



CAPITOL COMPLEX
MASTERPLAN

DENVER,
COLORADO

05

URBAN DESIGN



5.1 - METHODOLOGY

Outreach

As part of the urban design effort of the master planning process, the team met with agencies within the Capitol Complex as well as multiple neighboring organizations and City departments. The provided input concerned the Complex's use by State employees, citizens, surrounding residents, downtown users, and tourists. The interviewed groups included:

- Capitol Tours
- City of Denver Community Planning and Development
- City of Denver Public Works
- City of Denver Parks and Recreation
- The Downtown Denver Partnership (DDP)
- The Civic Center Conservancy
- The Colfax Business Improvement District
- The Regional Transportation District (RTD)
- Capitol Hill United Neighborhoods

Analysis

The urban design recommendations include input gained from these organizations and is based upon an analysis of the existing conditions. The following subjects were analyzed for this master plan:

- Traffic study looking at vehicular, public transit, bicycle, and pedestrian movements
- Pedestrian circulation including the study of key intersections
- Parking study of Capitol Complex, including on street and private parking within and surrounding the Complex
- Existing signage and wayfinding analysis
- Urban design analysis of the Capitol Complex which studied the public realm needs of the Complex and the surrounding urban context



Image Showing Capitol Building as Downtown Gateway

5.2 - CONTEXT

5.2.1 CULTURAL SIGNIFICANCE OF THE CAPITOL COMPLEX

The Capitol District and Civic Center area are arguably the most important cultural places within the state of Colorado. Not only are they historically significant, but they are the ceremonial heart of the state, being both the seat of state and local government and an arena where democratic expression and cultural events play out.

The Capitol Building, completed in 1908, sits atop a prominent bluff that slopes towards the Cherry Creek to the west. The Capitol steps are situated at elevation 5,280 feet above sea level, giving Denver its official elevation. The statehouse has prominent views of the front range of the Rocky Mountains to the west. Lincoln Park is strategically located at the base of the slope to the west of the Capitol Building and was intended as a foreground for the statehouse and to provide views of the Capitol from the nearby downtown. The State Capitol has a view corridor restriction projecting west from the west facade of the building, as well as restrictions for the blocks to the north, east, and south of the building, which influences the heights of the surrounding buildings and preserves the views to and from the Capitol building.



Image Showing Large Gathering in Lincoln Park and West Lawn

5.2.2 URBAN FORM

The downtown Capitol Complex consists of eleven buildings, their associated grounds, and adjacent surface parking lots which are organized to the north and south of the Capitol building along Sherman Street. The Capitol building and grounds span Sherman Street in the block located between the 14th Avenue and Colfax Avenue, with Lincoln Park just to its west.

Context

The Capitol Building is located at the confluence of two major street grids in the downtown. Denver streets are based on an east-west/north-south grid, where roadways are parallel to the cardinal directions. Downtown Denver is based on a diagonal street grid, where roadways are plotted to be parallel with Cherry Creek and the South Platte River and almost exactly 45 degrees off of the standard grid.

The Capitol Building and Lincoln Park also sit at the intersection of two major arterials in the downtown. Colfax Avenue/US Hwy 40 lies adjacent to the north edge of the Capitol lawn and spans the entire metro area in an east/west direction. Colfax Avenue is among the longest continuous streets in the United States. The couplet comprised of Lincoln Street and Broadway borders Lincoln Park on two sides and extends from downtown Denver to the south. Both of these corridors carry large volumes of traffic contributing to the Capitol's visibility and prominence but also isolating it from downtown and the Civic Center due to issues for pedestrians crossing the streets.

A Divided Campus

The Capitol Complex is informally divided into a north and south campus by Colfax Avenue which transitions from four lanes to six lanes west of Grant Street on the northwest corner of the Capitol lawn. The volume of traffic, combined with the parking located in the Capitol circle and the lack of pedestrian amenities make it difficult for users and visitors to navigate the Capitol Complex. This creates user proximity issues including the separation of a majority of State parking within the Complex which is located south of 14th Avenue and a significant number of State employees working in offices north of Colfax Avenue.

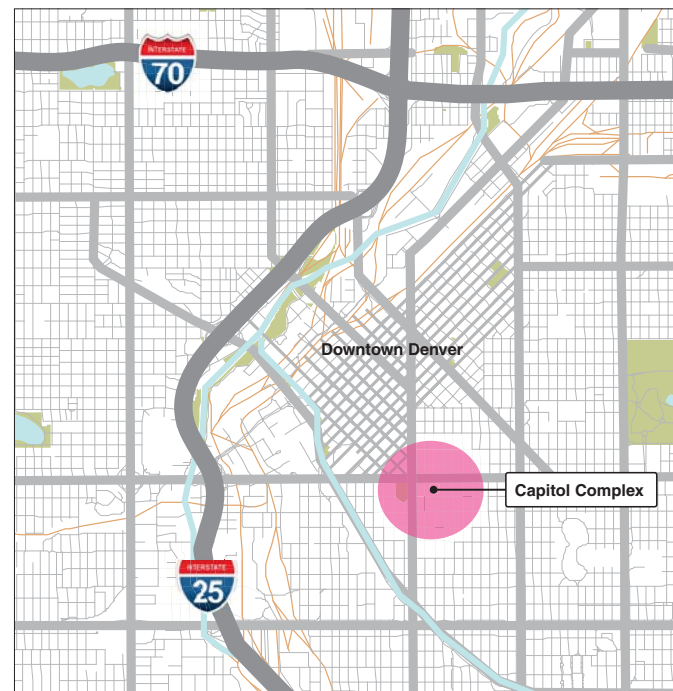


Diagram Showing Capitol Complex within Downtown Region



Diagram Showing Differing Street Grids at Capitol Complex

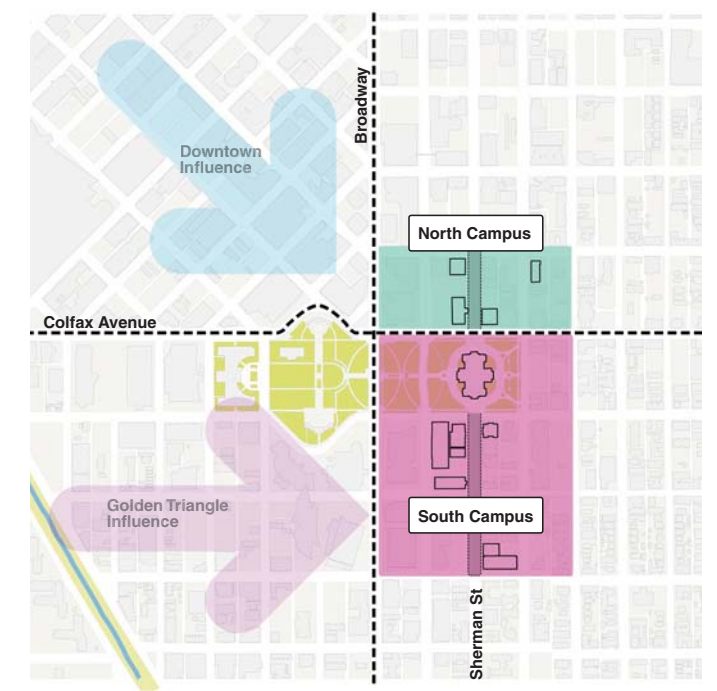


Diagram Showing Influences and Divisions within the Capitol Complex

5.2.3 SURROUNDING DISTRICTS

The Capitol Complex sits at the center of the City of Denver's cultural core which is composed of civic institutions and cultural attractions including the Denver Art Museum, the Denver Public Library, the Colorado Convention Center, the United States Mint and History Colorado. The Capitol Building and Lincoln Park are historically the point of beginning for Civic Center Park, a central open space for the downtown area and home to multiple programmed events, attractions as well as demonstrations. Currently there is limited connectivity and interaction between the Capitol Complex and the surrounding cultural attractions in part due to lack of wayfinding and also due to traffic volumes on the neighboring arterials such as Colfax Avenue and the Lincoln Street-Broadway couplet. The Capitol Complex sits at the intersection of three primary neighborhoods, as described below:

Central Business District

Denver's Central Business District is located northwest of the Capitol Complex on the rotated grid of downtown Denver. This district is the heart of Denver's commerce and economic activity being comprised of large office towers which are major employers and house a significant portion of the downtown workforce including several State agencies located in leased space. The density and overall height of this area tapers towards its southern boundary along Colfax Avenue as it transitions towards the institutional uses of the Golden Triangle, in which the Capitol Building and Lincoln Park are located. The 16th Street pedestrian mall, a major tourist attraction and the retail corridor of downtown Denver, is aligned upon the west facade and dome of the Capitol Building.

Capitol Hill

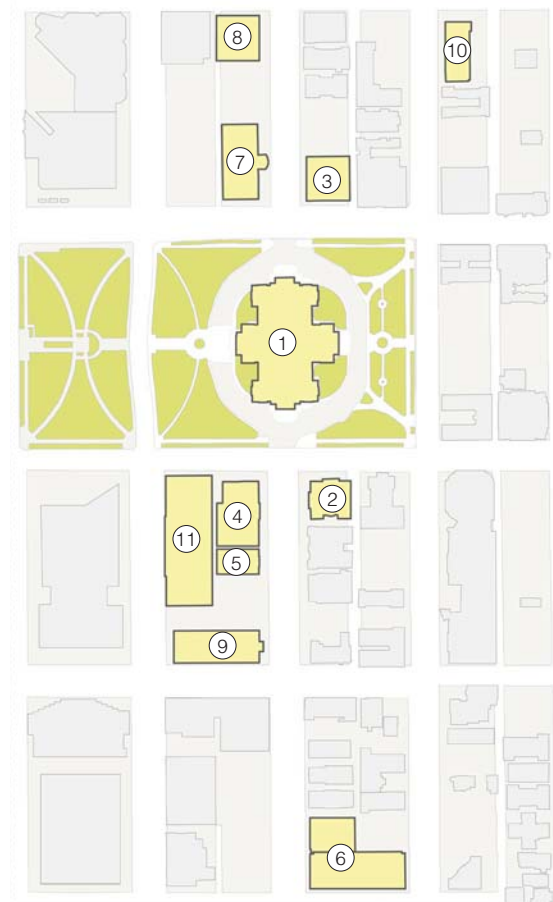
The Capitol Hill neighborhood abuts the east edge of the Capitol Complex with Grant Street and the Lincoln Avenue-Broadway couplet serving as the transition point between the Central Business District and the mixed commercial residential neighborhoods to the east. Capitol Hill has seen significant transformation over the years, with the redevelopment of a number of sites transitioning from inner-urban single family housing sites into consolidated multi-family housing developments. Colfax Avenue continues to function as the primary retail and service core for this neighborhood and has undergone a period of urban renewal in the past years; however, the west edge of Capitol Hill and the corresponding section of Colfax Avenue have poor urban character, narrow sidewalks and are predominantly populated with surface parking lots and lower rent establishments making for an awkward and undesirable edge on the eastern boundary of the Capitol Complex.

The Golden Triangle

The Golden Triangle abuts the south and west edges of the Capitol Complex. This neighborhood has seen significant change and re-development. The city of Denver has recently finalized a master plan for this district providing strategic direction and guidelines to shape the transition of this neighborhood. New investment is anticipated to be drawn to the Golden Triangle, revitalizing and activating the area. Many of the City's cultural institutions - such as the Denver Art Museum, the City and County Building, and the United States Mint - are within this neighborhood, though they may be perceived as a distinct district unto themselves.



Diagram Showing Neighborhoods around Capitol Complex and Landmarks



Capitol Complex Buildings

1. State Capitol Building, Built 1895-1903
2. Legislative Services Building, Built 1915
3. State Office Building, Built 1921
4. Capitol Annex, Built 1937
5. Power Plant, Built 1939
6. DOLE Building, Built 1957
7. State Services Building, Built 1960
8. Human Services Building, Built 1952, Acquired 1964
9. Centennial Building, Built 1976
10. 1570 Grant Building, Built 1956, Acquired 2001
11. Merrick Parking Structure, Built 2006

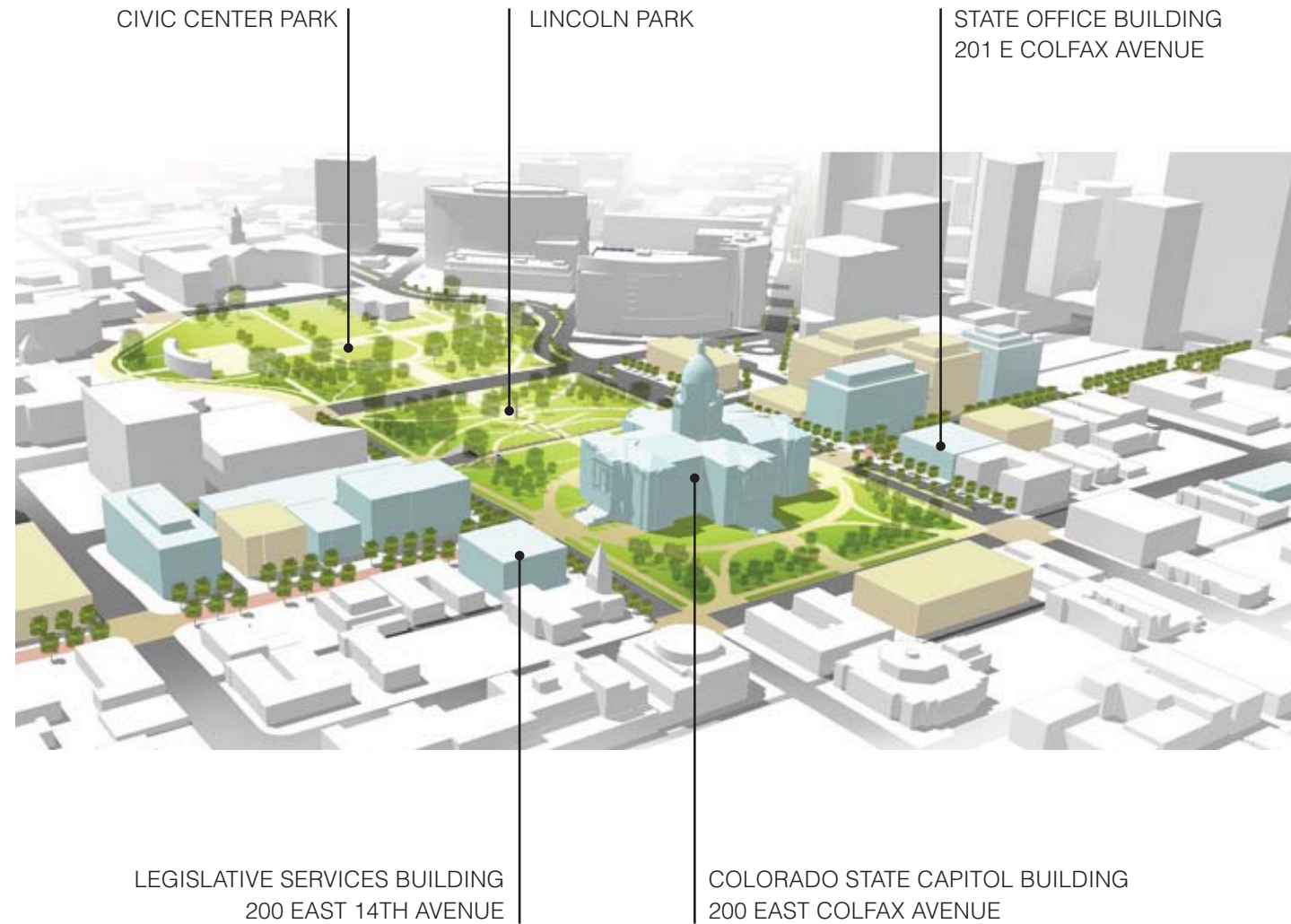


Diagram Locating Original Capitol Complex Buildings and Open Spaces

5.2.4 HISTORY OF THE CAPITOL COMPLEX

The design of the Colorado State Capitol (designed by Elijah E. Myers in 1885-86) and Lincoln Park (designed by Reinhard Schuetze in 1895) became the starting point for all subsequent plans for the Denver Civic Center and Civic Center Park. The design for the Civic Center Park was shaped by several renowned designers including Charles Mumford Robinson, Frederick Law Olmsted Jr., and finally Edward H. Bennett whose plan combined the ideas of previous plans adding the Greek amphitheater, the colonnade and proposed the realignment of Colfax Avenue and 14th Avenue around the park. Civic Center Park officially opened in 1919. The City and County of Denver Building anchoring the west end of the park was completed in 1932.

