint Denver and Cherry Hills Village Master Plan, provide recommendations within the Southmoor station area. Blueprint covers more than half of the area, north of Happy Canyon Road. South and west of Happy Canyon Road is the municipality of Cherry Hills Village, which is guided by the Cherry Hills Village Master Plan. Within the one-mile Southmoor Station area, the vision for the scale and type of future development is quite different north and south of the light rail line. The northeast portion of the station area is slated for moderate growth and development, including mixed-use, commercial, and high-density residential. The southwest area is slated to remain primarily low and medium density residential, with a small area of civic, which accommodates an existing high school. The residential portion within Cherry Hills Village is recommended to remain low-density and to maintain the rural character of the area.

Southmoor Station Area Future Land Use Map



STATION PROFILES

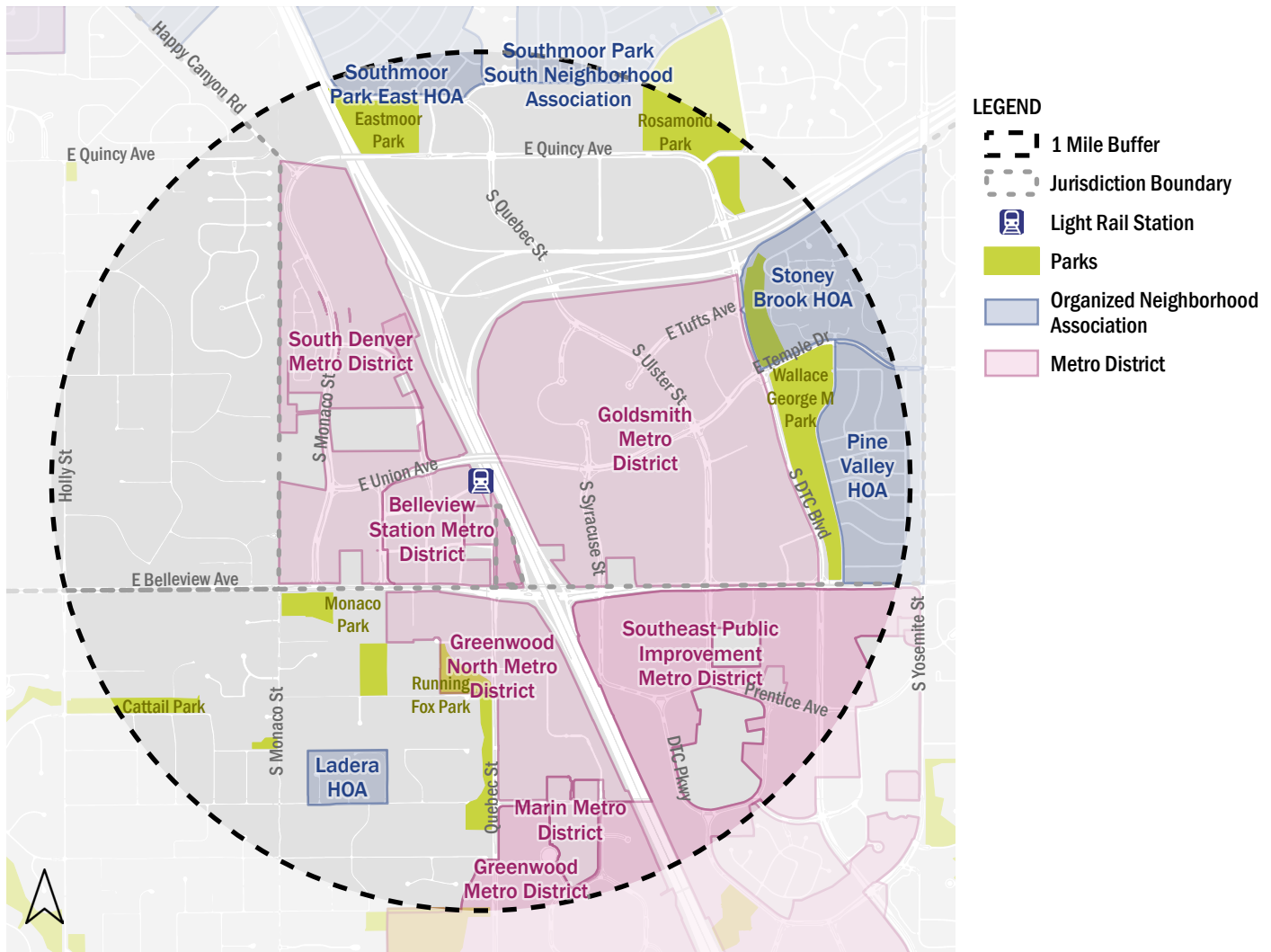
Bellevue

Neighborhood Context & Organizations

The Bellevue Station area is located in the Denver Tech Center (DTC) and is adjacent to Greenwood Village and Cherry Hills. The Station Area contains both organized neighborhood associations and metropolitan districts:

- Southmoor Park East HOA
- Southmoor Park South Neighborhood Association
- Stoney Brook HOA
- Pine Valley HOA
- Ladera HOA
- South Denver Metro District
- Bellevue Station Metro District
- Goldsmith Metro District
- Southeast Public Improvement Metro District
- Greenwood North Metro District
- Marin Metro District

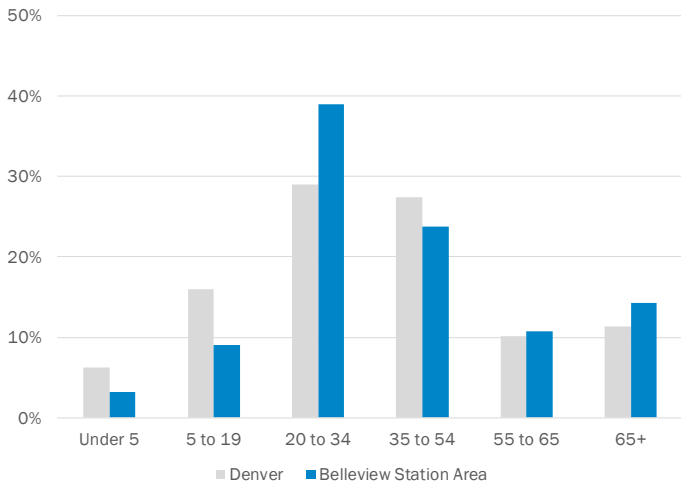
Bellevue Station Area Neighborhood Context Map



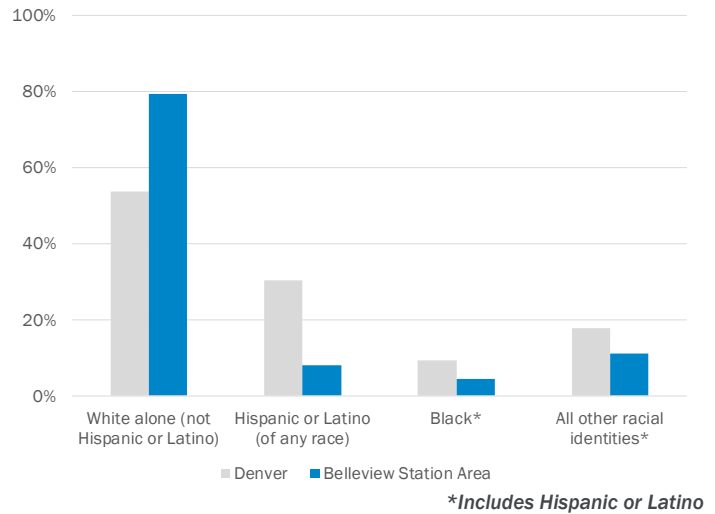
Population

Many millennials (ages 20-34 years) live in the Belleview Station Area (39%), especially on the west side of the station. There are many seniors to the east, and few children overall. The station area is predominately white (80%).

Age



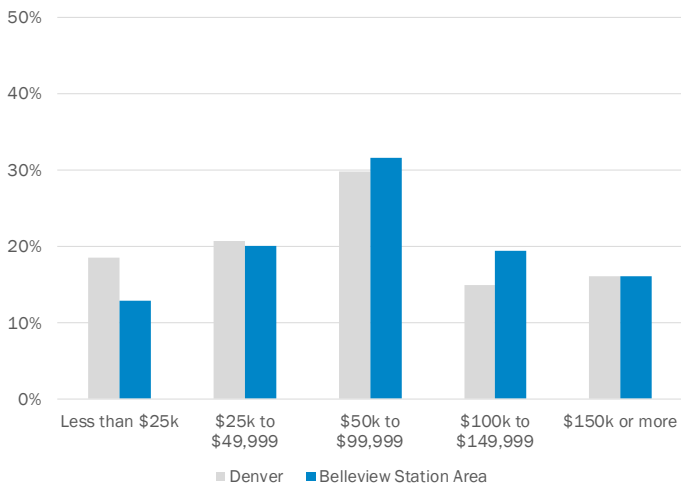
Race and Ethnicity



Households

There are approximately 7,030 households in the Belleview Station area. Households in this area are primarily renter-occupied and wealthier; with 35% earning over 100k per year. Most households have at least one vehicle available and speak proficient English at home.

Annual Household Income



5% of Belleview Station area households **do not have a car available** compared to the Denver average of 10%

69% of Belleview Station area households are **renter-occupied** compared to the Denver average of 50%

2% of Belleview Station area households **speak limited English** compared to the Denver average of 4%

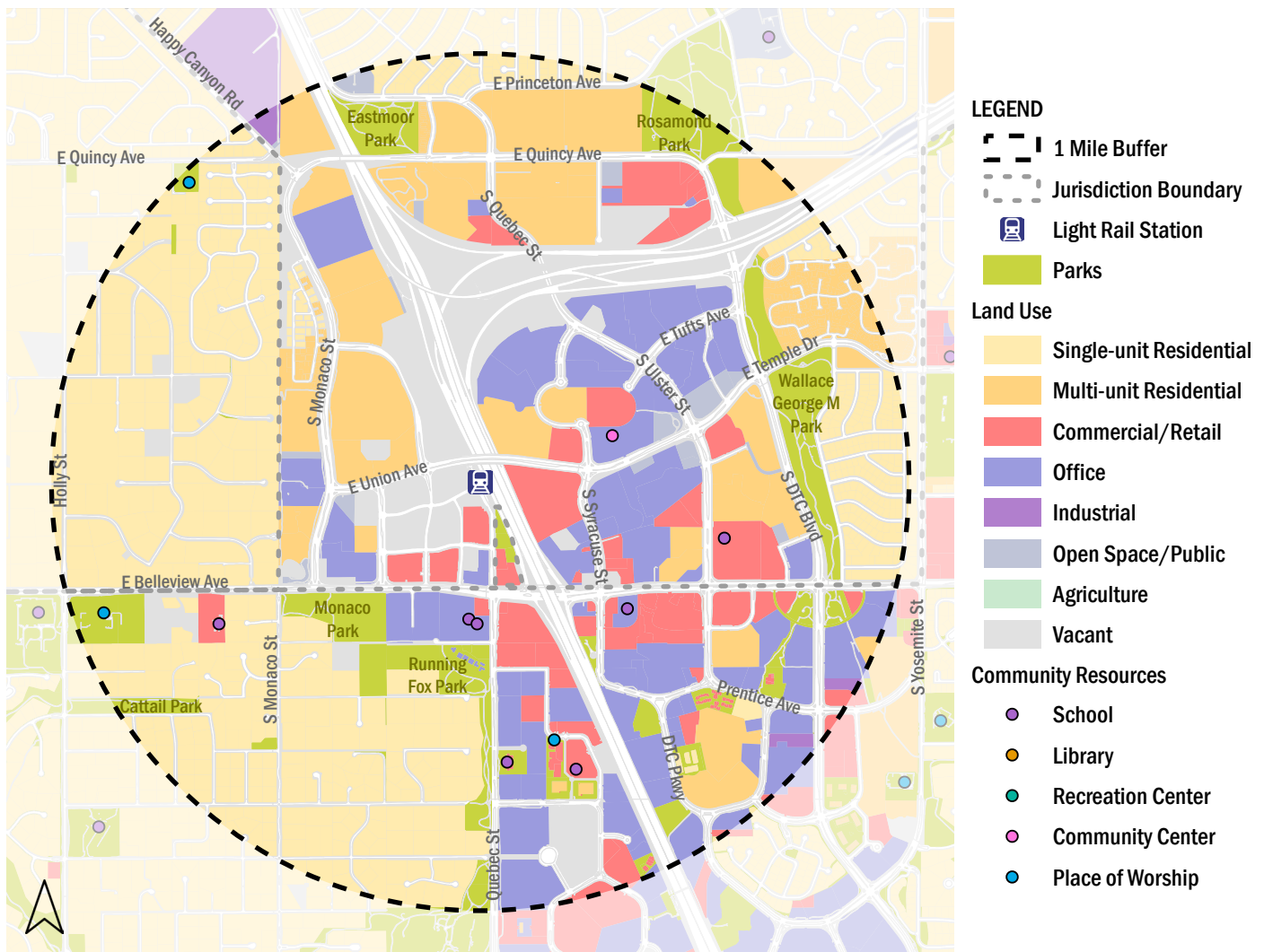
STATION PROFILES

Bellevue

Existing Land Use and Community Resources

The Bellevue Station area is growing and has many multi-unit residential and mixed-use parcels located near the station. Cherry Hills to the west of the station area is primarily single-unit residential, while the Denver portion has higher density residential and predominant employment. East of I-25, the station area is primarily office with some commercial and retail land uses. The area directly adjacent to the station has several vacant parcels that are being developed in coordination with the TOD master plan.