The Civic Center achieved National Historic Landmark status from the National Park Service in 2013. The Capitol Complex includes a number of important contributing elements to the Landmark Designation of the Civic Center. Important contributing elements include the Capitol Building, the Colorado State Museum, the State Office Building, as well as the Colorado Soldiers Monument and Lincoln Park.

The west lawn of the Capitol and Lincoln Park not only serve as landscape foregrounds to frame views of the Capitol, these open spaces (in addition to the Lincoln Street right of way) function as a civic stage with the State Capitol as a backdrop providing space for public gatherings, memorial services, and demonstrations. The cultural gravity of the Capitol and the function of the Civic Center as a confluence of State and local government attract and lend magnitude to events held in this space.

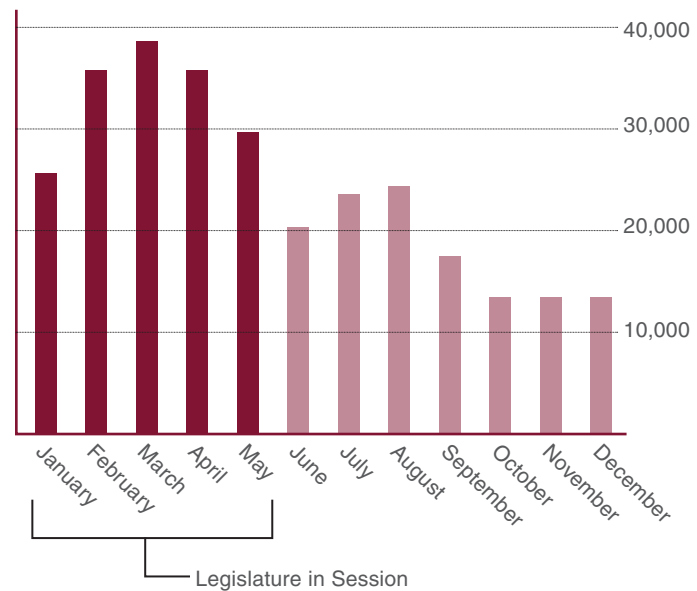


5.2.5 VISITATION AND TOURISM

Capitol Visitation

The Capitol Building attracts as many as 300,000 visitors each year. This number includes organized tours, school children, tourists and visitors conducting business at the Capitol. The Capitol also serves as offices for the Governor, Lt. Governor, the General Assembly, the State Treasurer and staff.

The Capitol Building is open to the public Monday through Friday from 7:30 am to 5:00 pm. The main visitor access is located at the north entry on the 1st floor level. All other entries to the Capitol are restricted to the general public. The north and south entries have security in the form of magnetometers which are staffed by security personnel. There is no separate security line for lobbyists or business persons entering the Capitol so they often find themselves waiting in line with the larger tour groups entering the building.



Volume of Visitors to the Capitol by Month

The Capitol also lacks a designated area for the staging of large tour groups. Currently volunteers separate and organize masses of school children or other visitors into smaller tours in the Capitol atrium. Disabled users are required to enter through the accessible entrance located at the south basement level entry. Peak visitation often occurs during the legislative session resulting in high traffic levels within the Capitol Building during the session.

Currently there is no designated parking or unloading for tour buses. Numerous grade school and high school tours visit the Capitol each year. Bus loads of children are dropped off curb side on either Grant Street or Colfax Avenue and assemble in either the east lawn or the Capitol circle. There is no designated parking or queuing for tour buses. Buses are forced to parallel park on Lincoln Street, Grant Street, or Broadway depending upon availability.

Other agencies located in the Capitol Complex or in adjacent leased space have significant customer service activity. These agencies include: Secretary of State, Office of Economic Development, HCPF, DOR, DORA, DOLE, and DNR. The location of the Civic Center RTD transit station nearby allows users to arrive by public transit. The Department of Labor and Employment which experiences a high number of visitors dependent on transit is located four blocks south of Civic Center Station making it difficult for visitors to access this agency. Public parking is accommodated through metered on-street parking. Disabled parking is not provided for visitors to State agencies or the Capitol Building.

Signage

Lack of clear uniform signage and wayfinding contributes to confusion among citizens visiting the Capitol and looking for specific buildings and agencies within the Capitol Complex. The master plan recommends that the visitor signage and wayfinding be upgraded. For a detailed signage plan, see section 5.4.

Capitol Visitor Center

Currently tourists visiting the Capitol and state of Colorado are not provided with a visitors center which could provide information and services for Capitol tours as well as visitor information for the rest of the state of Colorado as well. The master plan recommends that additional study be devoted to the potential for a visitors center which could accommodate these requirements.

Recommendations

The master plan recommends accommodations for additional visitor parking - specifically accessible parking. Parking needs should be studied and parking should be located adjacent to agencies which have the highest levels of visitation.

Expanded hours for Capitol visitation - potentially including evenings and weekends - could be studied so as to allow for visitation outside of peak business hours. This would be beneficial in activating the campus during evenings and weekends.

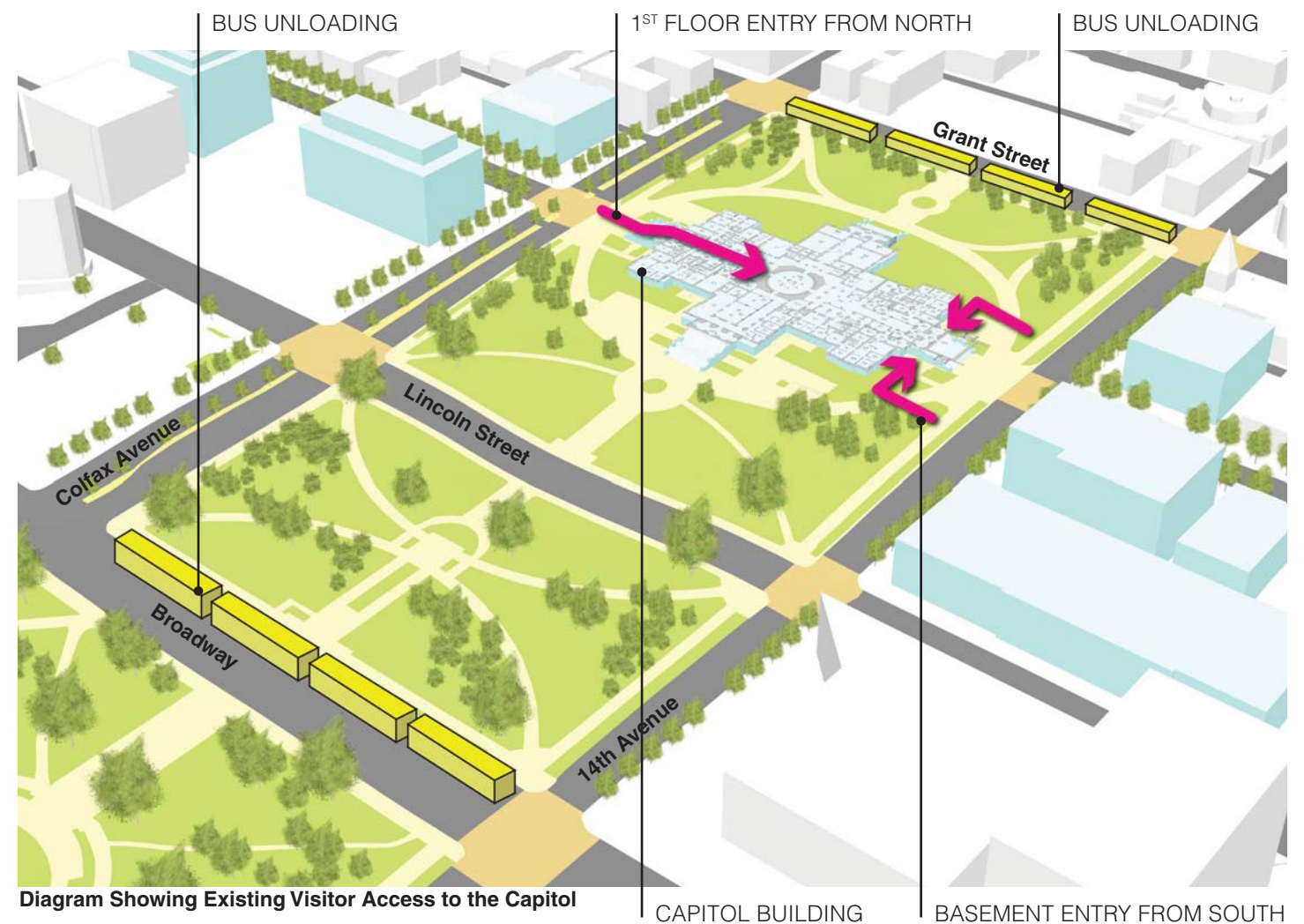


Diagram Showing Existing Visitor Access to the Capitol

CAPITOL BUILDING

BASEMENT ENTRY FROM SOUTH

5.3 - URBAN DESIGN OPPORTUNITIES

6.3.1 URBAN DESIGN ISSUES

Upon completion of the analysis, several issues became apparent within the Capitol Complex. The primary issues discovered relate to the pedestrian and visitor experience. These issues included:

Single Use District

The Capitol Complex lacks a vitality and a diverse set of activities as a result of its predominant office and institutional uses. The Complex is active only during peak commuting times and lunch during week days.

A Divided Campus

The Complex is divided into north and south sections by the Colfax Avenue arterial. Furthermore, the campus is severed from the downtown area by the busy couplet of Broadway and Lincoln Street.

Connectivity

Safe and easy transportation and parking within the Complex and to surrounding areas is paramount to an active district. This includes vehicular, bicycle, transit, and pedestrian movement being accommodated in the Complex.

Wayfinding

For a visitor to the Complex, locating the desired destination can be challenging due to the incomplete and fragmented signage package. A comprehensive set of signs identifying buildings and providing direction is essential.

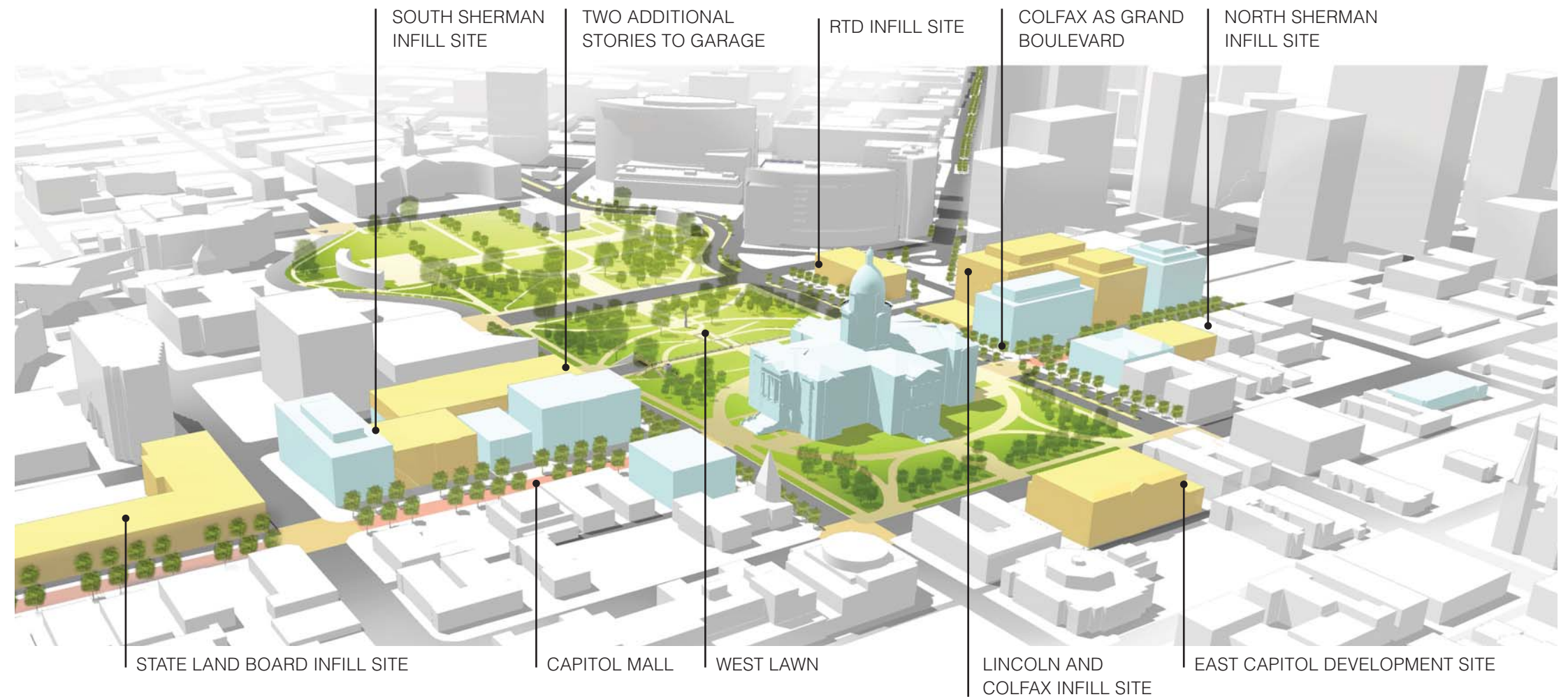


Figure Showing Potential Urban Design Projects

5.3.2 THE CAPITOL MALL

The master plan recommends the creation of a Capitol Mall on Sherman Street between 12th and 16th Avenues. While still including driving and parking lanes for vehicles and space for parking meters, this Capitol Mall will possess and expanded pedestrian character that will differentiate it from the surrounding street network.

The Mall would be anchored on the north end by the existing State office buildings facing onto Sherman Street. In addition, a proposed mixed use office building could be located on the parking lot on the corner of Lincoln Street and Colfax Avenue with an additional mixed use component of the building fronting onto Sherman mid-block. The south end of the mall would be anchored by the renovation of the Centennial Building at 1313 Sherman Street and the potential State Land Board mixed use development site on the corner of 13th Avenue and Sherman Street. Opportunity sites fronting onto Sherman Street should encourage development of mixed-use infill projects which have active frontages and ground floor retail uses such as sidewalk cafes.

The Capitol Mall would include streetscape improvements while introducing a mixture of uses in addition to the State institutional uses to create a vibrant activated defined campus. Streetscape improvements should include signage and wayfinding, pedestrian lighting, xeric landscaping and street trees, uniform site furnishings, outdoor seating, bike parking, crosswalk enhancements and defined bike lanes. The Mall would provide for a comfortable and safe pedestrian experience while allowing for continued automobile use.

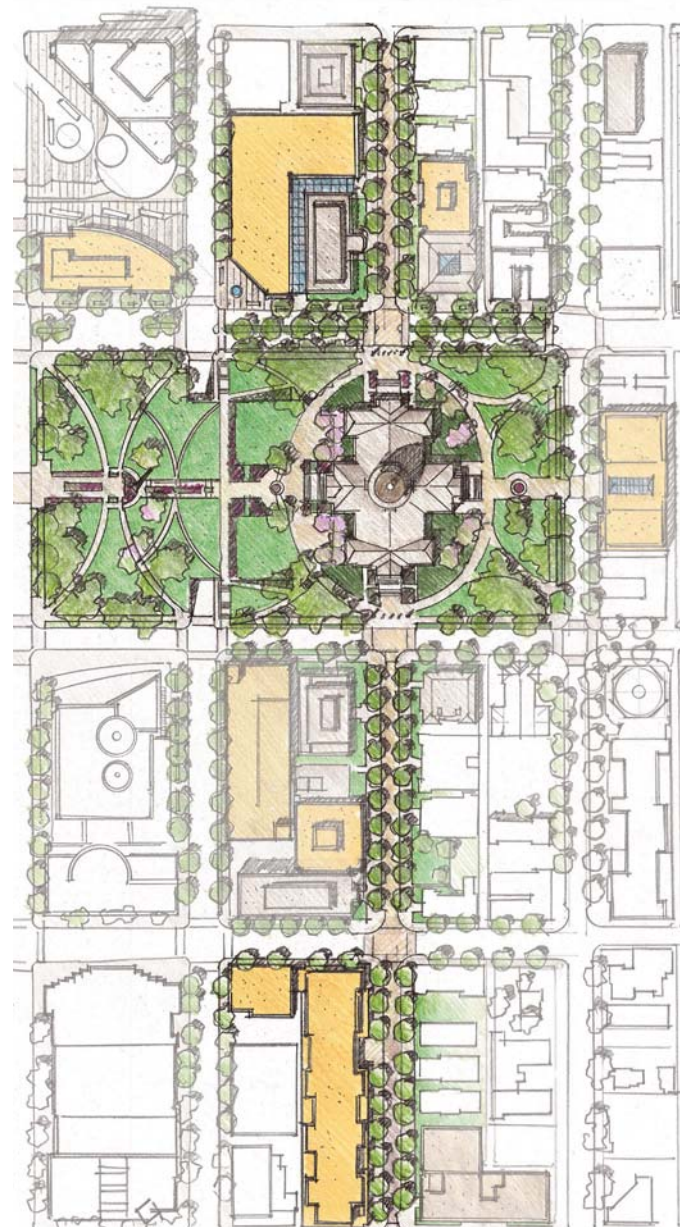
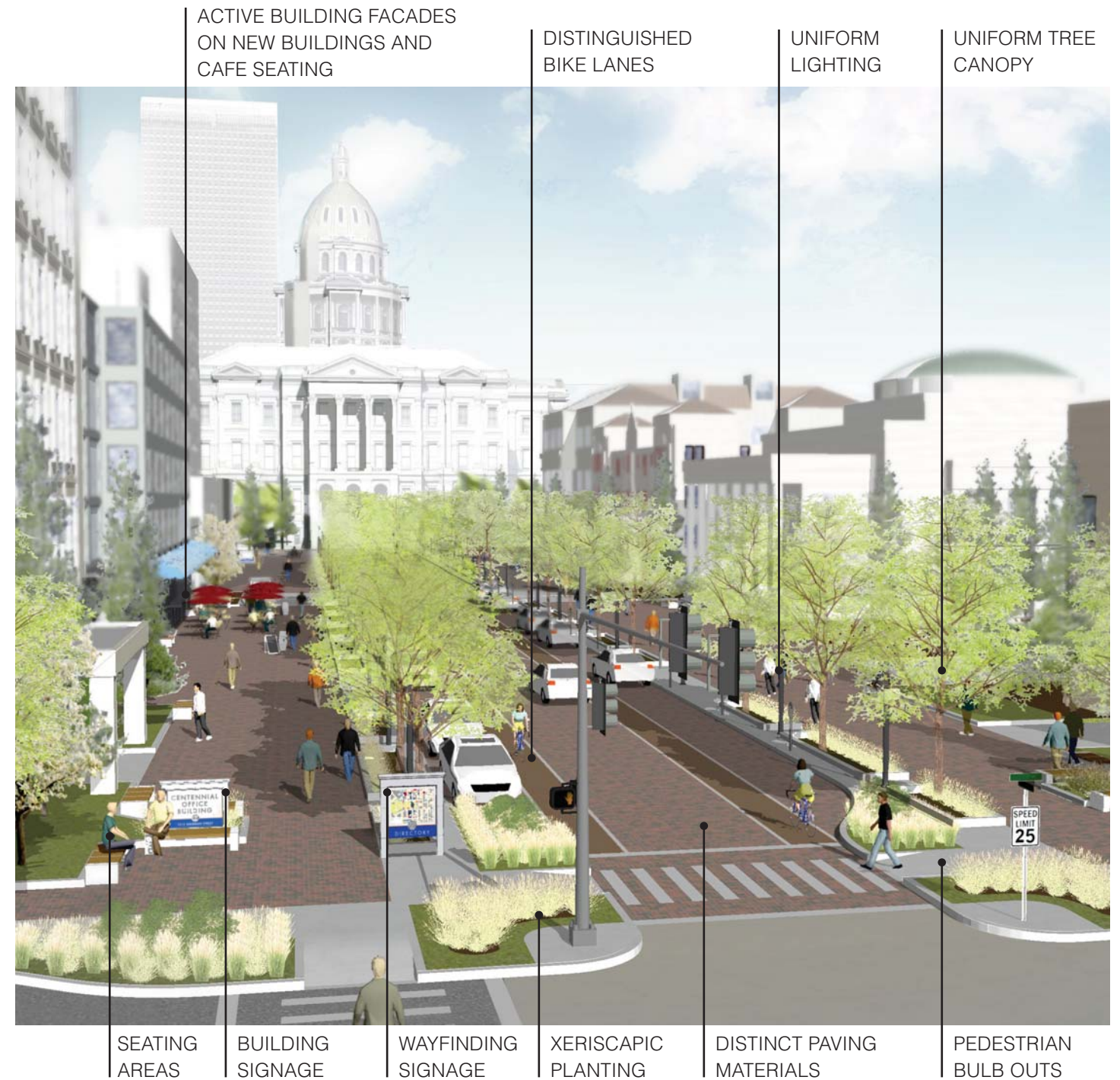


Figure Showing Illustrative Site Plan for Capitol Mall



ACTIVE BUILDING FACADES
ON NEW BUILDINGS AND
CAFE SEATING

DISTINGUISHED
BIKE LANES

UNIFORM
LIGHTING

UNIFORM TREE
CANOPY

SEATING
AREAS

BUILDING
SIGNAGE

WAYFINDING
SIGNAGE

XERISCAPIC
PLANTING

DISTINCT PAVING
MATERIALS

PEDESTRIAN
BULB OUTS

Figure Showing Proposed Capitol Mall Improvements to Sherman Street Looking North from 13th Avenue

5.3.3 MIXED USE OFFICE BUILDING AT LINCOLN STREET AND COLFAX AVENUE

The master plan recommends the infill of the Lincoln Street and Colfax Avenue site located northwest of the Capitol Building. The infill of this site - either as a State office building or through a public private partnership that might redevelop the site as a mixed use office, retail, and residential building - would be a significant element in creating and attracting activity within the Capitol Complex. The infill of this site would stimulate the street environment on Colfax Avenue by providing active, retail uses at the street level which would increase pedestrian/sidewalk activity and provide services to users and employees of the Complex.

If the site were built out to capacity, it would accommodate in excess of 500,000 gross square feet (GFA) and provide structured parking to offset the loss of surface spaces. A parking structure integrated into the building would provide additional parking for the northern part of the Complex, which is currently underserved.

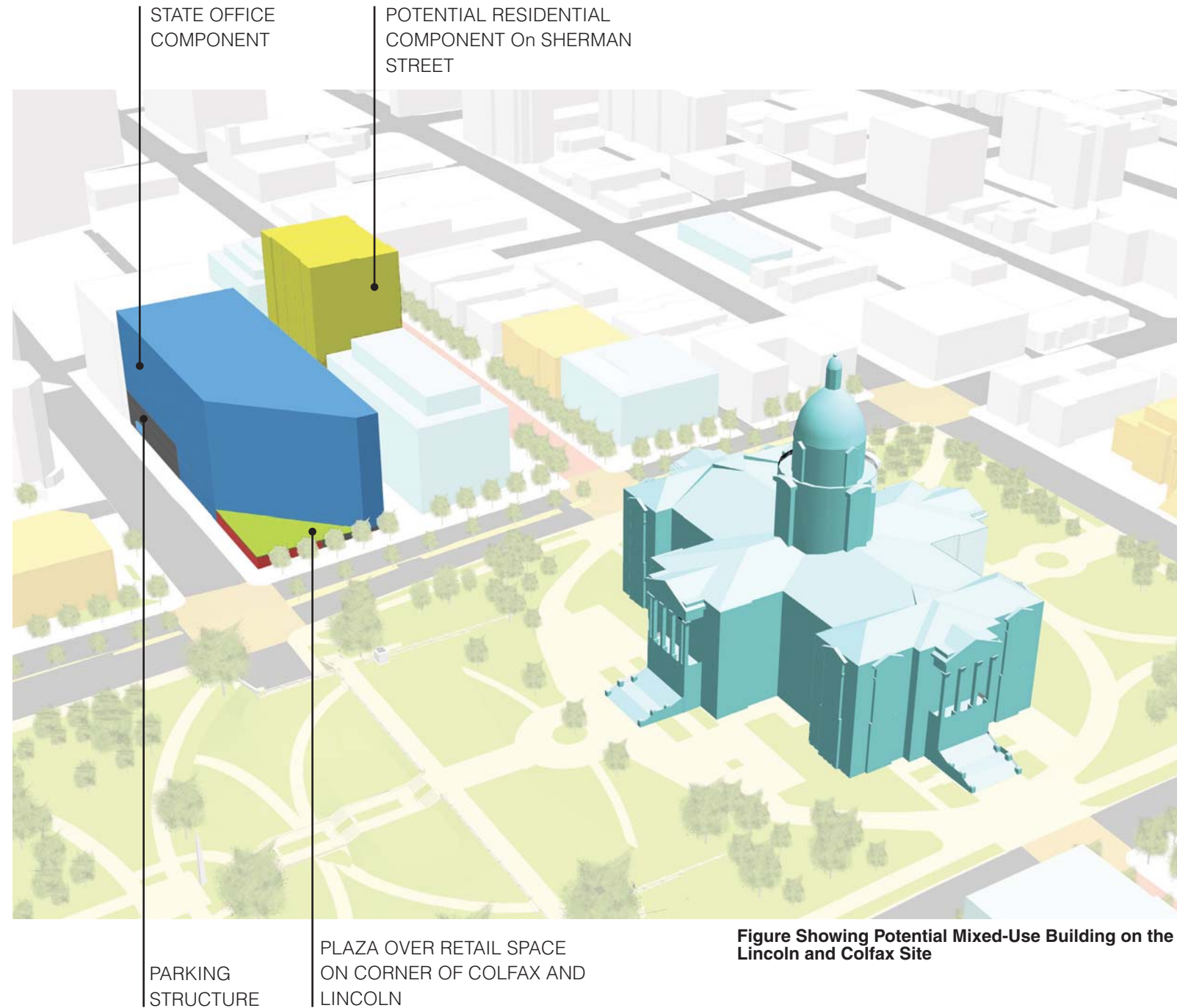
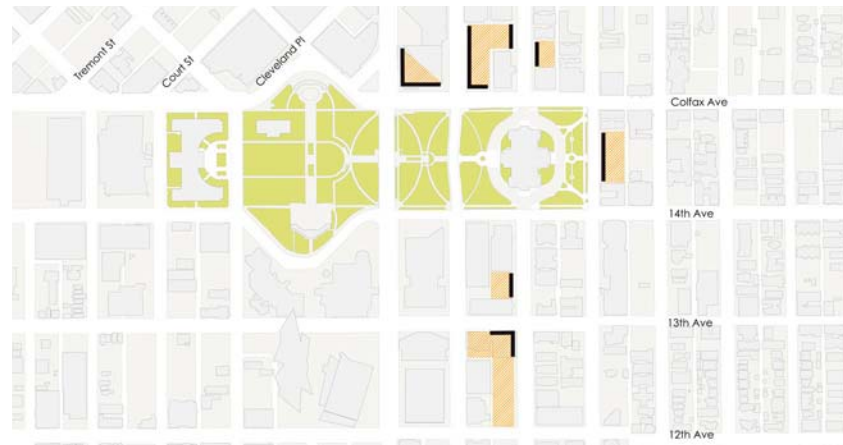


Figure Showing Potential Mixed-Use Building on the Lincoln and Colfax Site

5.3.4 INFILL OPPORTUNITIES



Opportunity Sites

The master plan recommends that the State move agencies currently located in leased spaces downtown into State owned buildings located within the Capitol Complex. The urban design analysis of the current available sites within the Complex has identified under utilized parcels which currently function as surface parking lots for State employees. These sites could be infilled with mixed-use state office buildings. The State would be able to realize the long term financial benefits of owning these buildings as opposed to leasing office space, which would prove more costly over time. Additionally, the construction of buildings on these sites would, in effect, fill in the missing gaps in the Capitol Complex and aid in activating the campus by including ground level retail or commercial uses. These uses would draw users from outside the Complex and serve more than 5,000 State employees who currently work in the downtown.