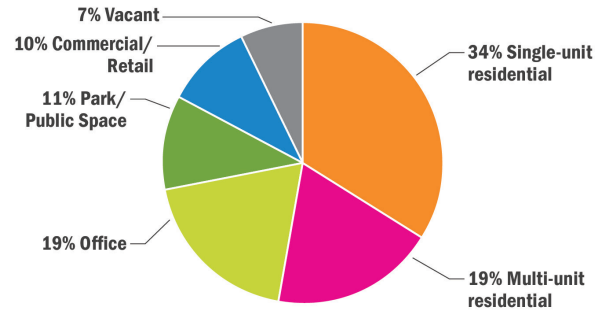
Bellevue Station Area Land Use & Amenities Map



Land Use Distribution

The Belleview Station area has the most distributed mix of uses of the three stations, owing largely to the large areas of multi-unit residential (19%), office (19%), and commercial/retail (10%) in the Denver Tech Center area. The rest of the area is made up of single-unit residential (34%) and parks and public spaces (11%). There is also a relatively large amount of vacant land in this area (7%) that could accommodate future development.

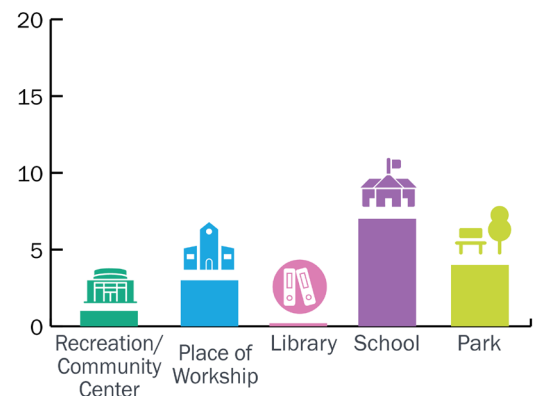
Existing Land Use Distribution



Amenities

There are six places of worship within the station area and seven schools. The area’s amenities do not include any libraries, and there is just one community center at the Summit office building near Union Ave & Syracuse St. Additionally, there are no grocery stores within the station area. Residents and visitors in the station area have access to six parks and the Goldsmith Gulch Trail runs north-south through the station area and provides an off-street alternative for pedestrians and cyclists.

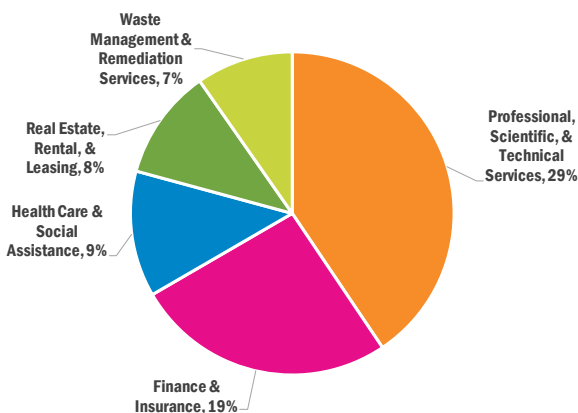
Station Area Amenities



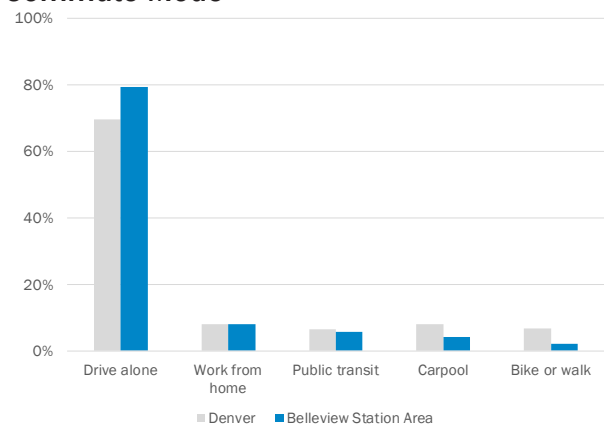
Employment & Commuting

The majority (79%) of residents in the Belleview Station area drive alone to work while only 6% use public transit. There are approximately 36,500 jobs within one mile of the station, which is about three times more than at Yale or Southmoor Station. The top employment sectors in the area include Professional, Scientific, and Technical Services (29%) and Finance & Insurance (19%).

Top Five Employment Sectors



Commute Mode



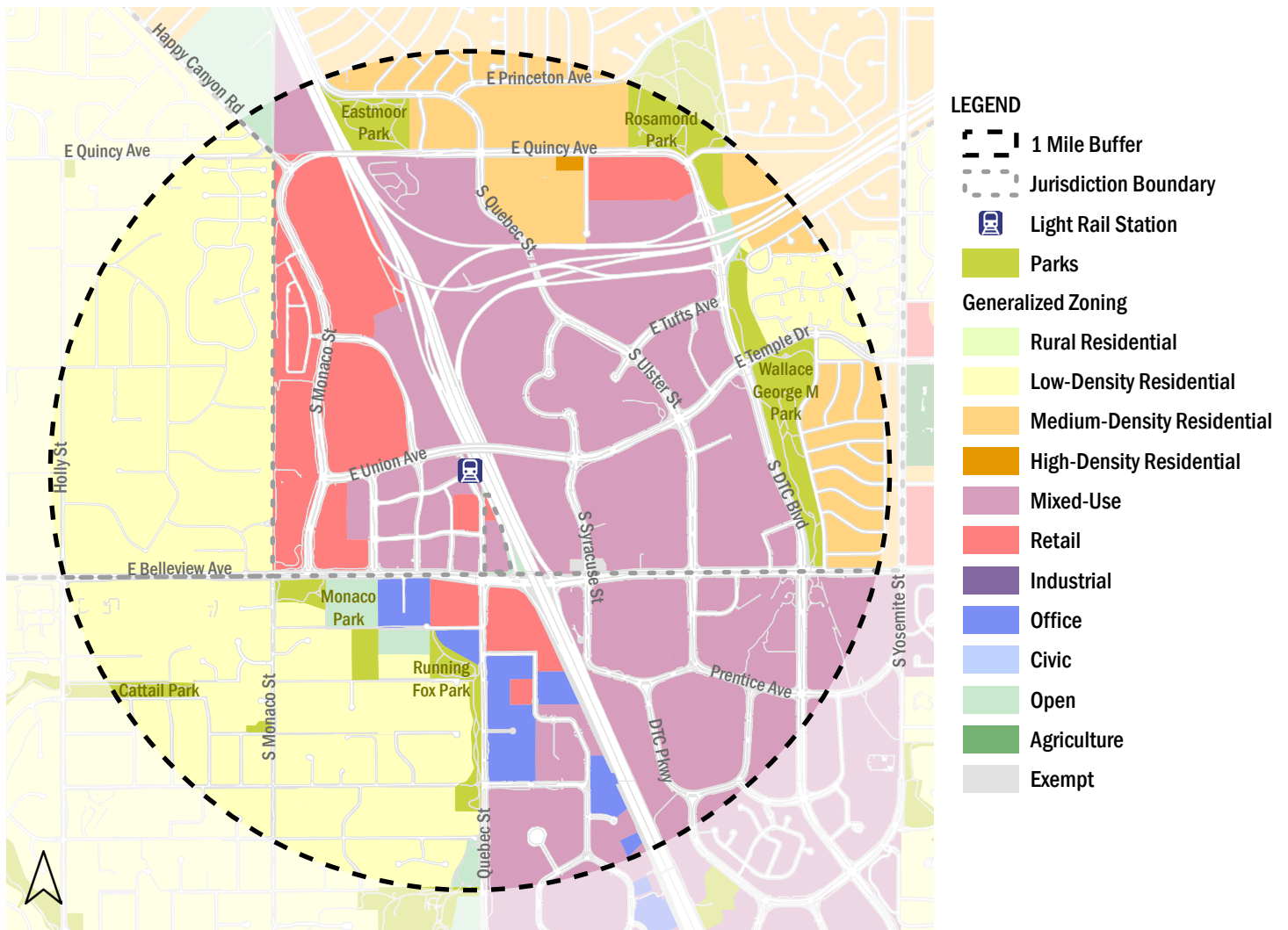
STATION PROFILES

Bellevue

Existing Zoning

The Bellevue Station area has the least single-family zoning of the Station Areas. The majority of the zone districts in this area are designated as mixed use, commercial, and multi-unit residential, with some office parcels mixed in. These zone districts make up the Denver Tech Center. There are areas of single-unit and smaller multi-unit residential zoning around the Center. There are relatively large areas of vacant parcels along the highway and rail line that present opportunities to continue to increase density in the existing Center.

Bellevue Station Area Generalized Zoning Map

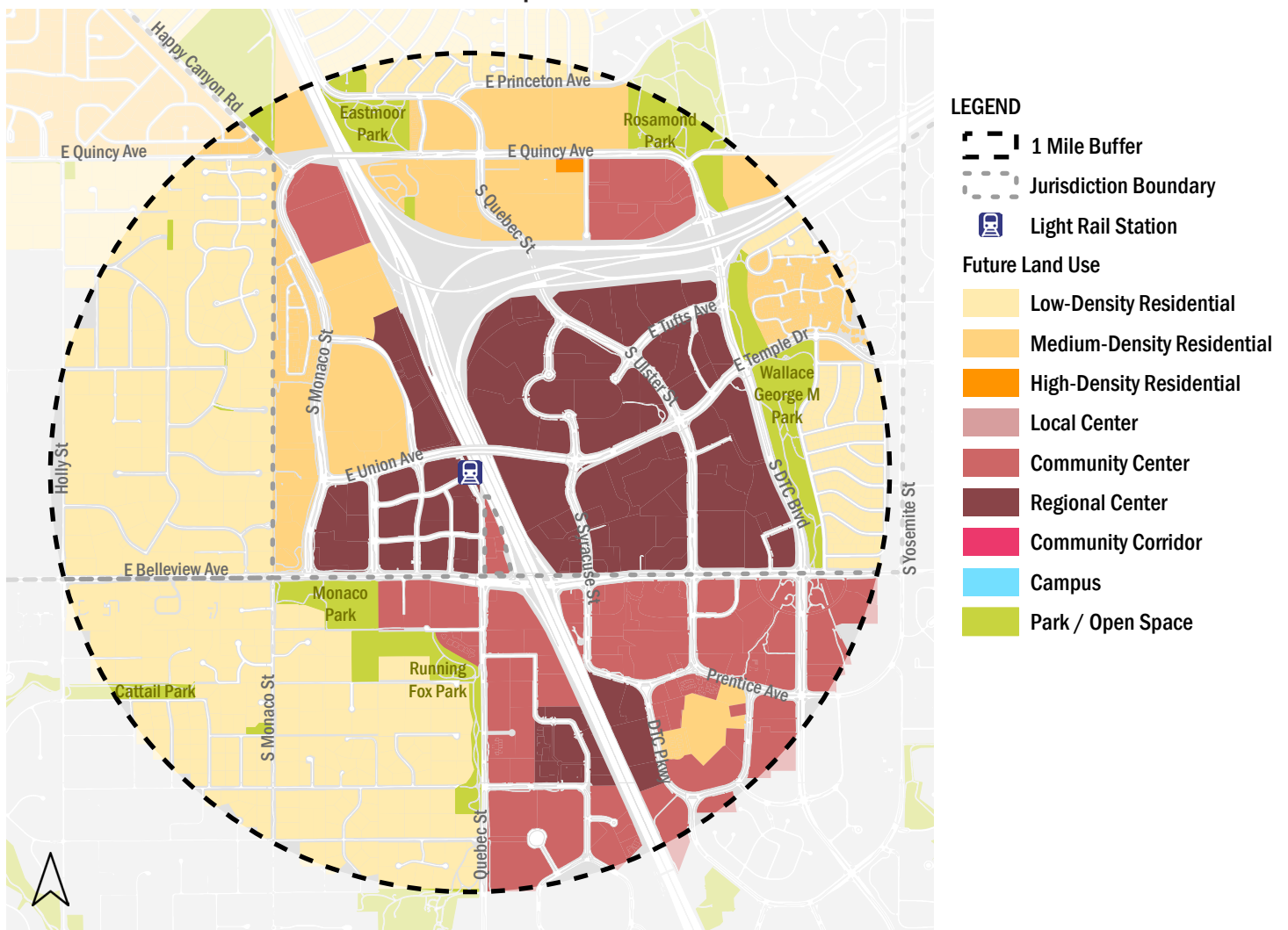


Note: Zoning can vary from municipality to municipality, and even within a single jurisdiction (Denver's form-base code and former Ch. 59 code for example). Therefore, a composite zoning map was produced to understand, at a broad level, the intended capacity trends for development or change in an area.

Future Land Use and Growth Strategy

The Belleview station area is planned to be a major area of regional growth, with continued higher density residential, commercial, and mixed-use development and redevelopment anticipated in a large area around the station, as part of the Denver Tech Center. The Belleview area is covered by the Blueprint Denver Plan, the Greenwood Village Comprehensive Plan, and the Denver South Framework. The station area north of Belleview Avenue is within Blueprint’s purview, and the area south of Belleview is reflected in Greenwood Village. Both Plans account for medium density residential directly west of the center, and low density residential beyond that. The recommendations for the Denver portion of the area reflect slightly more density and urbanity than the Greenwood Village recommendations.