North Sherman Infill Site - 1530 Sherman Street

This site is currently a surface parking lot for State employees. Future infill of this site - either through a public-private partnership or as a mixed-use expansion of the State Office Building - would benefit the Complex by creating a more active mix of uses for this area of the Complex. Development on this site should incorporate a ground floor retail or restaurant use. Residential development or an extended-stay hotel could aid in activating the Complex by adding after-hours users to the campus. Infill development on this site should respect the existing build-to lines established by the State Office Building and be in accordance with the architectural language established in the campus. Under existing zoning and height restrictions, a building of approximately seven stories and 105,000 gross square feet is possible on this site.

In the short term, landscape improvements to the street frontage along the current surface parking lot (Yellow lot) could be considered. These improvements could include a low architectural wall or hedge to screen the bumpers and headlights of the parked cars, pedestrian level lighting, street trees, planted medians within the lot and signage to designate that the lot is for State employees.

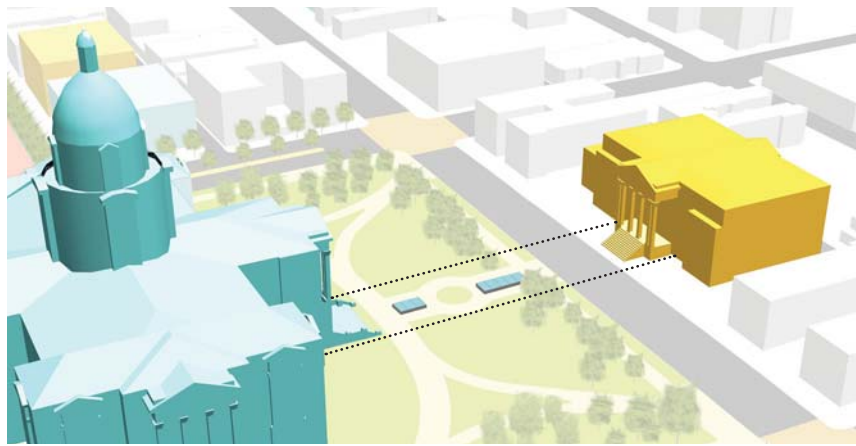


South Sherman Infill Site - 1325 Sherman Street

This site currently serves as a surface parking lot for State employees. This site has potential for future infill either as an expansion of the Centennial building located at 1313 Sherman or as a public-private partnership which could take the form of a mixed use development. Development of the ground floor, as either retail or restaurant use, is encouraged for this site to provide services for the users and employees of the Complex. These uses would also further activate the Complex and help extend its active hours beyond the work day. Infill development on this site should respect the existing build-to lines established by the Centennial Building and be in accordance with the architectural language established in the campus. Under existing zoning and height restrictions, a building of approximately seven stories and 82,800 gross square feet is possible on this site.

Over the short term landscape and streetscape improvements are recommended along the Sherman Street frontage. These improvements could include a low architectural wall or hedge to screen the bumpers and headlights of the parked cars, pedestrian level lighting, street trees, planted medians within the lot and signage to designate that the lot is for State employees.

5.3.5 STRATEGIC OPPORTUNITY SITES



East Grant Street Site

This site which is currently operated as a privately-owned surface parking lot, located directly east of the State Capitol Building, is an important site which exerts an influence upon the image of the Statehouse. Redevelopment of this site either for State use or as a private development would activate the portions of the Complex and streets east of the Capitol and provide important opportunities for connectivity between the Capitol Complex and the Capitol Hill neighborhood for both users of the Complex and surrounding residents.

Opportunities for the redevelopment of this site should be studied as part of the long term master plan for the Capitol Complex. The current use as a surface parking lot directly reflects upon the image of the Capitol building. While there is a need for visitor parking within the Complex, this could be accommodated by structured parking within the redevelopment of this site. It would be beneficial to the Complex and the surrounding district for this site to be developed as a mixed-use building, whether this development be State- or private-sector-led. As a State use, this site would provide an optimal site as a Legislative Office Building with underground parking and a sky-lit, underground passageway for access to the Capitol.



RTD Infill Site - Civic Center Station

The RTD Civic Center Station Site represents a value added to the Capitol Complex. This transit hub provides a valuable amenity to users and employees of the Capitol Complex by providing access to multiple transit routes. Currently RTD is studying plans for the reconfiguration of the station and possible re-development opportunities for the south portion of the site facing onto Colfax Avenue and across from Lincoln Park. Commercial/retail development on this site would help to activate the Colfax frontage, provide greater connectivity between the Complex and the station as well as providing services and amenities to users and employees of the Complex.



State Land Board Infill Site

The State Land Board owns a site located between 12th Avenue and 13th Avenue on the west side of Sherman Street. Mixed-use development on this site would provide the opportunity for retail and residential development that would further activate the Complex outside of normal business hours and provide services and amenities to users and employees of the Complex. Development on this site, as well as the DOLE building on 12th Avenue, would anchor the proposed Capitol Mall on its southern end.

5.4 - SIGNAGE AND WAYFINDING

Existing Signage Analysis

Currently there is no comprehensive system of signage for the Capitol Complex. A few buildings have names and addresses listed upon the exterior facades but no uniform system of signage or monumentation exists. A comprehensive signage package would help differentiate State buildings from other office or institutional uses within the area. There also exists no pedestrian level wayfinding signage or directories which provide locations of the various buildings and their respective agencies within the Capitol Complex.

Over time, signage has been added through the Complex, with varying appearances and intents. The existing signage is lacking in hierarchy, uniformity and consistency of location and placement thereby making the existing signage ineffective as wayfinding.

There are no consistent elements which unify the Capitol Complex as a singular district. Visitors are unaware of whether they are inside or outside of the Complex boundaries. This prevents the Complex from being seen as a singular destination and instead appears as a disparate cluster of unrelated buildings.

Goals for Signage Program

The overall goal is to create a hierarchy of signs that share a family resemblance that unifies the Capitol Complex, providing a consistent element that visitors recognize among a variety of conditions and architecture. This signage package should clearly and distinctively provide:

- Identification (building/facility name, address and departments within)
- Interpretation (describe the purpose and history of the buildings/facilities)
- Direction (to destinations throughout Capitol Complex)
- Regulation (public access, contact info, etc)

A well-designed signage program will provide several benefits to the Capitol Complex and its users. The program should aim to:

- Help visitors get oriented and find their way to key destinations within the Capitol Complex.
- Create a repeatable system of signs, documented in a signage manual that can be expanded in the future and implemented in phases.
- Implement signage that helps to create a positive impression of the Capitol Complex. Sign design, materials, locations and messages shall contribute to:
 - Making all visitors (citizens and other visitors and employees) feel welcome when visiting the Capitol Complex.
 - Helping visitors find the services they seek.
 - Portraying efficiency and effectiveness.
 - Establish an appropriate character for the Complex.
- Emphasize key building and significant monuments.
- Utilize symbols, logos, color-coding and iconic graphics to maximize the effectiveness and beauty of the signage.
- Identify consistent, logical locations for signs relative to established circulation routes, so that visitors can anticipate where to find them. Locate signs at decision points where users find that they need information.
- Coordinate signage design and placement with outdoor lighting to ensure legibility after dark without the need for dedicated sign lighting.
- Recommend maintenance of the signage system, including timely replacement of obsolete information, eliminating unnecessary, confusing, or inappropriate signs.
- Minimize the number and variety of signs to clarify communication and reduce clutter.



Images Showing Existing Building and Directional Signage in the Capitol Complex

District Signage



Building/Facility Signage



Wayfinding Signage



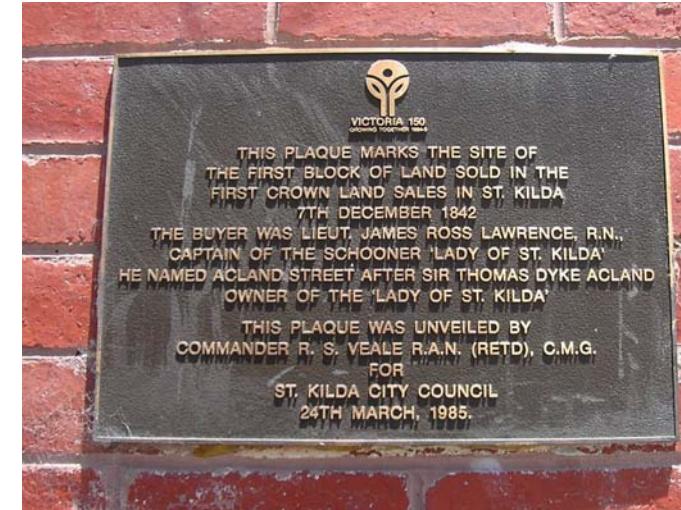
Interpretive Signage



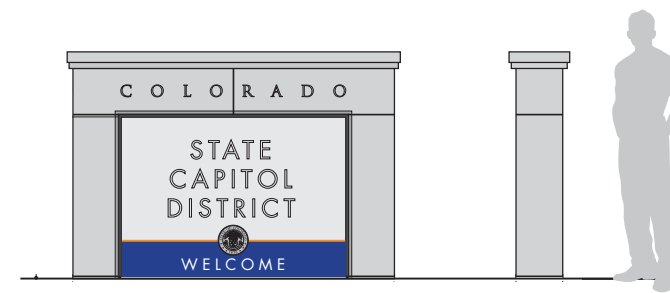
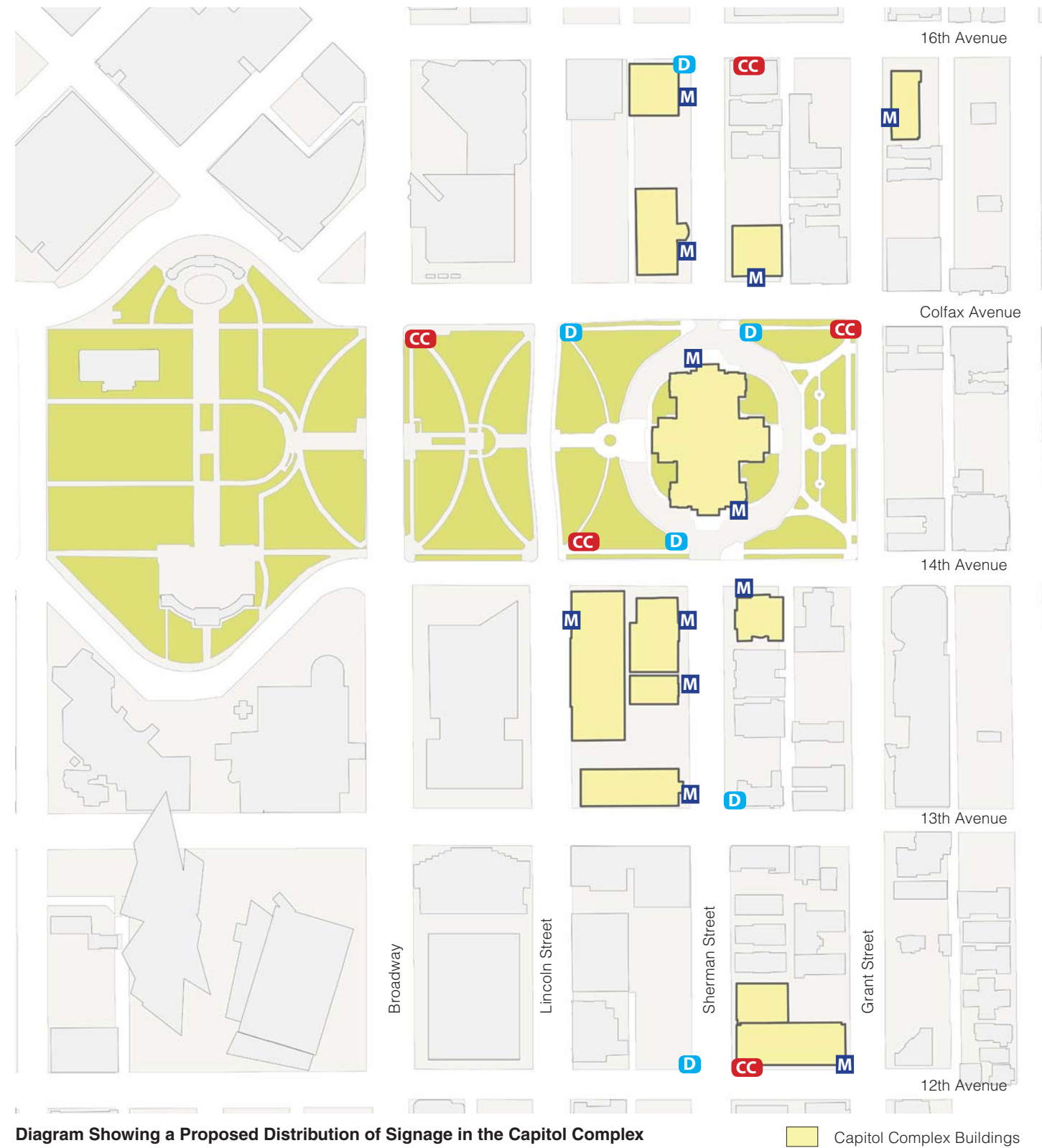
Landmark Directional Signage



Commemorative Plaque



Images Showing Typical Signage for Various Uses



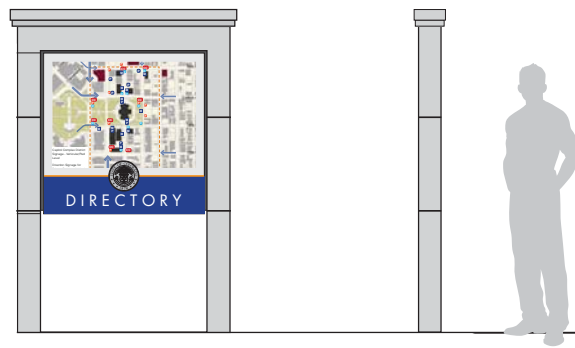
CC District Identification

District identification signage is designed to be located along the major arterials where they enter the Capitol Complex. These elements should be of the size and scale so as to be readable from a variety of angles and modes of transportation. These element will also need to be sensitive to the pedestrian scale of their surroundings.



M Building Identification

Building identification signage identifies buildings as State facilities belonging to the Capitol Complex and provides visitors and users with the name and addresses of the building. Uniform signage elements add to the campus identity and wayfinding within the campus. The signage should be designed with the intention of being long term, elegant, and effective in communicating basic information. It is recommended that these signs be monument type signs that are uniform and proportional in size and scale throughout the campus with text that can read from vehicles but the overall signage should be scaled to pedestrians. Building signage should also identify the agencies located within a given building.



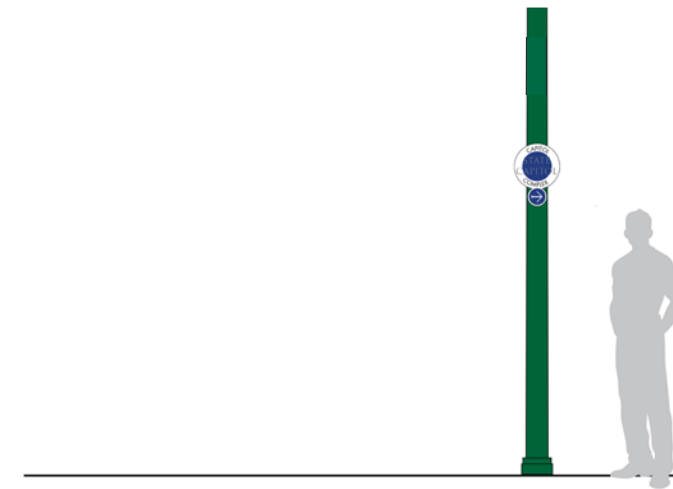
D Wayfinding Sign

Wayfinding or directory signage is intended to be located at entries to and key intersections within the Capitol Complex. The signage is intended to orient visitors and users to the Complex and help them find their way to a specific destination within the Complex. The directory should contain a map of the Complex with building names and the universal "You are here" symbol. A directory of agencies and their locations within the Capitol Complex should be included. These elements have the potential to be interactive using new technologies and have information on current events, updates and bulletins that would be beneficial to visitors and employees as well. The design of these signage elements should be accessible to all users and scaled for pedestrians.



Interpretive Sign

Interpretive signage is intended to be placed at locations of historic significance to inform and educate visitors to the Capitol Complex about the history of specific buildings or elements located in the Complex. The design of these elements has the potential to utilize technology to link users to multimedia devices and incorporate links or updates. The signage should incorporate graphics and visuals to tell the story. The design of these signage elements should be accessible to all users and scaled for pedestrians.



Landmark Directional Sign

Directional signage is intended to be located at intermediate points along streets or walking paths within the Capitol Complex to indicate to a pedestrian that they are traveling towards a specific landmark. This element works together with building signage and wayfinding to reinforce directions to visitors unfamiliar with the Complex. These signs should share a simplified, but identifiable language with the remainder of the signage package.



Commemorative Plaque

Commemorative plaques are intended to impart information that is important to the heritage of a building or the Complex. These plaques may indicate historical status, years built, architect, or other information that relates to the building on which it is affixed. These elements should be located at a common location on Capitol Complex buildings, such as adjacent to the front entrance.

5.5 - ACCESS AND CIRCULATION

5.5.1 PEDESTRIAN CIRCULATION

A Divided Campus

Due to the heavy traffic volumes Colfax Avenue separates the Complex into a north and south campus. The Lincoln Street and Broadway couplet separates the Capitol Complex from the greater Civic Center and many of the cultural destinations which are tourist attractions located only a short distance from the Capitol Building.

Key Intersections

The signalized intersections at Colfax Avenue and Sherman provide connectivity between the north and south portions of the campus. Colfax Avenue and Lincoln Street provides connectivity from the Complex to RTD's Civic Center station and to the downtown Denver Central Business District where many agencies are located within leased space. The intersection of Colfax Avenue and Grant Street provides an eastern gateway from the Colfax business district to the Capitol Complex.

Lincoln and Broadway Mid Block Crossings

The mid block crossing located on Lincoln Street midway between Colfax Avenue and 14th Avenue is also used by pedestrians and school groups to cross from Lincoln Park and the Civic Center Park. Currently, this crossing does not have a crossing signal, creating a safety concern for pedestrians. This crossing, as well as the corresponding mid-block crossing on Broadway between Colfax Avenue and 14th Avenue, could have crosswalks and signalized crossings to provide a safe connection between the Capitol and Civic Center Park along its formal and historic axis.

Sherman Street and Colfax Avenue

The Colfax Avenue and Sherman Street intersection is important to connecting the north and south halves of the Complex. Beginning with the 2015 legislative session, 44 members of the General Assembly will have their offices located at the State Services Building at 1525 Sherman Street. This will potentially increase pedestrian traffic crossing Colfax Avenue at Sherman Street. This intersection currently receives below average pedestrian rating in the traffic study conducted for this report. (See Appendix 2 (a) - Intersection Analysis) The study recommends specific refinements to the pedestrian crossing including:

- Pedestrian detection systems
- Pedestrian countdowns and "animated eyes"
- Pedestrian priority signals
- No right turn on red signals from either street

In addition to the refinements to the pedestrian signal the master plan recommends a raised planted median to be located in the turn lane on Colfax Avenue in the blocks between Grant and Sherman and Sherman and Lincoln be studied. The median would provide a pedestrian refuge in the middle of Colfax Avenue so pedestrians attempting to cross the seven lanes of traffic would have a refuge midway in case they were unable to complete the crossing. The median would potentially require the removal of the left turn movement at Sherman Street and Colfax Avenue. The median and the associated planting would also have a calming effect on traffic in these blocks and create the effect of a Grand Boulevard in the blocks adjacent to the Capitol Building.



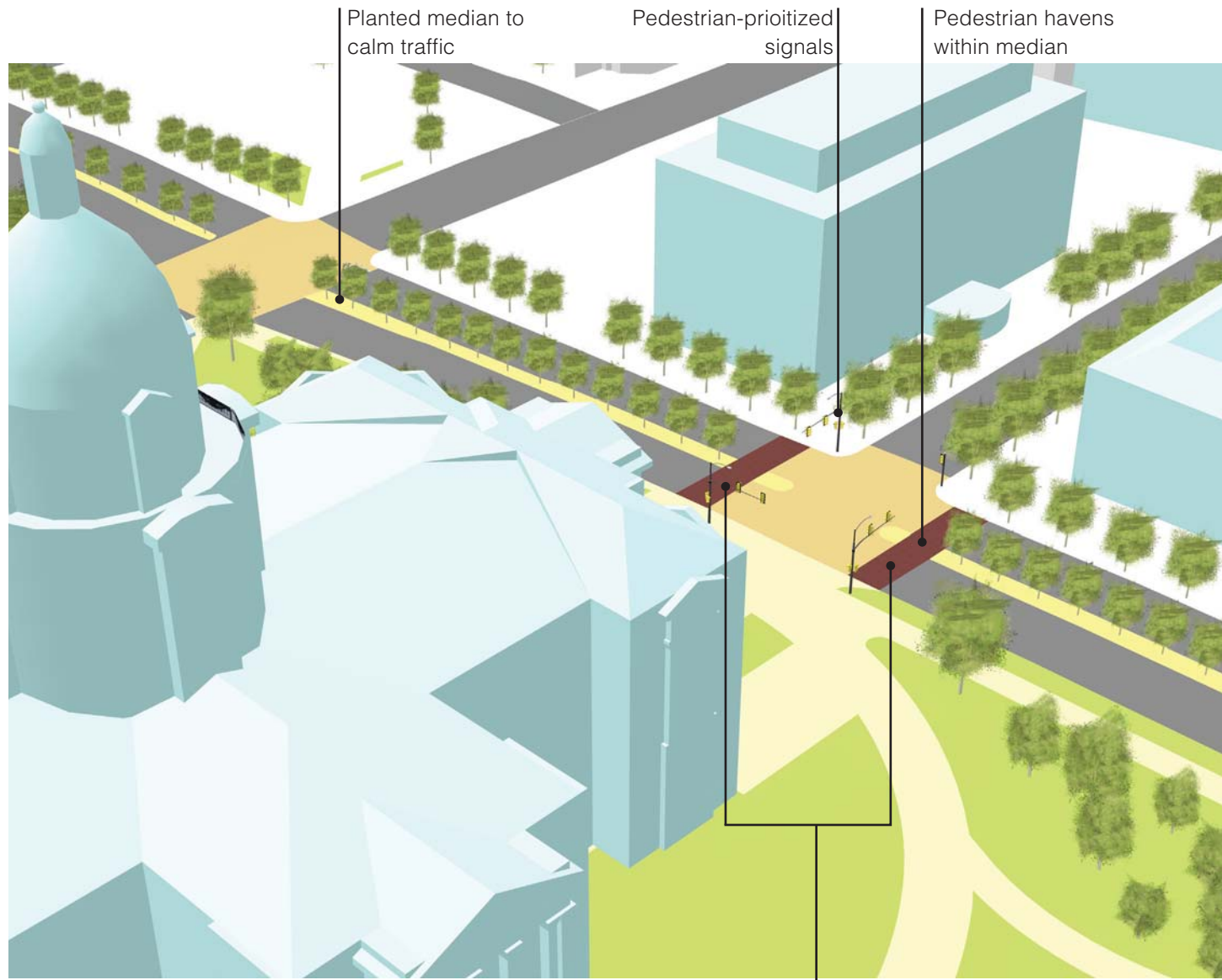
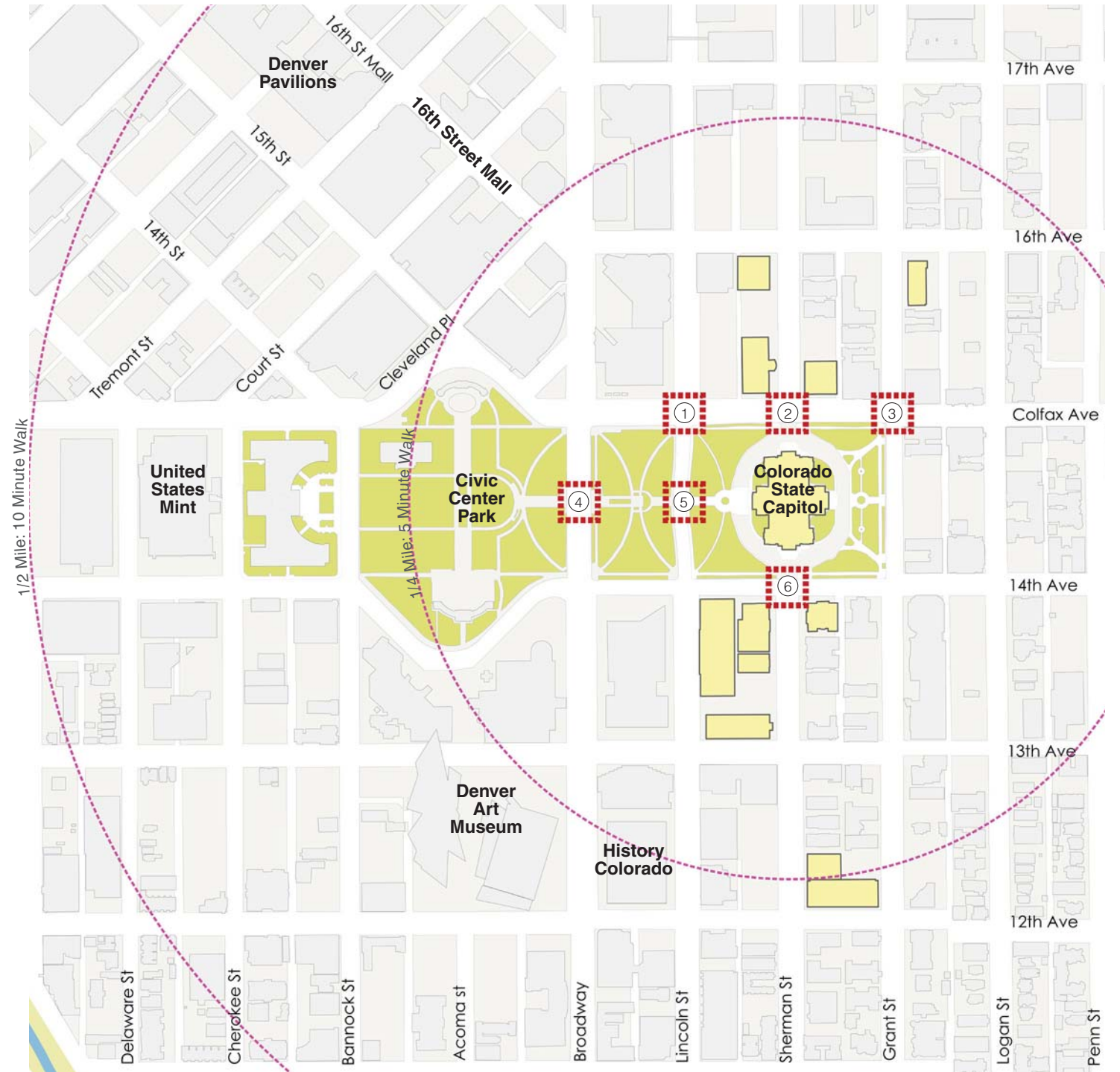


Diagram Showing Improvements to Colfax Avenue Crossing

Special paving at Colfax Crossings

Diagram Showing Key Intersections and Destinations in and around Capitol Complex



- | | | |
|--|--|---------------------------|
| 1. Broadway and Colfax Avenue Intersection | 5. Lincoln Street Mid-Block Crossing | Capitol Complex Buildings |
| 2. Sherman Street and Colfax Avenue Intersection | 6. Sherman Street and 14th Avenue Intersection | Key Intersections |
| 3. Grant Street and Colfax Avenue Intersection | | |
| 4. Broadway Mid-Block Crossing | | |



5.5.3 BICYCLE CIRCULATION

Bicycle Routes

Many of the streets surrounding the Capitol Complex are designated to facilitate bicycle traffic. Sherman Street, which intersects the driveway surrounding the Capitol, features shared bike lane markings in both directions. East-west bike traffic is facilitated by a bike lane on 16th Avenue and bike routes on 12th Avenue. Connections into the Central Business District are provided by the bike lane on 16th Avenue and cycle track on Bannock Street, in front of the City and County of Denver building. Meetings with the City of Denver Public Works indicated that the Sherman Street bike lane may be supplemented by additional bike lanes on Grant Street in the future.

Recommendations

The master plan recommends as part of the Capitol Mall that striped bicycle routes be added to Sherman Street as part of the Capitol Mall concept to endorse bicycle usage. To further encourage cycling to and from the Capitol, the provision of additional bike parking facilities should be considered. Currently, employees working in the Capitol Complex are allowed to register for bike lockers. Additional bike storage should be considered and it should provide controlled access, weather protection, and security. These facilities may include bike lockers, indoor cages, or a bicycle room. Additionally, short-term bicycle parking should be added within 50' of the entrances of the Capitol Complex buildings, as it not only facilitates easier and faster bicycle access to the buildings and reduces demand for visitor parking but also serves as an endorsement of multi-modal travel.