Belleview Station Area Future Land Use Map



INFRASTRUCTURE EVALUATION

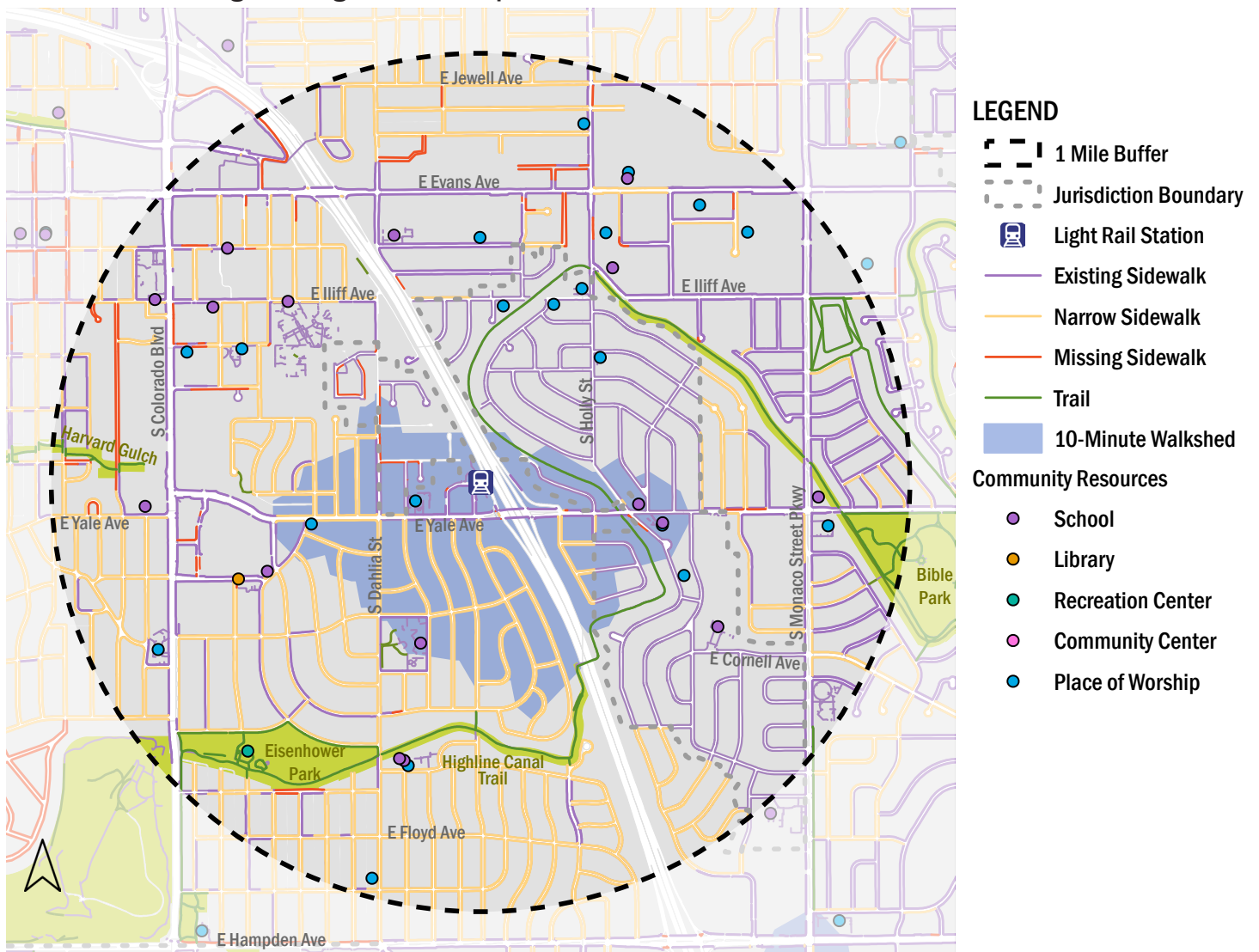
Yale

People Walking

Currently, the Yale Ave underpass is the primary crossing for pedestrian access to the station from the east side of I-25, however the volume and speed of traffic along Yale Avenue create an uncomfortable pedestrian environment. There is a new signal under construction at the intersection of Yale Ave and Forest St, which provides a safe crossing across Yale Ave and better access to and from the station. The Highline Canal Trail provides

a great pedestrian amenity, however there is not a comfortable connection to Yale Station or across Yale Avenue. The Yale Station area contains a more expansive pedestrian network than Southmoor, although many sidewalks are of deficient width and quality. There are also many missing sidewalk segments including some within the 10-minute walkshed. Most narrow sidewalks are located to the southwest of the station.

Yale Station Existing Walking Network Map

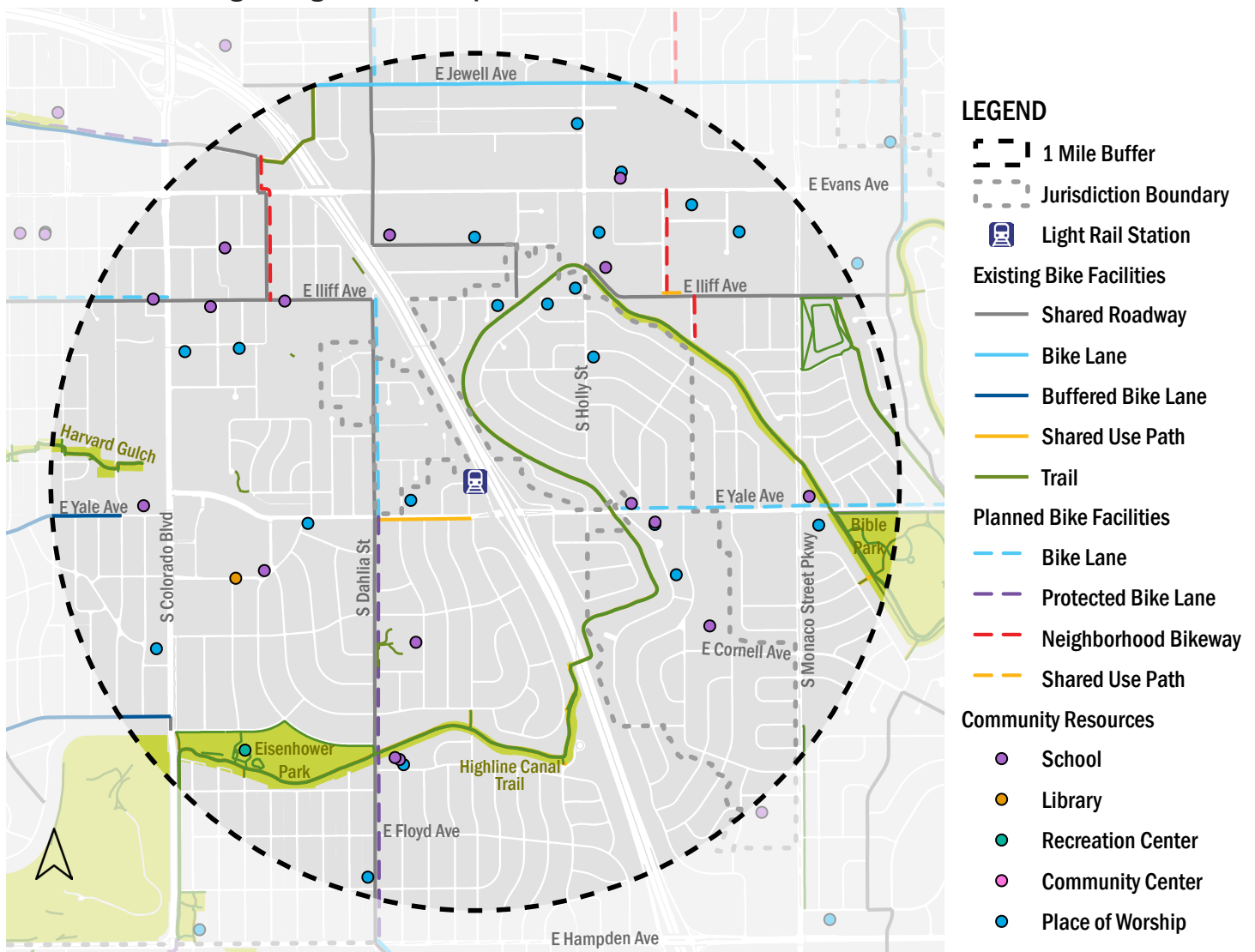


People Biking

Only a few facilities currently exist for people biking in the Yale Station Area, including the Highline Canal Trail, a small segment of a multi-use path along the south side of Yale Ave between Dahlia St and Yale Cir, and a section of Yale Ave to the west with a buffered bicycle lane. As mentioned in the Previous Plans section, the East Yale Avenue Corridor Study will be developing recommendations along the corridor to improve pedestrian and bicycle connectivity and safety throughout the corridor.

Denver Moves: Bikes recommends a bicycle facility on Dahlia St which is currently a designated shared roadway and one of the only north-south bike routes in the area. The intersection of Yale and Dahlia may need some additional safety analysis if this project is implemented. The area also contains two planned neighborhood bikeway connections, a design that uses traffic calming to allow people biking to feel more comfortable sharing the road with vehicles.

Yale Station Existing Biking Network Map



INFRASTRUCTURE EVALUATION

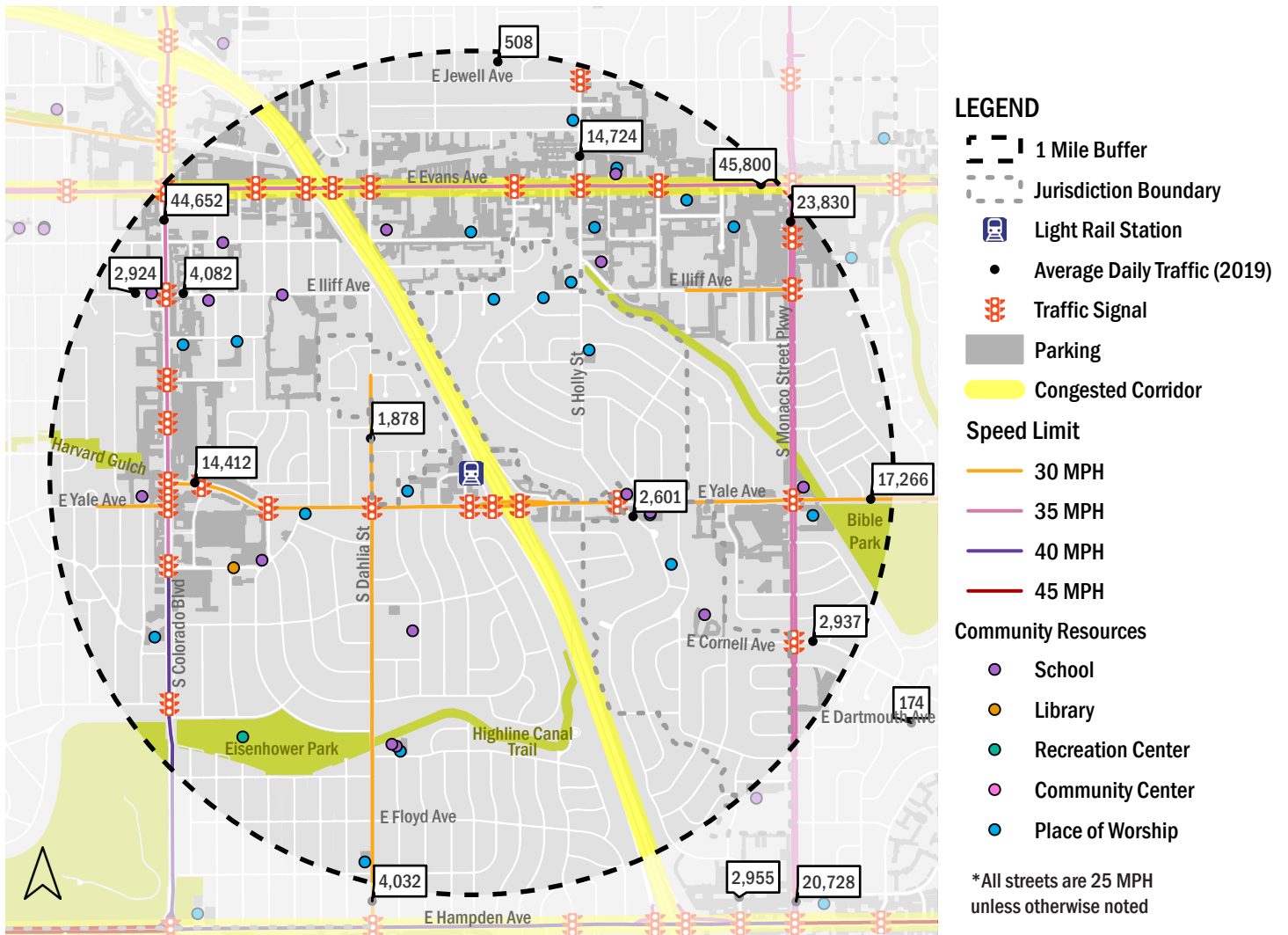
Yale

People Driving

The primary arterial and collector streets for people driving in the Yale Station Area are Evans Avenue, Monaco Street Parkway, Dahlia Street, Yale Avenue, and South Colorado Boulevard in addition to I-25. Both I-25 and Evans were congested for three or more hours on an average weekday according to 2018 data.