For a detailed assessment of the bicycle circulation and recommendations refer to Appendix 2 (b) - Multimodal Transportation Assessment.

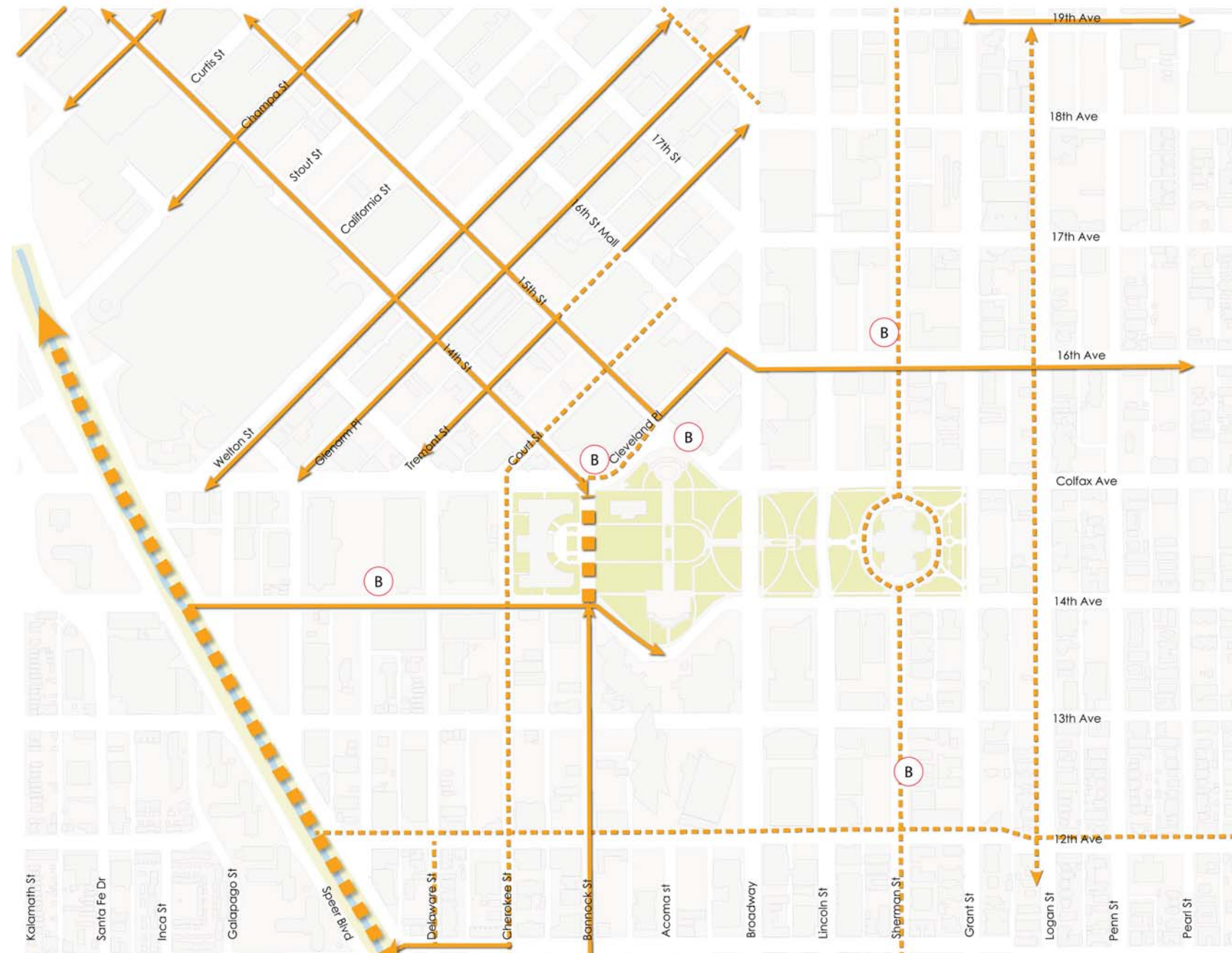






Diagram Showing Bicycle Facilities in and around the Capitol Complex

-  Cycle Track
-  Dedicated Bike Lane
-  Shared Lanes
-  B-Cycle Station

5.5.4 TRANSIT

Civic Center Station

With a centralized site in downtown Denver located one block away from Civic Center Station, the Capitol Complex is located adjacent to several bus routes. This location proximate to transit is a benefit to the users and employees of the Capitol Complex. Citizens are able to utilize transit to conduct affairs with agencies located within the Complex. State employees are able to obtain RTD EcoPasses at discounted rates and agency interview data indicates that as many as fifty percent of State employees utilize transit to commute to and from work each day.

RTD is in the process of developing a master plan for Civic Center Station that will study future configurations for the station and the RTD site. The master plan recommends ongoing coordination with RTD so that the Civic Center Station plan can take into account the needs of Capitol Complex users.

The Downtown MetroRide Circulator

The MetroRide circulator is a free bus service (opened in 2014) connecting Denver Union Station to Civic Center Station via 18th and 19th Streets. There are future plans for extending the circulator south to 12th Avenue and Lincoln Street, but these plans have stalled due to lack of operating funds. The extension of the circulator south would benefit the Capitol Complex by providing a transit connection closer to DOLE which is located at 12th Avenue and Sherman Street. This agency has a higher than average visitation by users who are dependent upon transit.

The Colfax Corridor

Currently studies are underway for alternative transit modes to increase efficiency within the Colfax Avenue corridor. The Colfax Corridor Connections is a long-term study intended to identify multi-modal transportation improvements. The study preliminarily identified bus rapid transit (BRT) as a preferred option for improved transit along the corridor. A short term study - the Transit Priority Study - is intended to reduce travel times and increase security and ridership for bus routes. Potential improvements being studied include stop amenities, bus bulbs, bypass lanes/queue jumps, and transit signal priority.

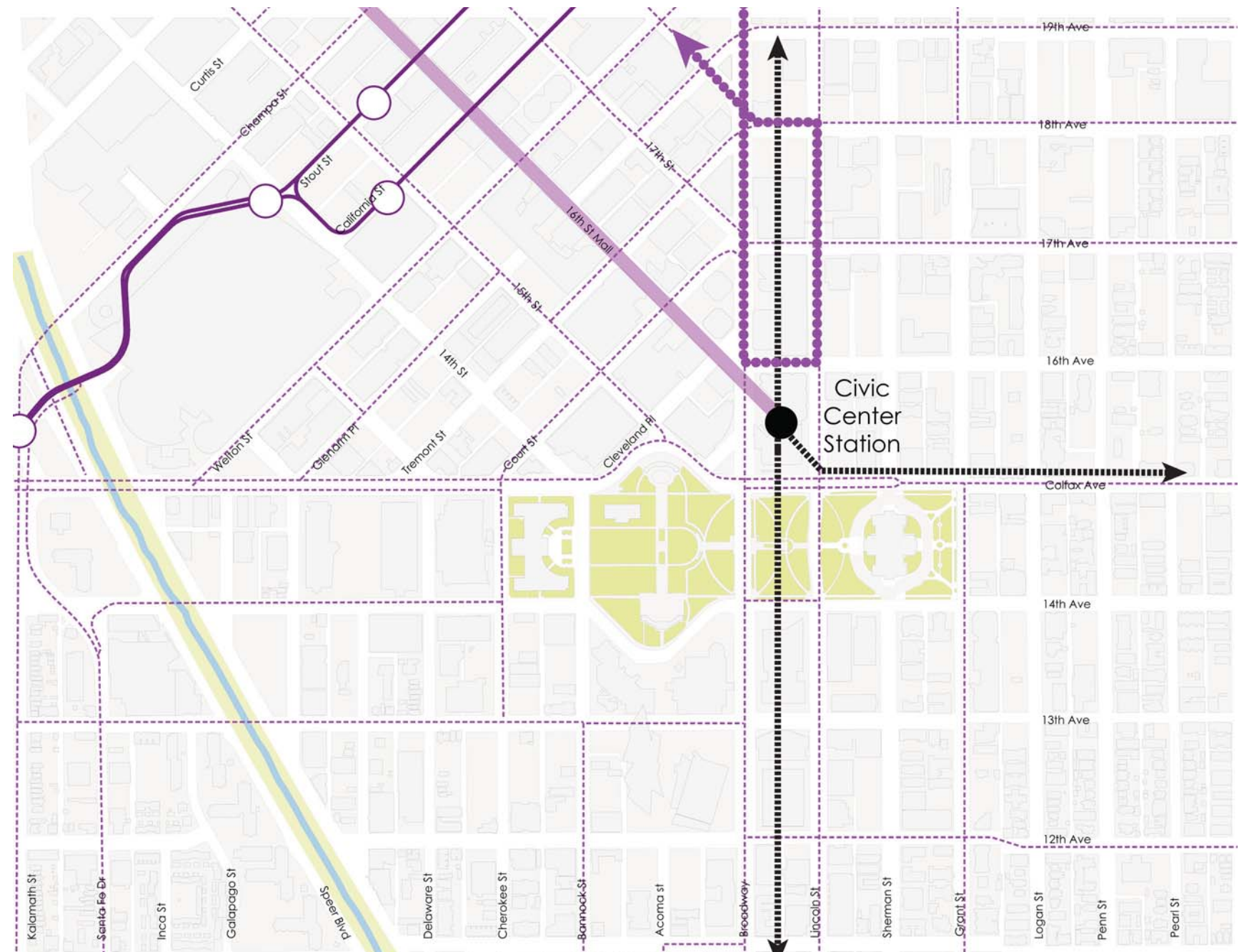


Diagram Showing Transit in and around the Capitol Complex

- 16th Street Mall Ride
- ⋯ Free MetroRide
- - - RTD Express Bus
- RTD Local Bus
- Light Rail Line
- Light Rail Stop



5.5.5 VEHICULAR CIRCULATION

Traffic Volumes

The Capitol Complex lies at the intersection of two major downtown arterials which exposes the Complex to high volumes of traffic. Regional access to the Complex is provided from Colfax Avenue/US Highway 40 which has north and southbound exits from Interstate 25. Numerous surface streets and arterials provide access to the Complex.

The master plan has no specific recommendations to improve traffic conditions as these right-of-ways fall outside of the Complex. However, the master plan does identify a number of pedestrian circulation issues due to the high volumes of traffic surrounding the Complex and additionally recommends refinements to pedestrian crossings, signage and wayfinding to improve the visitor and user experience in accessing the Complex. Currently there is limited signage directing vehicular users to specific destinations within the Complex or to visitor parking.

The City of Denver is studying the feasibility of converting Lincoln Street and Broadway from one-way streets to two-way streets. This has the potential of slowing vehicular traffic and providing a safer pedestrian experience at crossings. Though vehicular circulation may be slowed, access would be improved by the creation of new north-south options along these streets.

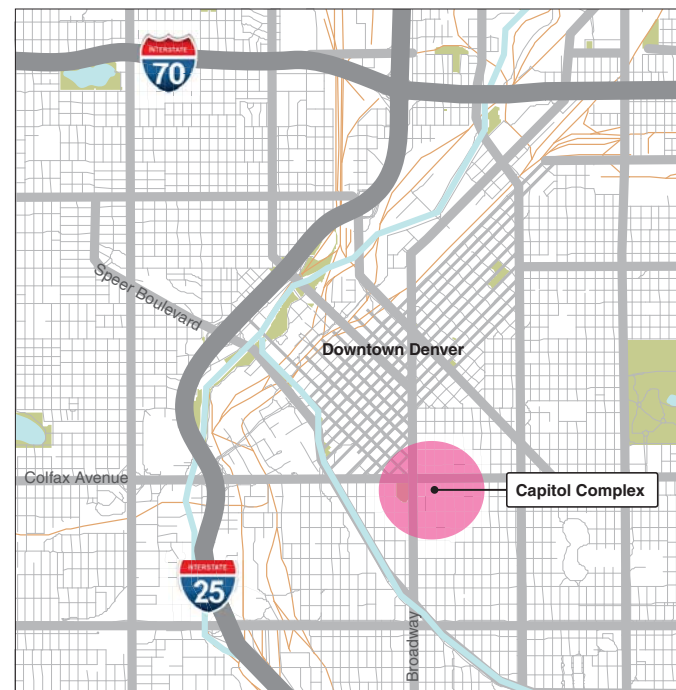


Diagram Showing Location of Major Roads Connecting to the Capitol Complex

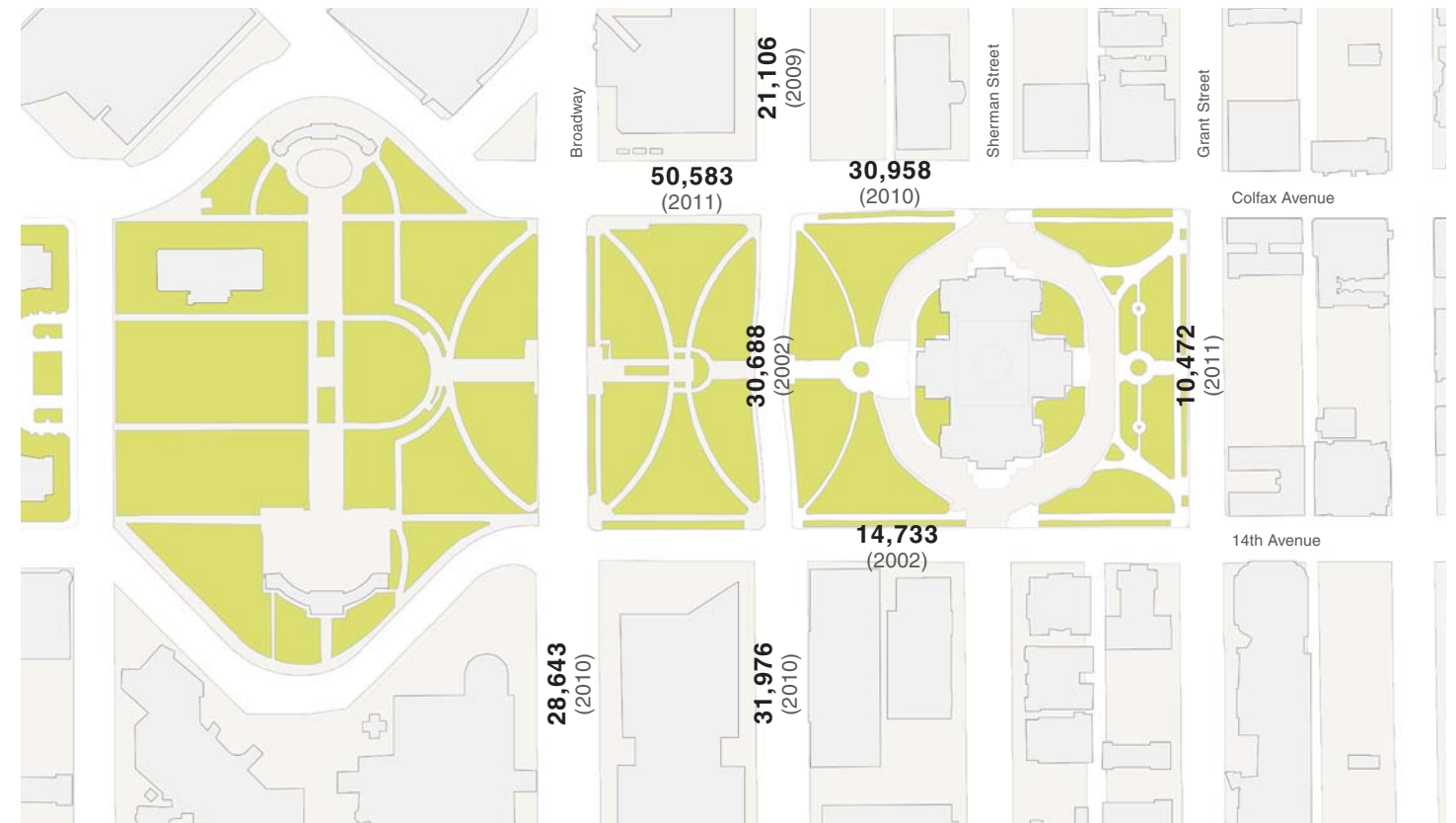


Diagram Showing Vehicular Average Daily Trips (ADT) on Key Streets within the Capitol Complex

5.6 - PARKING

5.6.1 EXISTING PARKING

Capitol Complex Operated Parking

The Capitol Complex downtown operates a total of 905 employee parking spaces - 242 spaces located in surface lots and an additional 663 spaces located in the Merrick Parking Structure. Permits to use the available Capitol Complex parking supply are issued on an individual basis. Each parking space is assigned to a specific employee or agency and there is no oversell of available parking. Currently there are approximately 400 employees on the waiting list for a parking space.