Street	MPH	# of Lanes
Colorado Blvd	35-40	8-9
Dahlia St	30	2
Evans Ave	35	5-6
Monaco St Pkwy	35	5-6
Yale Ave	30	5-6

Yale Station Existing Traffic Conditions Map

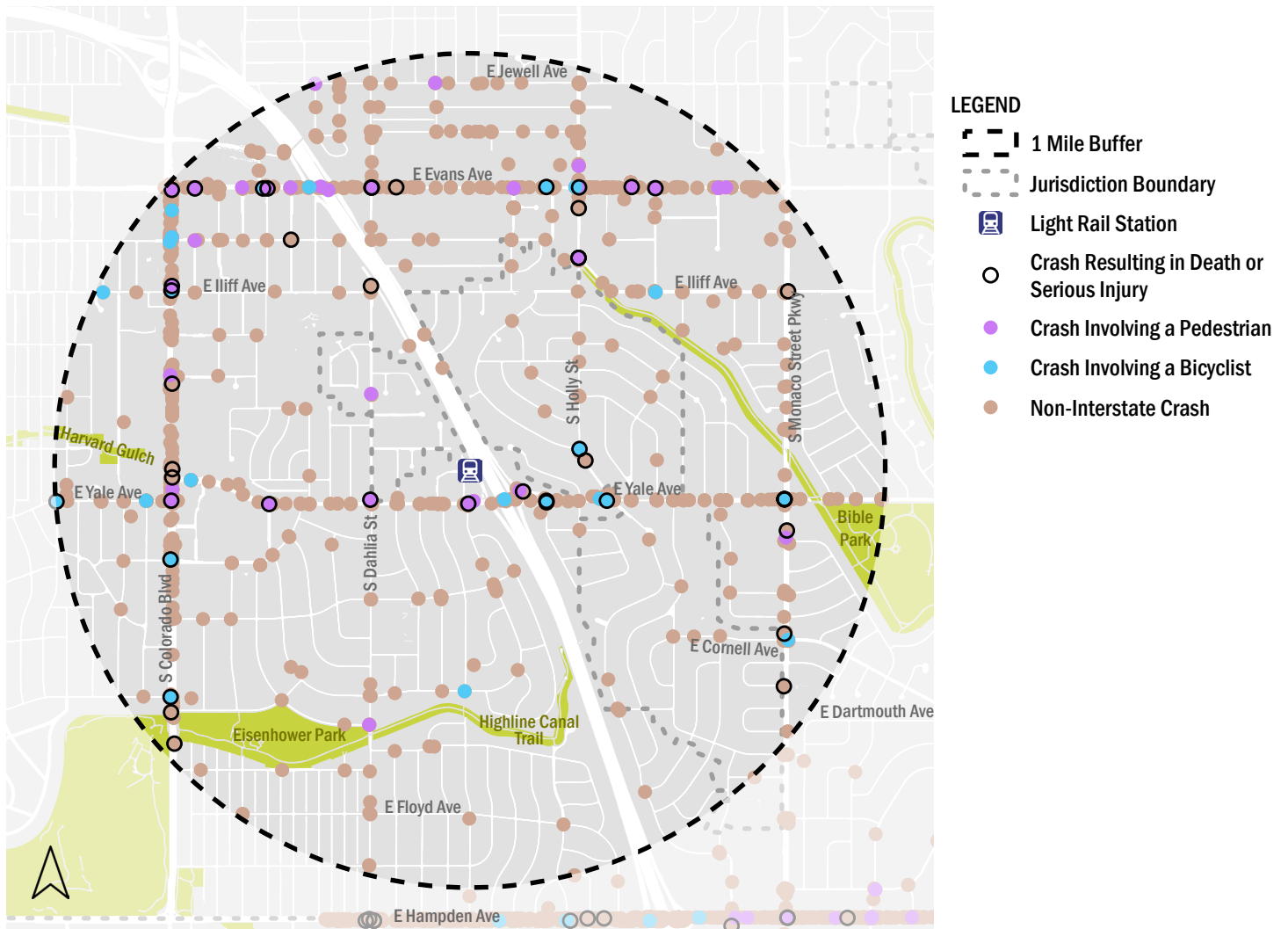


Crash Analysis

There were significantly more crashes near Yale Station from 2013 to 2018 than near Southmoor. Almost half of all non-interstate crashes within a mile of Yale Station occurred along Colorado Blvd, Evans Ave, and Yale Ave. The amount of crashes resulting in death or severe injury is significantly higher near Yale Station than the other two study area stations. This suggests a need to prioritize interventions for improving safety outcomes near Yale Station.

Crash Type	#/Rate of Crashes
Non-Interstate	2,182
Death or Serious Injury	70
Pedestrian-Involved	44
Bicycle-Involved	27
Most Common Location	Along roadway (45%)
Most Common Cause	Rear-end (42%)

Yale Station Crash Analysis Map



INFRASTRUCTURE EVALUATION

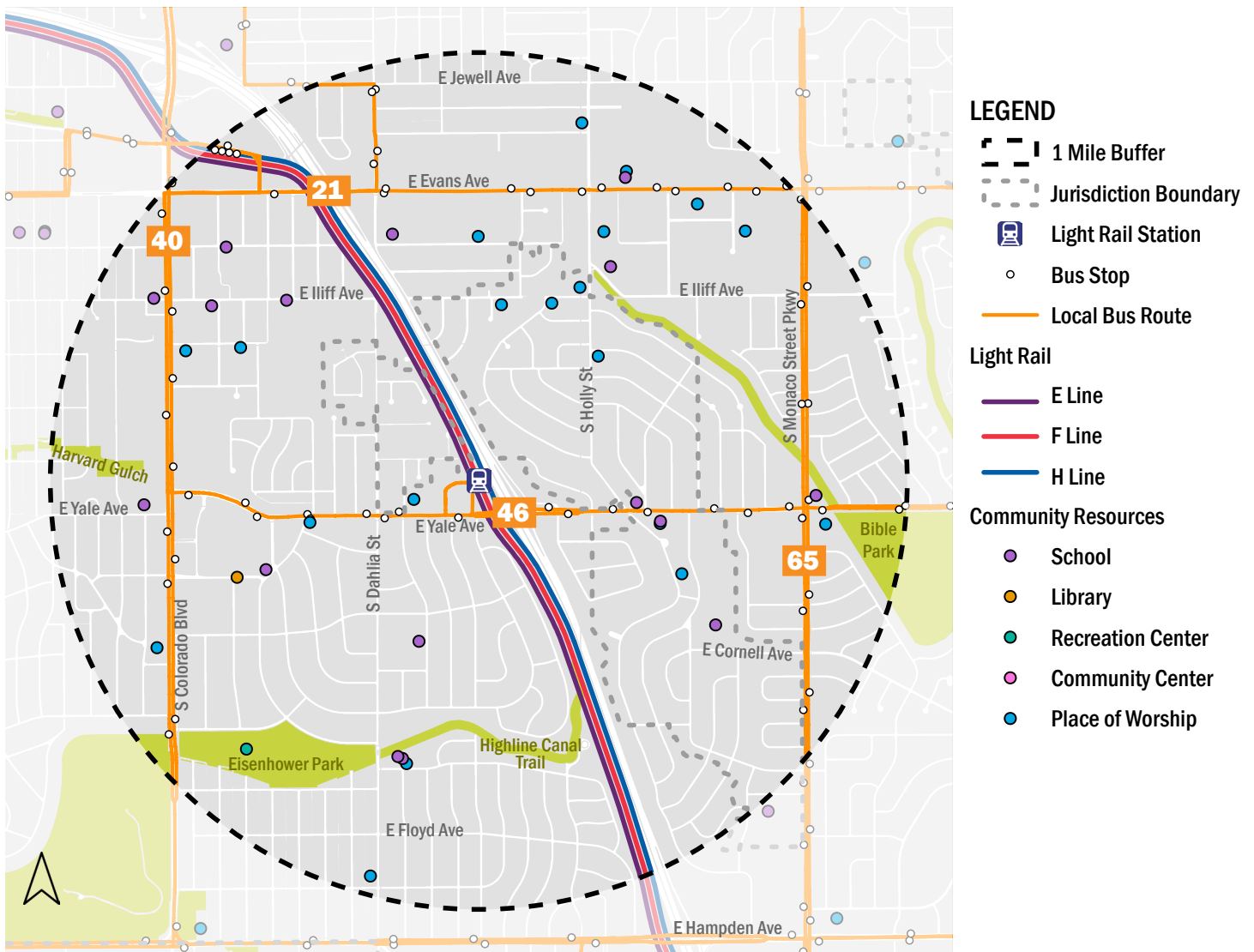
Yale

Transit Service

Yale Station is served by route 46 which runs north and south from the Cherry Creek Shopping Center to Southmoor Station. Other routes servicing the Yale Station Area include the 21, 40, and 65. Route 21 runs east and west along Evans Ave and Iliff Ave, establishing a connection between southern Lakewood and southern Aurora. Route 40 runs north and south along Colorado Blvd from

Southmoor Station to the 40th & Colorado Station which is served by the A-Line to the Denver Airport. Route 65 runs along Monaco Pkwy from the Denver Tech Center to the Central Park Station (also served by the A-Line) with stops at George Washington High School and Thomas Jefferson High School. Route 65 also has a higher peak frequency (15-minutes) than all other local bus routes in this study.

Yale Station Existing Transit Service (2019 Pre-COVID) Map



- LEGEND**
- 1 Mile Buffer
 - Jurisdiction Boundary
 - Light Rail Station
 - Bus Stop
 - Local Bus Route
 - Light Rail**
 - E Line
 - F Line
 - H Line
 - Community Resources**
 - School
 - Library
 - Recreation Center
 - Community Center
 - Place of Worship

Existing Transit Service Summary (2019 Pre-COVID)

Route	Name	Service	Days of Operation	Peak Frequency
21	Evans Ave	Local	Monday-Sunday	30 minutes
40	Colorado Blvd	Local	Monday-Sunday	30 minutes
46	South Dahlia	Local	Monday-Friday	30 minutes
65	Monaco Pkwy	Local	Monday-Saturday	15 minutes
101	E Line	Light Rail	Monday-Sunday	15 minutes
101	F Line	Light Rail	Monday-Friday	15 minutes
101	H Line	Light Rail	Monday-Sunday	15 minutes

Ridehailing Demand Analysis

Based on average daily ridership at Yale Station, an estimated 19 to 57 riders transfer to or from an Uber, Lyft or taxi, representing 1 to 3 percent of average daily ridership. During the peak hour, this equates to 2 to 6 riders. The maximum simultaneous number of ridehailing vehicles present at the station in any given day is estimated to be between 1 and 3. These numbers indicate less ridehailing demand at Yale Station compared

to Southmoor, however this could be due to the fact that there is no designated Kiss-n-Ride or ridehailing pick-up or drop-off area at Yale. The only options for ridehailing vehicles to wait and load is in the RTD parking lots or public right of way on Yale Circle, however this situation has the potential to create conflicts between various roadway users.

Ridehailing Service Summary

Estimated Ridehailing FLM Ridership	Low End of Range	High End of Range
Daily	19	57
Peak Hour	2	6
Maximum Simultaneous Vehicles Present	1	3

INFRASTRUCTURE EVALUATION

Yale

Station Amenities

Yale Station has 129 parking spaces, five of which are reserved for drivers experiencing disabilities. In 2019, the average daily utilization was 91%, making Yale one of the most highly utilized Park-n-Rides. Yale Station also has eight leased bike lockers and two covered shelters for people waiting to catch a bus. The station platform is accessible by stairs or a ramp, but no elevator.

The station area has a few barriers that prohibit access from the surrounding area. A wall blocks access to the north parking lot from Vassar Ave. Additionally, without a pedestrian bridge or underpass, the interstate strongly limits mobility to the east.

Yale Station Amenities Map



LEGEND

-  Access Point
-  Barrier
-  Bus shelter
-  Wayfinding
-  Payment Machine
-  Bike Rack
-  Bike Locker
-  RTD Parking
-  Station Platform