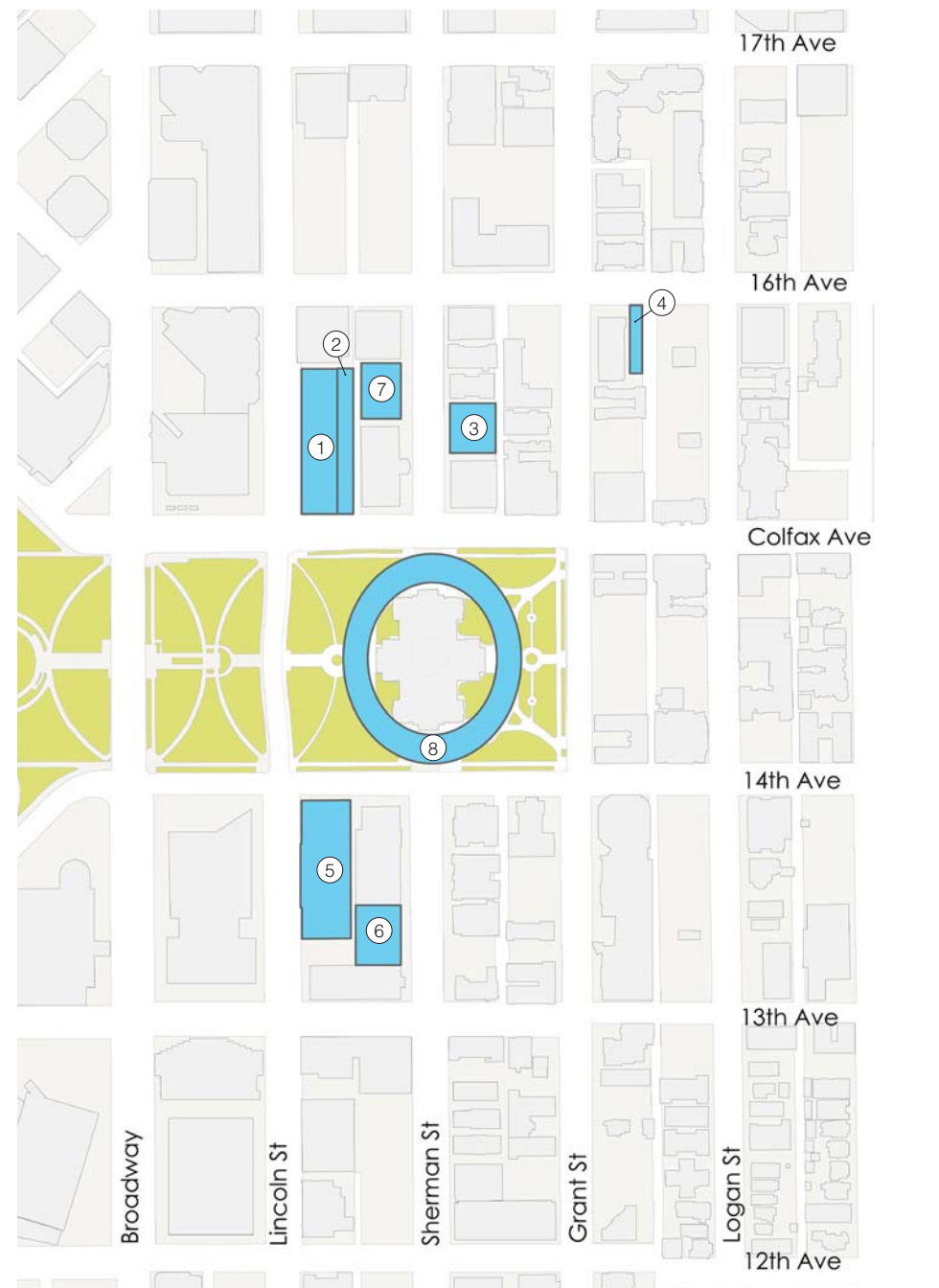
Many employees take advantage of alternative forms of transportation, thereby reducing overall parking demands. While exact figures are not currently available, it appears that many employees bike to work or use mass transit. There is currently a waiting list for the bicycle lockers located north of 1525 Sherman Street.

Visitor Parking

Visitor parking within the Capitol Complex is provided by metered on-street parking. The parking analysis conducted for the master plan showed that the metered spaces located in and around the Capitol Complex were typically utilized at 74% on average which is nearing the industry standard of 85% for when parking inventory is perceived to be effectively full. During the legislative session, a number of the parking spaces along Sherman Street and Grant Street are bagged which further contributes to the deficit of visitor parking.

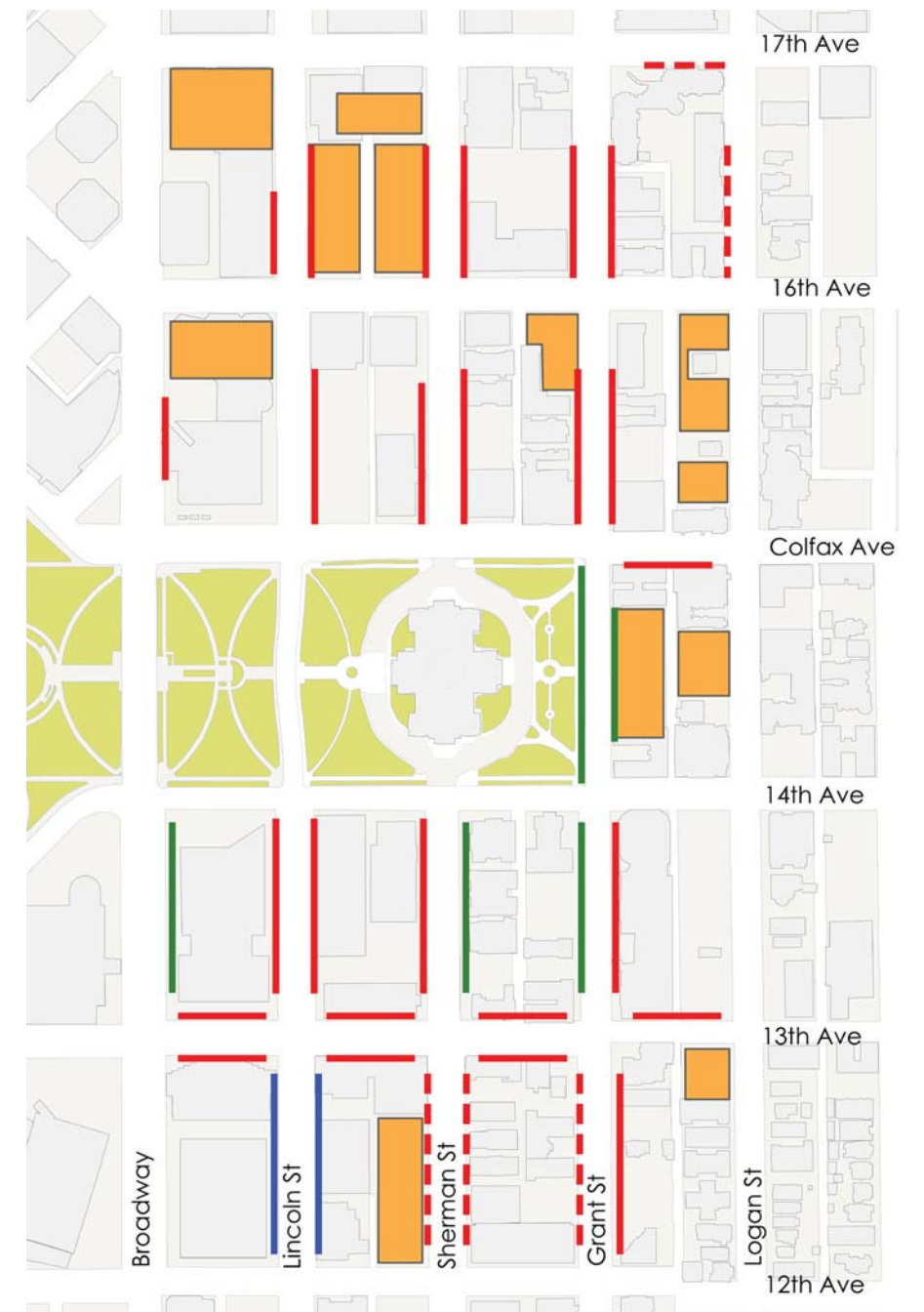
Visitor parking demand is largely met through private parking lots located near the Complex. No accessible visitor parking is supplied within the Capitol Complex.

Diagram Showing State-Owned Parking Facilities



- 1. Tan Parking Lot
 - 2. Green Parking Lot
 - 3. Yellow Parking Lot
 - 4. Blue Parking Lot
 - 5. Merrick Parking Structure
 - 6. Black Parking Lot
 - 7. Motor Pool Lot
 - 8. Capitol Circle
- Capitol Complex Parking Facilities

Diagram Showing Privately-Owned and On-Street Parking Facilities



- Private Parking Facilities
- 5 Hour Metered Parking
- 2 Hour Metered Parking
- 2 Hour Time limit
- 1 Hour Metered Parking



5.6.2 PARKING RECOMMENDATIONS

Parking in the Capitol Circle

Colorado is one of the few state capitols that allow for parking directly adjoining to and surrounding the Capitol Building. The accommodation of parking within the Capitol circle creates a number of issues including congestion, conflicts between pedestrians accessing the building and vehicles parking, and security concerns of allowing vehicular access directly adjacent to the Capitol Building.

The master plan recommends that the approximately 162 spaces currently located in the Capitol circle be relocated to another location. Options to accommodate the parking may include it in the design of the proposed building at Lincoln Street and Colfax Avenue or by adding additional levels to the Merrick Parking Structure which would provide an additional 282 spaces.

Employee Parking

The parking analysis conducted as part of the master plan concluded that the parking demand could be mitigated by better utilizing the existing parking supply. The State should reconsider the current policy of assigning each parking space to specific individuals. This system could be maximized by overselling the number of parking permits by approximately ten percent as other states do; permit holders would be assigned to a specific lot but not a specific space.

Bus Parking

The State Capitol receives roughly 300,000 visitors each year. A large portion of these visitors are school children and tour groups arriving by bus. Currently there is no allowance for bus drop off or parking within the Complex. This creates instances in which school aged children and groups are being unloaded curb side on highly trafficked arterial streets; buses are then parking street side while tours are being conducted.

Visitor and Disabled Parking

The master plan recommends that directional signage be provided to direct users to the available parking and then provide them with a pedestrian wayfinding system to direct them to their destinations within the Complex. The Capitol Complex Facilities website and specific agency websites could include directions for visitors guiding them to parking options nearby the Complex. The State should investigate the provision of accessible visitor parking located adjacent to the agencies where the need is the greatest. Capitol Complex Facilities could further monitor visitor parking demand to understand which agencies require additional user parking and where it may best be located.

Further study should be conducted to find solutions for the arrival and drop off of large tour groups, allocation of loading areas for buses and designated parking for buses for the time period required for tours. These parking studies should be conducted in tandem with the assessment of the pedestrian accessibility of the Capitol Complex.