Station Photos



Bus shelter adjacent to station access stairs



Bike lockers and ticket vending machines

INFRASTRUCTURE EVALUATION

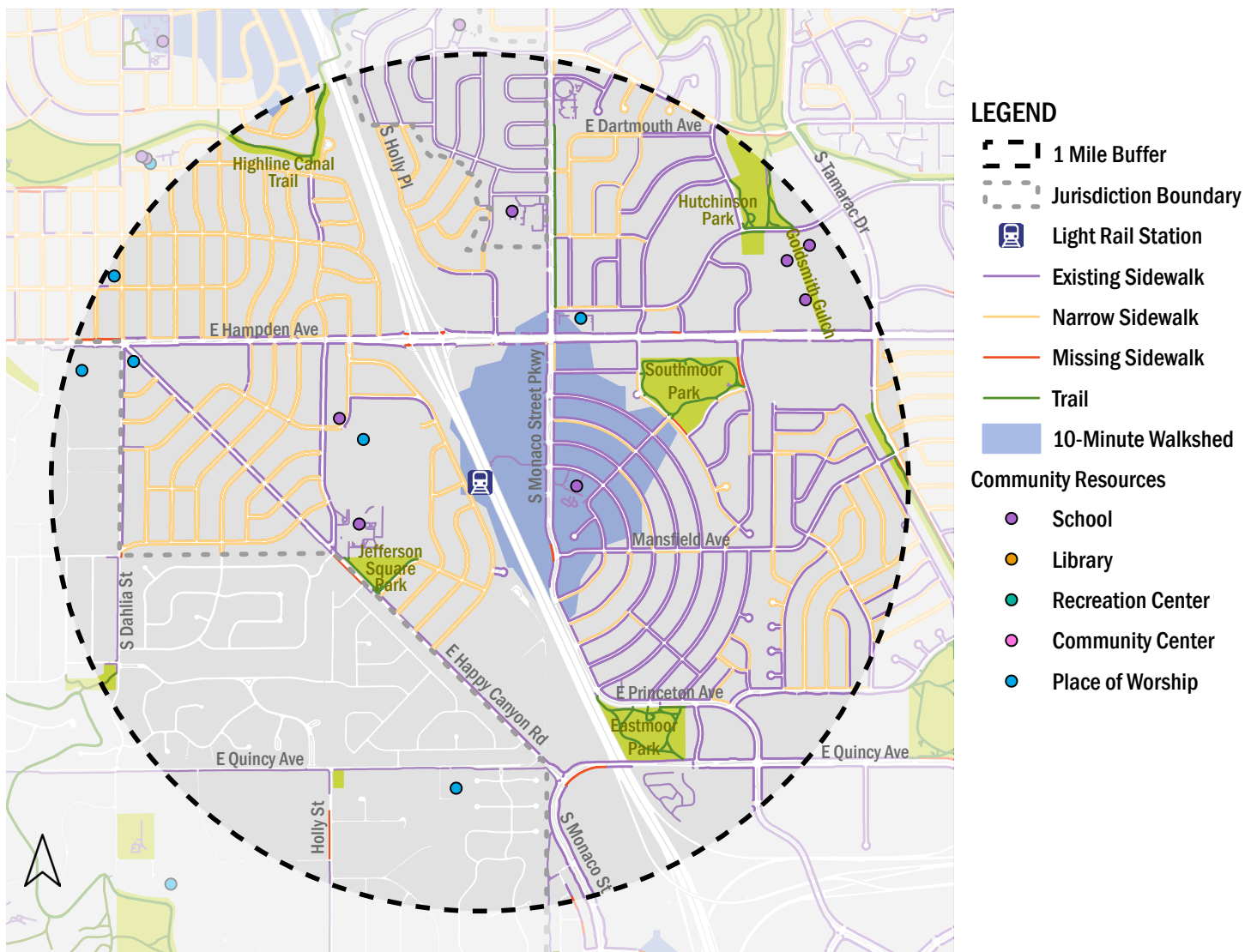
Southmoor

People Walking

Transit riders may only access the Southmoor Station platform from the east of I-25. The nearest interstate crossing is Hampden Ave, which is missing some sidewalk segments and requires a half-mile of out-of-direction travel. East of I-25, Southmoor Elementary School is within a 5-minute walk of the station. Thomas Jefferson High School is located to the west of the station, but due to the described access issues, it is outside the 10-minute walkshed.

The station area contains a mixture of detached and attached sidewalks, as well as some narrow three-foot rollover curbs, primarily to the west of I-25. Sidewalks are not present in Cherry Hills Village. In the immediate station area, large parking lots lacking direct sidewalk connections to destinations create a challenging environment for people walking. The Southmoor Station area has a circuitous block pattern, leading to less direct travel and longer walking distances.

Southmoor Station Existing Walking Network Map

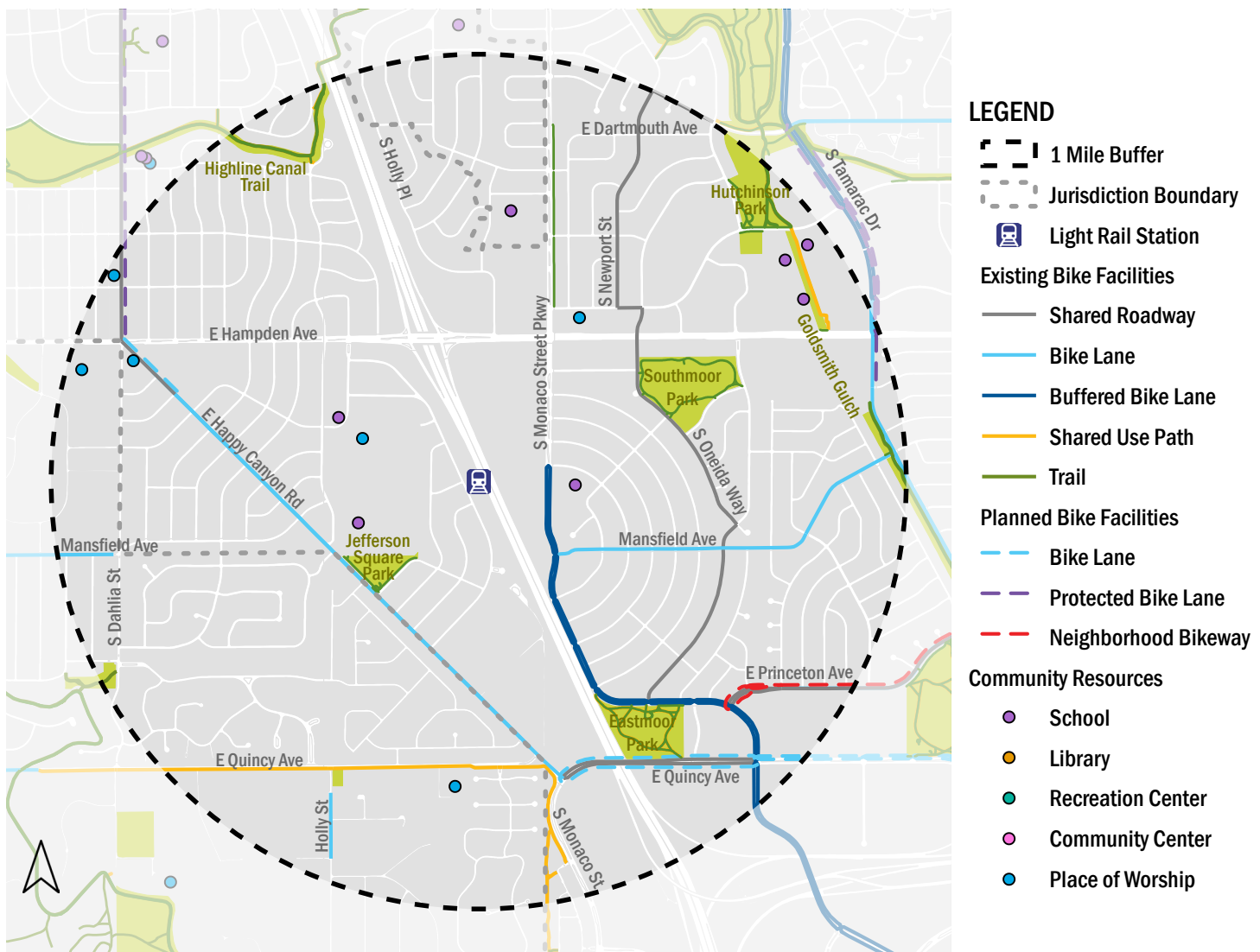


People Biking

A buffered bike lane on Monaco Pkwy provides safe and comfortable access to Southmoor Station from the south, particularly for the multi-family residential area near Eastmoor Park. Extending this facility north would greatly benefit the area's connectivity. A bike lane was recently installed on Mansfield Ave from Monaco Pkwy to the Goldsmith Gulch trail to provide a connection for people biking from the Southmoor Park East neighborhood.

To the west of the station area, a bicycle lane on Happy Canyon Rd exists, but does not provide a connection to Southmoor Station due to the lack of a safe and comfortable bicycle facility on Quincy Ave. High traffic volumes and speeds on Happy Canyon Rd may warrant the need for safer infrastructure for people biking. Generally, the station area lacks few complete corridors for people biking.

Southmoor Station Existing Biking Network Map



- LEGEND**
- 1 Mile Buffer
 - Jurisdiction Boundary
 - Light Rail Station
 - Existing Bike Facilities**
 - Shared Roadway
 - Bike Lane
 - Buffered Bike Lane
 - Shared Use Path
 - Trail
 - Planned Bike Facilities**
 - Bike Lane
 - Protected Bike Lane
 - Neighborhood Bikeway
 - Community Resources**
 - School
 - Library
 - Recreation Center
 - Community Center
 - Place of Worship

INFRASTRUCTURE EVALUATION

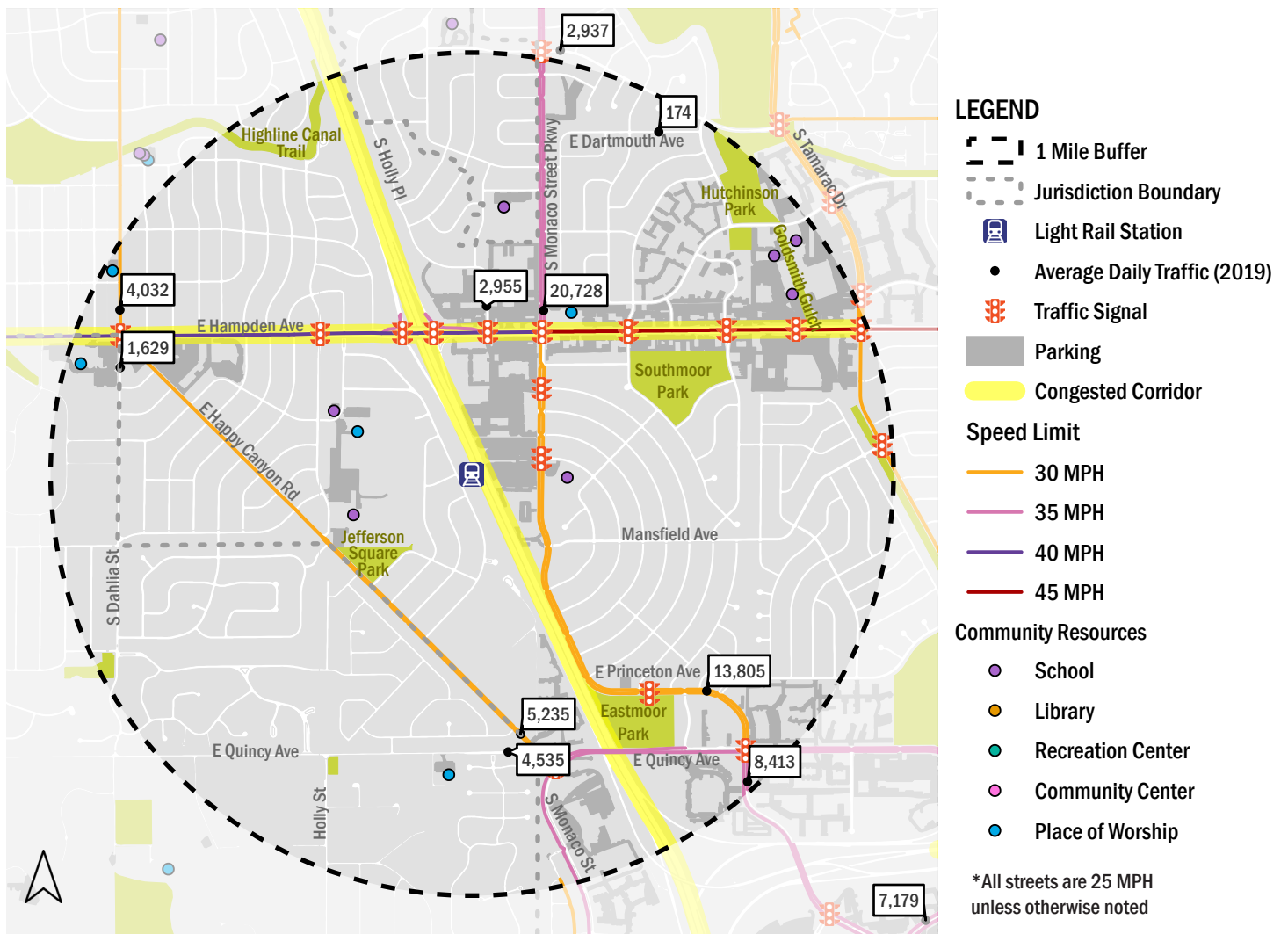
Southmoor

People Driving

The primary arterial and collector streets for people driving in the Southmoor Station Area are Hampden Ave, Monaco Pkwy, Happy Canyon Rd, and Quincy Ave in addition to I-25. Both I-25 and Hampden Ave were congested for three or more hours on an average weekday according to 2018 data.

Street	MPH	# of Lanes
Hampden Ave	40-45	5-7
Happy Canyon Rd	30	2-4
Monaco Pkwy	30-35	2-5
Quincy Ave	35	4-6

Southmoor Station Existing Traffic Conditions Map

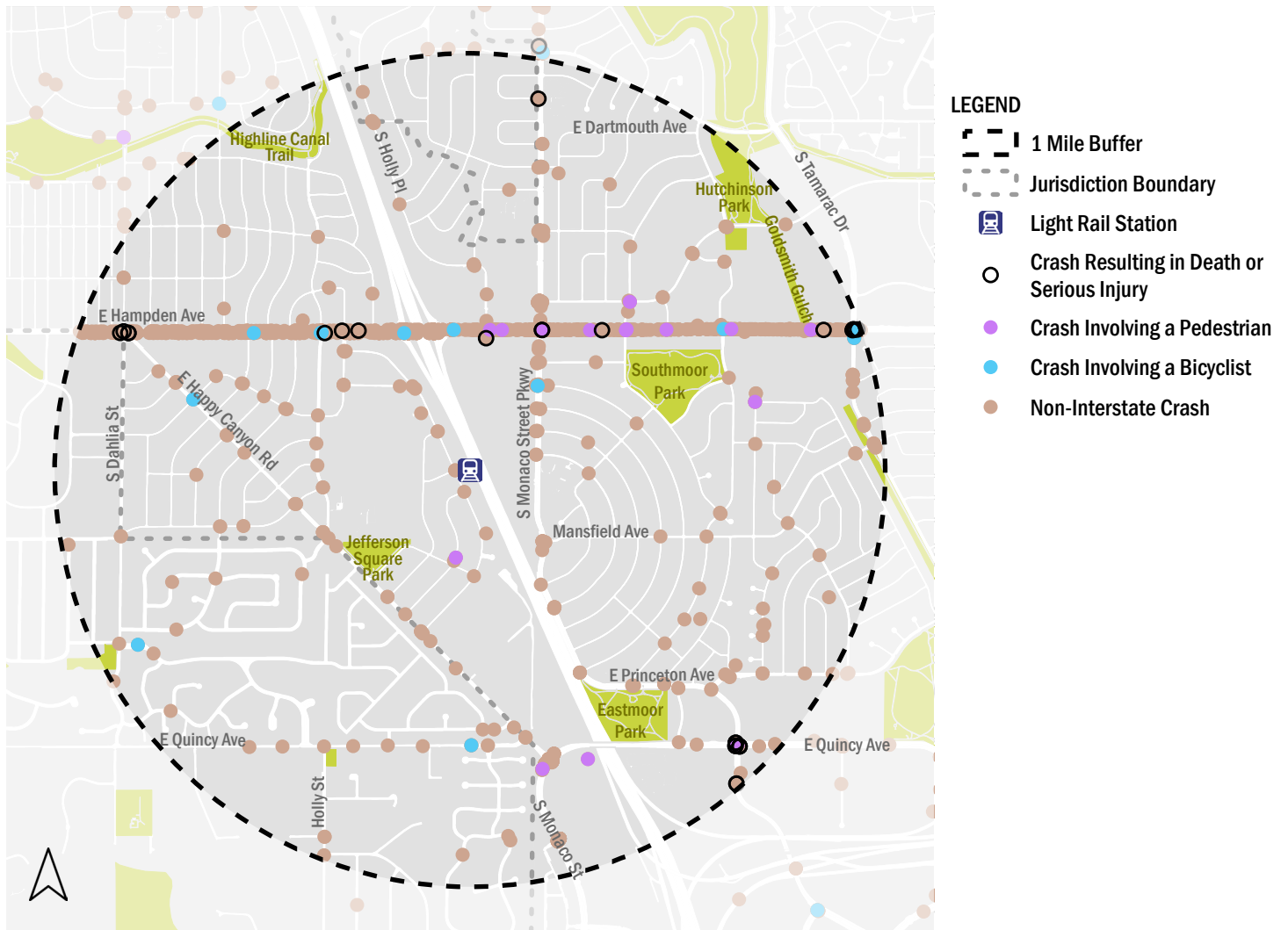


Crash Analysis

In the Southmoor Station Area, non-interstate crashes have generally been decreasing since 2013. One person in a vehicle died near Southmoor Station at Hampden Ave and Dahlia St in 2016. Overall, crashes involving pedestrians are most common along Hampden Ave, suggesting a need to target that corridor for crossing enhancements and other countermeasures for improving pedestrian safety outcomes.

Crash Type	#/Rate of Crashes
Non-Interstate	1,699
Death or Serious Injury	29
Pedestrian-Involved	22
Bicycle-Involved	14
Most Common Location	Intersection (39%)
Most Common Cause	Rear-end (46%)

Southmoor Station Crash Analysis Map



- LEGEND**
- 1 Mile Buffer
 - Jurisdiction Boundary
 - Light Rail Station
 - Crash Resulting in Death or Serious Injury
 - Crash Involving a Pedestrian
 - Crash Involving a Bicyclist
 - Non-Interstate Crash

INFRASTRUCTURE EVALUATION

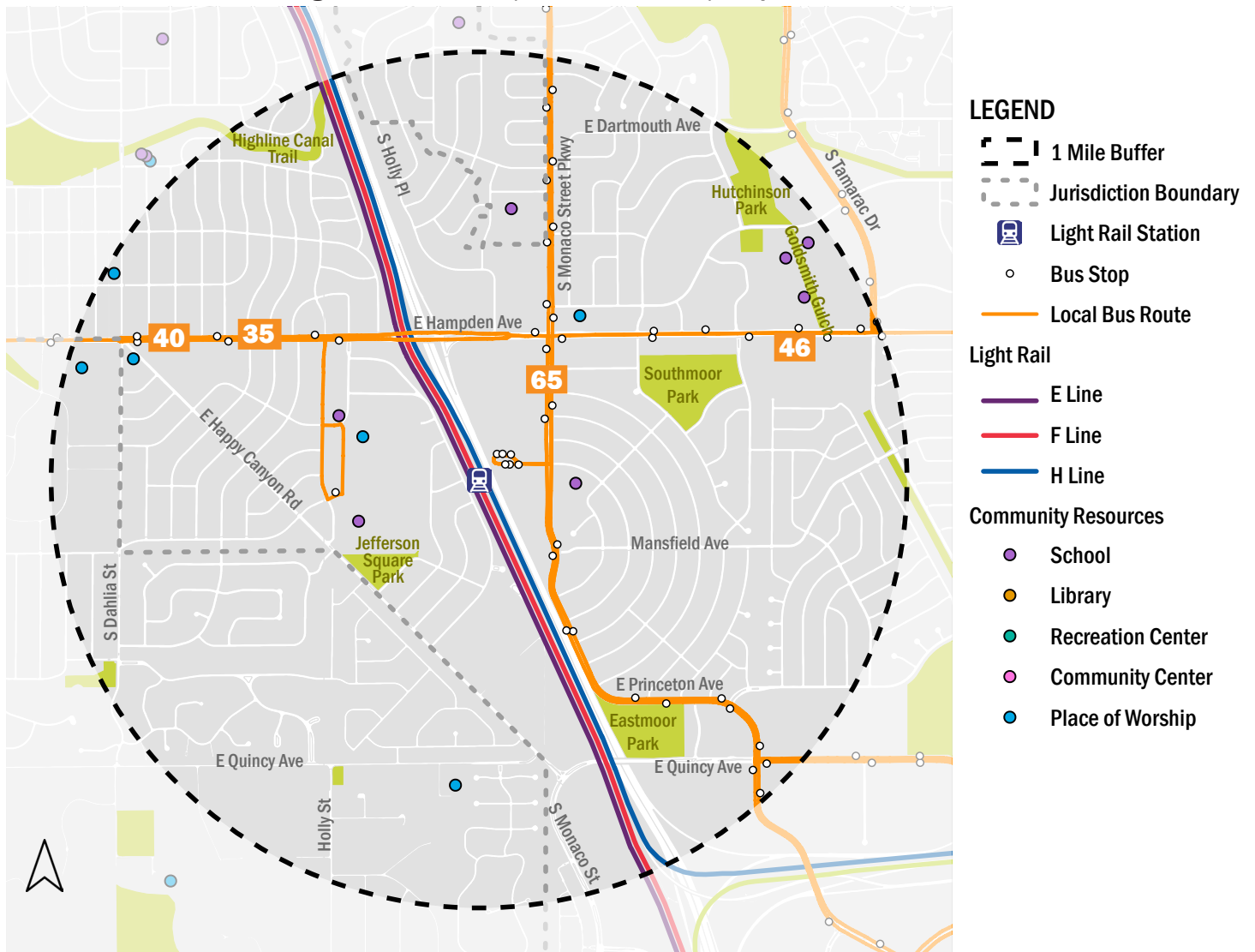
Southmoor

Transit Service

Routes 35, 40, 46, 65, and 105 all serve the Southmoor Station Area and stop at the Station. Route 35 runs east and west along Hampden Ave from Littleton to Nine Mile Station and is under study to become a BRT route, as mentioned in the Previous Plans section. Routes 40 and 46 terminate at Southmoor Station. Route 40 travels north and south along Colorado Blvd to the 40th & Colorado Station which is served by the A-Line to the Denver

Airport. Route 46 connects Southmoor Station to the Cherry Creek Shopping Center via Hampden Ave and Tamarac Dr. Route 65 runs along Monaco Street from the Denver Tech Center to the Central Park Station (also along the A-Line) with stops at George Washington High School and Thomas Jefferson High School. Route 65 also has a higher peak frequency (15 minutes) than all other local bus routes in this study.

Southmoor Station Existing Transit Service (2019 Pre-COVID) Map



Existing Transit Service Summary (2019 Pre-COVID)

Route	Name	Service	Days of Operation	Peak Frequency
35	Hampden Ave	Local	Monday-Friday	30 minutes
40	Colorado Blvd	Local	Monday-Sunday	30 minutes
46	South Dahlia	Local	Monday-Friday	30 minutes
65	Monaco Pkwy	Local	Monday-Saturday	15 minutes
73	Quebec St	Local	Monday-Sunday	30 minutes
101	E Line	Light Rail	Monday-Sunday	15 minutes
101	F Line	Light Rail	Monday-Friday	15 minutes
101	H Line	Light Rail	Monday-Sunday	15 minutes

Ridehailing Demand Analysis

Based on average daily ridership at Southmoor Station, an estimated 56 to 168 riders transfer to or from an Uber, Lyft, or taxi, representing 1 to 3 percent of average daily ridership. During the peak hour, this equates to 6 to 17 riders. The maximum simultaneous number of ridehailing vehicles present at the station in any given day is estimated to be between 3 and 5. These numbers indicate more ridehailing demand at Southmoor Station

compared to Yale, which could be attributed to the number of transit connections offered at the station as well as presence of a designated Kiss-n-Ride area close to the station access tunnel. Because Southmoor's 10-minute walkshed primarily covers the Park-n-Ride and other nearby parking lots, riders are more likely to connect to Southmoor by vehicle than by walking or biking.

Ridehailing Service Summary

Estimated Ridehailing FLM Ridership	Low End of Range	High End of Range
Daily	56	168
Peak Hour	6	17
Maximum Simultaneous Vehicles Present	3	5

INFRASTRUCTURE EVALUATION

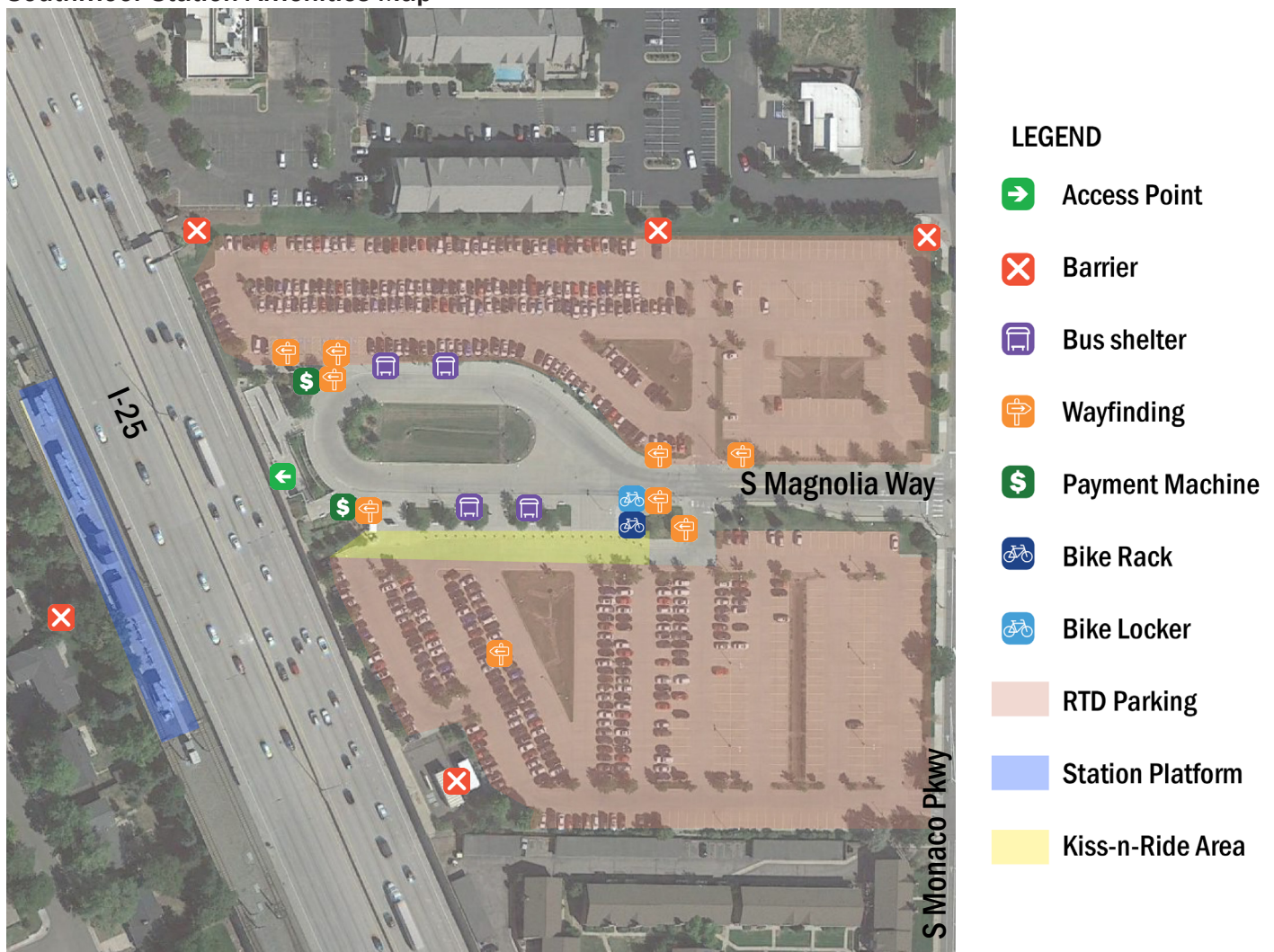
Southmoor

Station Amenities

Southmoor Station has 788 parking spaces, making it one of the largest Park-n-Rides along the southeast corridor. In 2019, the average daily utilization was 84%. Southmoor Station also has four leased bike lockers and four covered shelters for people waiting to catch a bus. The station platform is accessible by a tunnel below I-25, which has ramps and stairs, and an elevator only on the station side. The tunnel contains security cameras,

but it is not brightly lit and certain riders may not feel safe using the tunnel alone at night, making it a potential barrier for some. Other barriers to Southmoor Station include the lack of access to the station from the west and the large parking lots that do not follow pedestrian desire lines. Additionally, Southmoor Station has a Kiss-n-Ride area with space for approximately 8 to 10 vehicles.