Image Showing Parking around Capitol Circle



Image Showing Historic View without Parking

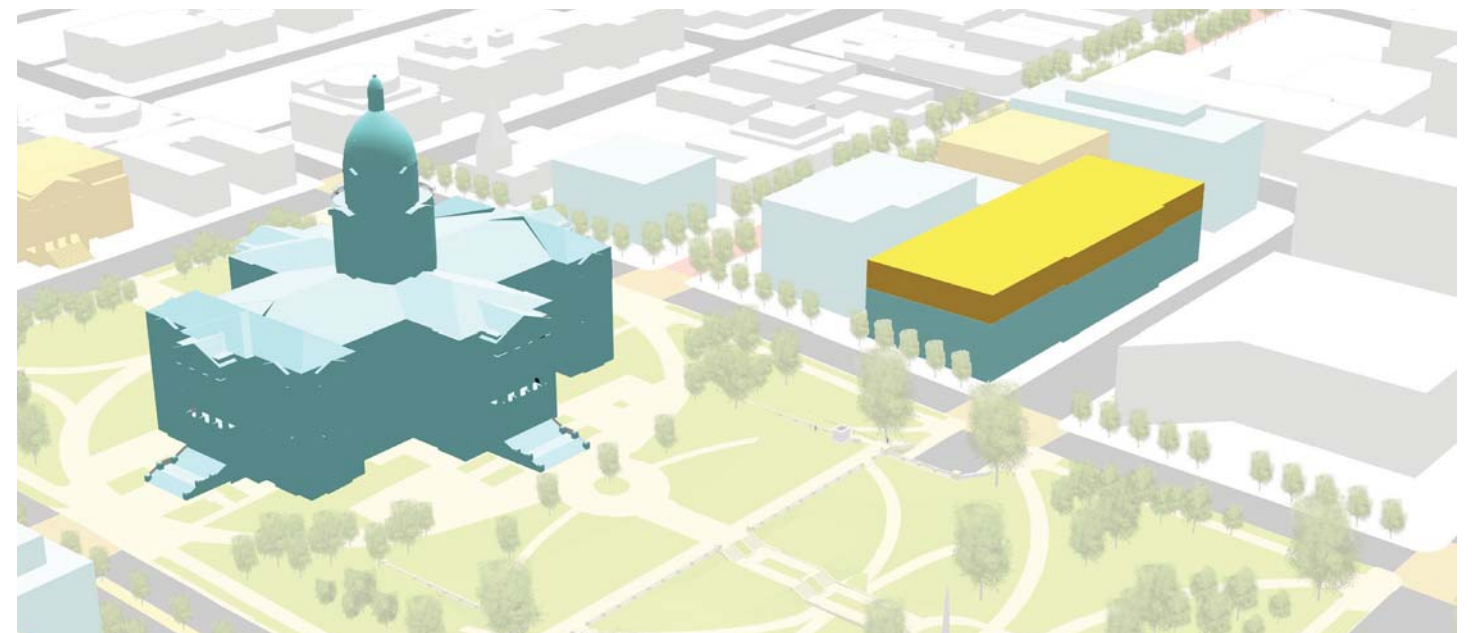


Image Showing Two Added Stories to Merrick Parking Garage and Its Proximity to the Capitol Building

5.7 - ARCHITECTURE

5.7.1 ARCHITECTURAL RECOMMENDATIONS

The architectural language of the State buildings is one of the defining elements of the Capitol Complex. The earlier buildings dating from the turn of the century exhibit cultural richness and architectural flourishes while the later buildings share a common use of materials such as granite and other stones but have more efficient forms. The buildings reflect their institutional heritage often having defined points of entry through formal and processional portals, monolithic facades with minimal glazing and small windows and a stately street presence as the massings are arrayed along a common build-to line.

Share Common Elements

To continue the language of the State architecture, future buildings should share a commonality with the existing buildings. Future buildings should employ a similar use of materials that have a timeless quality such as stone accents and cladding while allowing for modern technologies and material to be interposed. The scale and stateliness of the existing building inventory should carry over to future construction. The massing of future buildings should match the current build-to line as established by the existing buildings.

Use Quality Materials

To ensure that future buildings achieve the same longevity and express a similar quality of construction as the existing Complex buildings, premium materials and construction techniques should be used. The design and execution of all future Capitol Complex buildings should be geared towards creating a product that will be sustainable and elegant. In designing for quality structures, the future buildings will integrate into a campus that exhibits the permanence and consistency of the state of Colorado.

Creating a Mixed Use Campus

In keeping with the goal of creating a more pedestrian friendly and open-campus environment, future buildings should display a more open and inviting street presence. The ground levels should incorporate a mixture of uses which include service retail uses, restaurants and cafes. The facades should be open and incorporate higher percentages of glazing and storefront treatments with multiple entries and open lobbies.



Images Showing the Variety and Consistency of Architectural Styles in the Capitol Complex

5.8 - PUBLIC REALM

Value of the Public Realm

The State Capitol building and the surrounding Capitol Complex are enduring and symbolic institutions that are representative of the state of Colorado. It is important that improvements to the campus and the overall image of the Capitol be seen as long term investments in Colorado's cultural heritage. All of the components of the Capitol Complex contribute to this image whether they be the architecture of the buildings, parking, signage, circulation or the trees and landscape. The public realm consists of all of these elements as they are experienced by visitors and users of the Complex outside of the buildings. Public realm improvements aim to enhance the user experience and provide a sense of place for the Complex.



Image Showing Lincoln Park and its Paving Features

Streetscape Improvements

Pedestrian circulation and creating a pedestrian friendly environment is a important goal of the proposed Capitol Mall. In addition to improvements to traffic signals, streetscape improvements are recommended to improve pedestrian functionality as well as defining the center of the Capitol Complex. While the streets fall outside of the jurisdiction of the State, cooperation with the City and other entities to implement streetscape improvements would be beneficial to the Complex.

- Grand Boulevards are referenced in several plans for the downtown area but not specifically defined. The master plan recommends enhancements to the two blocks of Colfax Avenue/US Highway 40 between Grant and Lincoln Streets which are directly adjacent to the Capitol Building. These improvements to the streetscape and landscape would create the effect of a Grand Boulevard transitioning the character of the street to a planted boulevard, slowing traffic and serving to unite the north and south halves of the Capitol Complex.
- Gateway Elements created through the use of signage and the transitioning of Colfax into a Grand Boulevard would have the effect of creating a gateway to the Capitol Complex. These elements combined with the architectural grandeur of the Statehouse would add to the definition of place at the center of the Capitol Complex.



Image Showing the Character of a Grand Boulevard

- Bulbouts extend the sidewalk and curb edge out into the street to the edge of the parallel parking lane improving the visibility of pedestrians waiting to cross the intersection and shortening the overall crossing. These elements reduce the street width at intersections, thereby slowing or calming traffic.
- Clearly delineated crosswalks are important to signal to drivers of the pedestrian realm. Crosswalks can be painted special colors or higher quality materials may be used to create a more prominent pedestrian crossing area. On crossings such as the one at Colfax Avenue and Sherman Street, the crosswalk could cross through a proposed center median on Colfax Avenue, providing a respite and safe-haven for pedestrians crossing the street.
- The intent of introducing special paving, such as modular or unit pavers, on key streets or key intersections is to slow traffic and to emphasize the multi-modal nature of these streets by adding texture and visual appeal. Unit pavers should also be utilized in the sidewalks and crosswalks where applicable to accentuate entries and to enhance the pedestrian appeal of the streetscape.



Image Showing a Curb Bulbout with Planted Edges



Image Showing a Crosswalk with a Median Safe-Haven

Site Furnishings

Uniform site furnishings used throughout the Capitol Complex would contribute to the perception of a unified campus. The location and types of furnishings should be decided as part of a overall design study that looks at the needs of users, visitors and employees within the Complex and the functionality of the furnishings should complement the needs of these users. The palette of elements may include:

- Bollards
- Trash receptacles
- Bike racks
- Planters
- Benches and other seating



Image Showing an Urban Seating Option



Image Showing a High-Quality Bicycle Rack

Lighting

Lighting is an important element of the public realm. Light fixtures can be used as ornamental street furnishing elements during the day mounting banner arms and accessories. At night, lighting can help to activate the public realm, create a perception of safety and can be used as a defining element.

Currently the Capitol Complex uses a City of Denver standard pedestrian level light fixture located in the tree lawns in front of Capitol Complex facilities and in the Capitol lawn. These lights are supplemented by street-level overhead lights. The master plan recommends that the pedestrian level lighting be studied as part of an overall public realm master plan and that signature pedestrian lighting fixtures be utilized in the Sherman Street Capitol Mall streetscape to create a campus identity and to activate the public realm after hours.



Image Showing Historically Appropriate Bollards



Image Showing a Well-Lit Capitol District (Madison, WI)

Landscape and Plantings

The Capitol lawn and many of the streets within the Capitol Complex are planted with mature trees. To further enhance the Complex and create the feeling of a defined campus it is important that the Complex have a uniform and defined landscape.

Mature street trees and established plantings can have a profound impact upon the outdoor environment by slowing traffic, providing shade, seasonal color, mitigating noise and creating a human scaled organic environment. The value of a mature maintained landscape is significant for the aesthetic and cultural effect that it can impart upon the surrounding environment. The landscape and especially the street tree plantings need to be viewed as legacy elements that need to be nurtured and maintained. In the Colorado climate, trees can take decades to mature but they also have an appreciable impact upon the character of the environment.

The master plan recommends the creation of an overall landscape master plan for the Capitol Complex which would identify priority areas, user needs and outline a maintenance strategy and budget for the upkeep of the Complex landscape. The use of native and xeric plantings and groundcovers in low traffic areas and where applicable should be emphasized. Blue grass plantings in tree lawns may be replaced by curbed landscape planters populated with xeric species with intermittent pedestrian access to accommodate parallel parking.

The master plan recommends that the landscape plan for the Capitol Mall and the Capitol Complex overall explore methods for sustaining healthy plantings in the streetscape. These may include larger tree cutouts to provide aeration, raised curbs around tree lawns to prevent snow melt chemicals from damaging trees, drip irrigation and the use of native species.

Landscape Maintenance

The planting and ongoing maintenance of street trees in the blocks surrounding the Capitol Complex needs to be prioritized to capitalize upon this investment.



Image Showing a Consistent and Stately Tree Canopy



Image Showing Urban Planters with Seating Elements



Image Showing Xeriscapic Street Planting

5.9 - WEST LAWN



Figure Showing the Existing West Lawn with Lincoln Street at Grade and Potential Mid-Block Crossings



Figure Showing the Proposed West Lawn with Lincoln Street Tunneled

Intent

The West Lawn proposal connects the western portion of the Capitol grounds to Lincoln Park directly west across Lincoln Street. The design expands the West Lawn over Lincoln Street and connects it to Lincoln Park by creating a cut and cover tunnel structure. The design would remove permanent parking from the Capitol Circle and provide plazas for small functions, public art and seating opportunities on the western side of the Capitol Building. The expanded West Lawn would accommodate terraced lawn gardens providing large, level spaces for gatherings and functions.

The plan also presents the opportunity for a two level underground parking structure located beneath the West Lawn adjacent to the Capitol building. The structure would provide 195 parking spaces for occupants of the Capitol Building. The garage would involve a connection into the basement level of the Capitol building.

The estimated cost of the West Lawn project is \$69 million including escalation. It is recommended an Environmental Assessment or Environmental Impact Study be undertaken to analyze the feasibility of this project.

Pros and Cons

The West Lawn proposal has several advantages and disadvantages related to visibility, security, accessibility and traffic issues. These pros and cons are outlined in the table on the opposite page. For a more detailed analysis of the West Lawn project, please see the full report included in the appendix (See Appendix 2 (c) - West Lawn Report).



Figure Showing the Proposed West Lawn Viewed From Lincoln Street and 14th Avenue Looking North

5.10 - KEY RECOMMENDATIONS

CHAPTER 5.0 - URBAN DESIGN KEY RECOMMENDATIONS

- A NEWLY-CONSTRUCTED, MIXED-USE OFFICE BUILDING ON THE STATE-OWNED PARCEL ON THE NORTHEAST CORNER OF LINCOLN STREET AND COLFAX AVENUE COULD ACCOMMODATE STATE AGENCY SPACE NEEDS AND PROVIDE AN ACTIVATING ELEMENT FOR THE CAMPUS. THE PROPOSED BUILDING WILL ADD USERS TO THE COMPLEX AND ACT AS A GATEWAY BETWEEN THE COMPLEX AND DOWNTOWN.
- SIGNAGE, WAYFINDING, AND STREETScape IMPROVEMENTS WHICH ARE EMBODIED IN THE CAPITOL MALL CONCEPT REPRESENT THE OPPORTUNITY TO DEFINE THE CAPITOL COMPLEX CAMPUS AND MAKE IT MORE USER FRIENDLY.
- CIRCULATION AND CONNECTIVITY, BUILDING UPON THE WAYFINDING IMPROVEMENTS, SHOULD BE MADE TO KEY INTERSECTIONS TO FACILITATE BETTER PEDESTRIAN CIRCULATION AND CONNECTIVITY. CONNECTIONS ACROSS COLFAX AVENUE BETWEEN THE NORTH AND SOUTH CAMPUS, AS WELL AS CONNECTIONS BETWEEN THE CAMPUS AND THE DOWNTOWN, ARE THE MOST CRITICAL.
- THE CAPITOL COMPLEX SHOULD LOOK FOR OPPORTUNITIES TO INTRODUCE RETAIL AND RESIDENTIAL SERVICES INTO THE CAMPUS TO HELP ACTIVATE THE CAMPUS AND ATTRACT USERS FROM OUTSIDE OF THE CAMPUS AND ALSO PROVIDE SERVICES TO THE USERS AND EMPLOYEES OF THE STATE.

PROS	CONS
Visibility and Appearance	
<ul style="list-style-type: none"> • The project creates a continuous landscape bridging Lincoln Street and connecting Lincoln Park with the West Lawn. • The proposed design introduces additional space for programmed and unprogrammed activities and provides a forum for large gatherings and events. • There are aesthetic advantages to removing parking from the Capitol circle; this would remove a non-original design element and convert the circle back to its original use and structure. 	<ul style="list-style-type: none"> • The creation of the Lincoln Street tunnel and the resulting loss of public realm/right-of-way adjacent to Lincoln Street removes this area as a venue for non-scheduled public demonstrations with the State Capitol as a backdrop. • There will be a loss of a number of mature trees within the West Lawn. While the design replaces these trees, it will be a number of years before they will retain the prominence of the existing landscape.
Security	
<ul style="list-style-type: none"> • There are security advantages to removing the parking from the Capitol circle and providing secure parking underground with access for the Governor and members of the General Assembly to the Capitol basement. • There are safety advantages by providing a connection between the West Lawn and Lincoln Park and separating pedestrian traffic from vehicular traffic mid-block at Lincoln Street. 	<ul style="list-style-type: none"> • Elevating the West Lawn above the adjacent streets removes its relationship to Lincoln Street, 14th Avenue and Colfax Avenue creating the perception of an unmonitored and potentially unsafe environment and requiring additional security patrols in the parking garage, Lincoln Street tunnel, and the West Lawn. • Elevating the West Lawn provides pedestrian access directly over Lincoln Street which may provide opportunity for individuals to drop objects onto passing vehicles.
Accessibility	
<ul style="list-style-type: none"> • The proposed design creates a designated accessible pathway for disabled users to cross over and through the West Lawn separated from vehicular traffic on Lincoln Street. 	<ul style="list-style-type: none"> • Elevating the West Lawn over Lincoln Street necessitates the introduction of multiple accessible ramps required to traverse the elevation gain.
Traffic Issues	
<ul style="list-style-type: none"> • Removal of traffic from the Capitol circle reduces conflicts between cars and pedestrians, providing a pedestrian refuge on the Capitol grounds. 	<ul style="list-style-type: none"> • Traffic entering and exiting the parking garage will have effects upon the traffic flow on Lincoln Street - Queuing past 14th Avenue in the a.m. peak and potentially crossing three lanes of traffic to turn left on Colfax Avenue during the p.m. peak.
Historic Designation	
	<ul style="list-style-type: none"> • The proposed design may impact the historical fabric of what was there and what was foundational to the National Historic Landmark designation of the site, including the view of the Capitol from Lincoln Street and the layout of the west lawn.