Southmoor Station Amenities Map



Station Photos



Station access tunnel



Bike lockers and Kiss-n-Ride

INFRASTRUCTURE EVALUATION

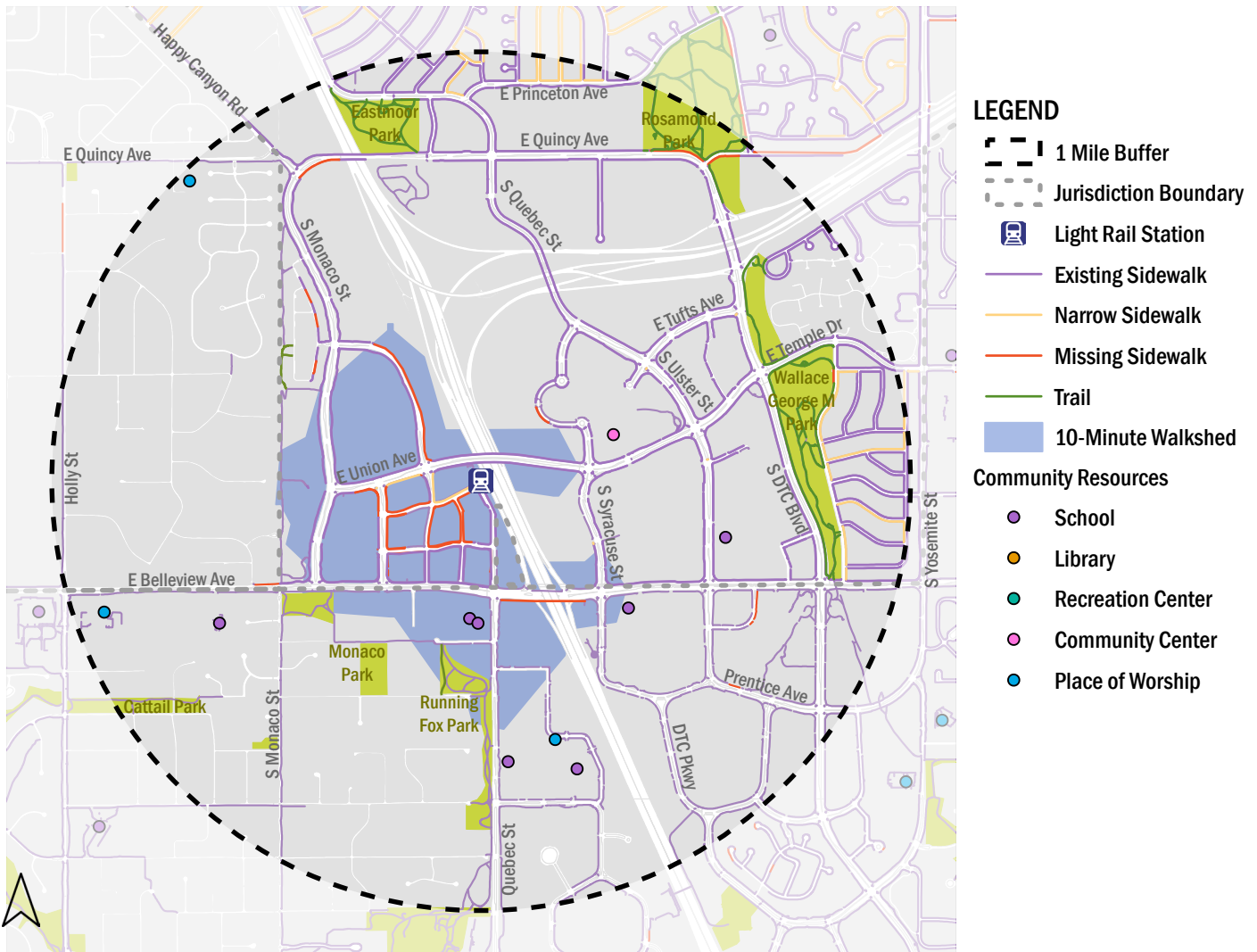
Bellevue

People Walking

Many wide detached sidewalks have been built in the Bellevue Station area in recent years as new development has occurred. It is also anticipated that many of the missing sidewalks within the 10-minute walkshed will be installed with more new development. Beyond the walkshed, sidewalks are not present in the low-density single-family neighborhoods to the west and south of the station area. To the east, the Denver Tech Center has some missing sidewalk segments and extremely large

blocks that inhibit pedestrian connectivity. Union Avenue provides walking access from the east side of I-25 to the Bellevue Station. Pedestrians may also cross via Bellevue Avenue, however, there is a large volume of high speed traffic and fast-turning vehicles along this corridor which decreases pedestrian comfort. Additionally, there are no sidewalks on the south side of Bellevue Ave through the interchange.

Bellevue Station Existing Walking Network Map

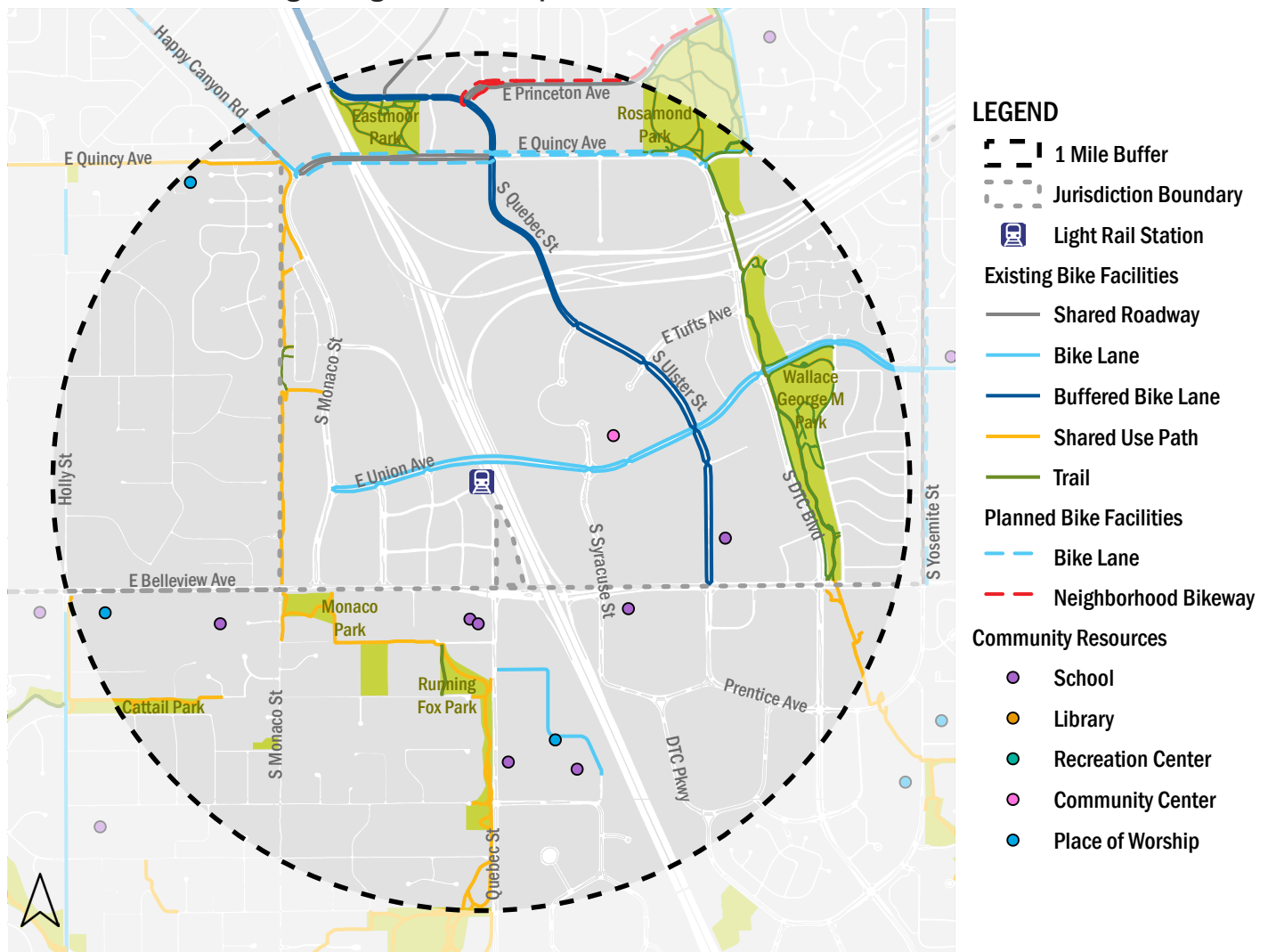


People Biking

The Belleview station area contains shared-use paths, park trails, and on-street bicycle lanes. The bike lanes on Union Ave provide east-west connectivity over I-25 and direct access to the station. The buffered bike lanes on Quebec St/ Ulster St provide north-south connectivity and access to a major bus transfer station near Tufts Ave. Although the shared-use paths provide a high level of comfort for bicyclists, these facilities frequently disconnect and must share space

with pedestrians. The Goldsmith Gulch trail loses comfort and quality through the I-225 interchange. The “Monaco Trail” does not provide a safe crossing at Belleview Avenue and becomes disconnected near the Monaco Row Apartments. A section of Quincy Ave is a designated shared roadway and a bicycle lane is recommended per Denver: Moves; however the traffic volumes and speed limits of 35 mph on Quincy Ave may require a more protective facility for people biking to be safe and comfortable.

Belleview Station Existing Biking Network Map



- LEGEND**
- 1 Mile Buffer
 - Jurisdiction Boundary
 - Light Rail Station
 - Existing Bike Facilities**
 - Shared Roadway
 - Bike Lane
 - Buffered Bike Lane
 - Shared Use Path
 - Trail
 - Planned Bike Facilities**
 - Bike Lane
 - Neighborhood Bikeway
 - Community Resources**
 - School
 - Library
 - Recreation Center
 - Community Center
 - Place of Worship

INFRASTRUCTURE EVALUATION

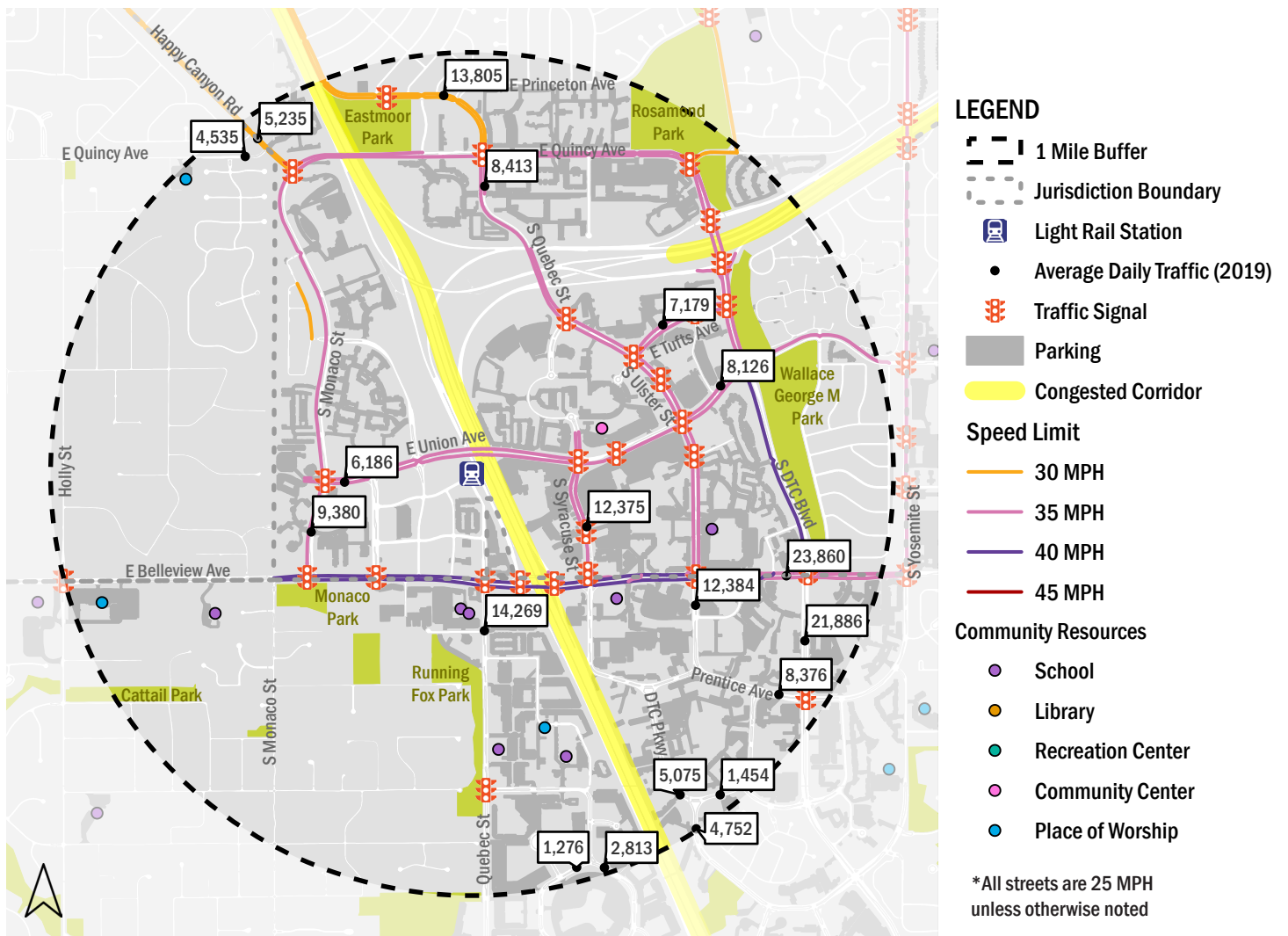
Bellevue

People Driving

The primary arterial and collector streets for people driving in the Bellevue Station Area are Union Ave, Monaco St, Bellevue Ave, Ulster St, DTC Blvd, and Quincy Ave in addition to I-25 and I-225. Both I-25 and I-225 were congested for three or more hours on an average weekday according to 2018 data.

Street	MPH	# of Lanes
Bellevue Ave	35-40	5-8
DTC Blvd	35-40	6-8
Monaco St	35	5-7
Quincy Ave	35	4-6
Ulster St	35	4-6
Union St	35	4-6

Bellevue Station Existing Traffic Conditions Map

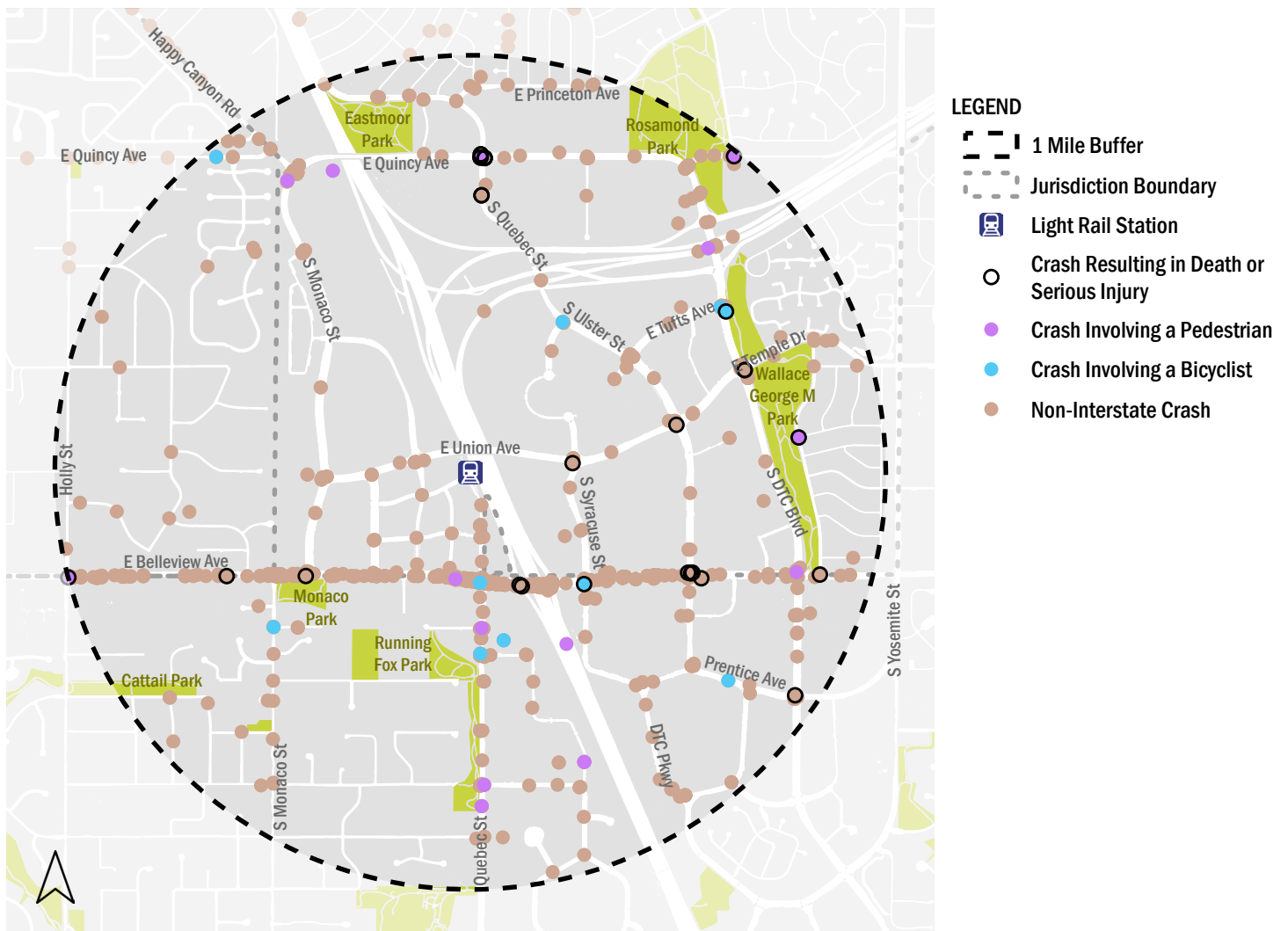


Crash Analysis

Non-interstate crashes fell 13% in 2018. The total number of bicycle and pedestrian-involved crashes has decreased from 2016 and remained flat in 2017 and 2018. There have been two deaths along Bellevue Ave (2016 and 2018). The top three crash types in this area were rear-end (35%), approach turn (19%), and broadside (18%). This suggests a need for intersection treatments near Bellevue Station, particularly at common crash locations along Bellevue Ave at I25 and Quebec St.

Crash Type	#/Rate of Crashes
Non-Interstate	1,835
Death or Serious Injury	30
Pedestrian-Involved	14
Bicycle-Involved	11
Most Common Location	Intersection (48%)
Most Common Cause	Rear-end (35%)

Bellevue Station Crash Analysis Map



INFRASTRUCTURE EVALUATION

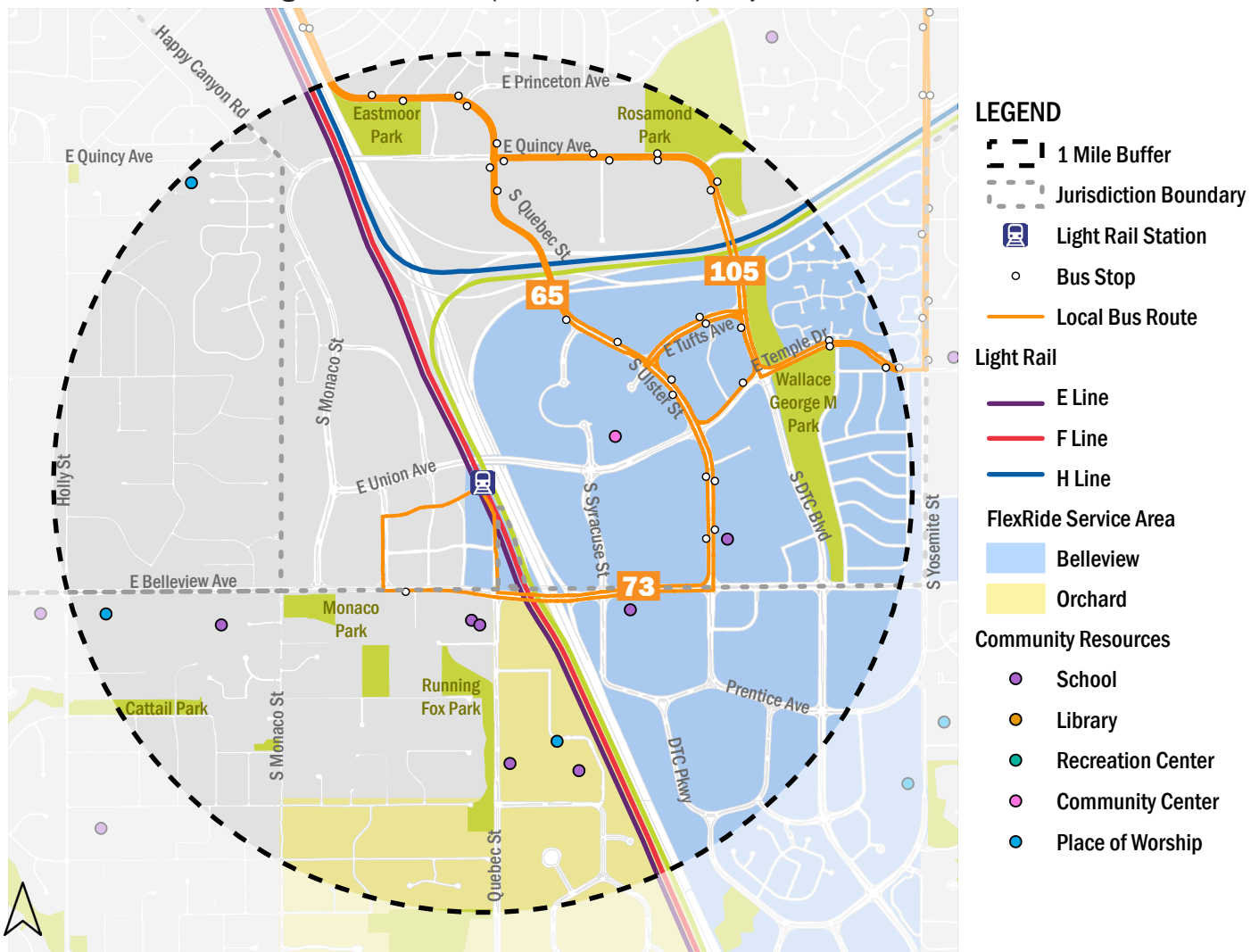
Bellevue

Transit Service

RTD route 73 is the only bus route that stops at Bellevue Station. This route terminates at Bellevue Ave and runs all the way from Central Park Station via Yosemite Street and Quebec Street. Routes 65 and 105 also service the Bellevue Station Area, but terminate at Ulster St and Tufts Ave. Both of these routes also run all the way to Central Park Station, where the A-Line commuter rail to the Denver Airport

may be accessed. The Bellevue Station Area is also served by two FlexRide services. The Bellevue FlexRide connects Denver Tech Center Commuters heading to and from the offices to the east side of the interstate to Bellevue Station. Part of the Station Area to the south of Bellevue Ave is within the Orchard Station FlexRide zone, which brings riders to the Orchard Station just south of Bellevue.

Bellevue Station Existing Transit Service (2019 Pre-COVID) Map



Existing Transit Service Summary Pre-COVID

Route	Name	Service	Days of Operation	Peak Frequency
35	Hampden Ave	Local	Monday-Friday	30 minutes
65	Monaco Pkwy	Local	Monday-Saturday	15 minutes
73	Quebec St	Local	Monday-Sunday	30 minutes
BWFX	Belleview	FlexRide	Monday-Friday	30 minutes
101	E Line	Light Rail	Monday-Sunday	15 minutes
101	F Line	Light Rail	Monday-Friday	15 minutes
101	H Line	Light Rail	Monday-Sunday	15 minutes
107	R Line	Light Rail	Monday-Sunday	15 minutes

Ridehailing Demand Analysis

Based on average daily ridership at Belleview Station, an estimated 31 to 92 riders transfer to or from an Uber, Lyft, or taxi, representing 1 to 3 percent of average daily ridership. During the peak hour, this equates to 3 to 9 riders. The maximum simultaneous number of ridehailing vehicles present at the station in any given day is estimated to be between 2 and 3. These numbers indicate

less ridehailing demand at Belleview Station compared to Southmoor, and just slightly more than Yale. Because Belleview Station is already served by a FlexRide, ridehailing demand may be higher during off-peak or weekend hours when the FlexRide service is not available or not running as frequently.

Ridehailing Service Summary

Estimated Ridehailing FLM Ridership	Low End of Range	High End of Range
Daily	31	92
Peak Hour	3	9
Maximum Simultaneous Vehicles Present	2	3

INFRASTRUCTURE EVALUATION

Bellevue

Station Amenities











Bellevue Station has 59 parking spaces, making it one of the smallest RTD Park-n-Rides. In 2019, the average daily utilization was 92%, which is higher than most Park-n-Rides likely due to the small size of the single lot. Bellevue Station has four covered shelters for people waiting to catch a bus, and there are two more shelters at the stops on Union Ave. The station platform is accessible by Layton Ave,

Quebec St, or the elevators on the Union Ave bridge, just north of the station. East of the Station, there are no opportunities to cross the interstate, making it a barrier for pedestrians. Bellevue Station does contain a few Kiss-n-Ride spaces along Quebec St adjacent to the south end of the station platform.

Bellevue Station Amenities Map



LEGEND

-  Access Point
-  Barrier
-  Bus shelter
-  Wayfinding
-  Payment Machine
-  Bike Rack
-  Bike Locker
-  RTD Parking
-  Station Platform
-  Kiss-n-Ride Area

Station Photos



Station access tunnel



FlexRide vehicle