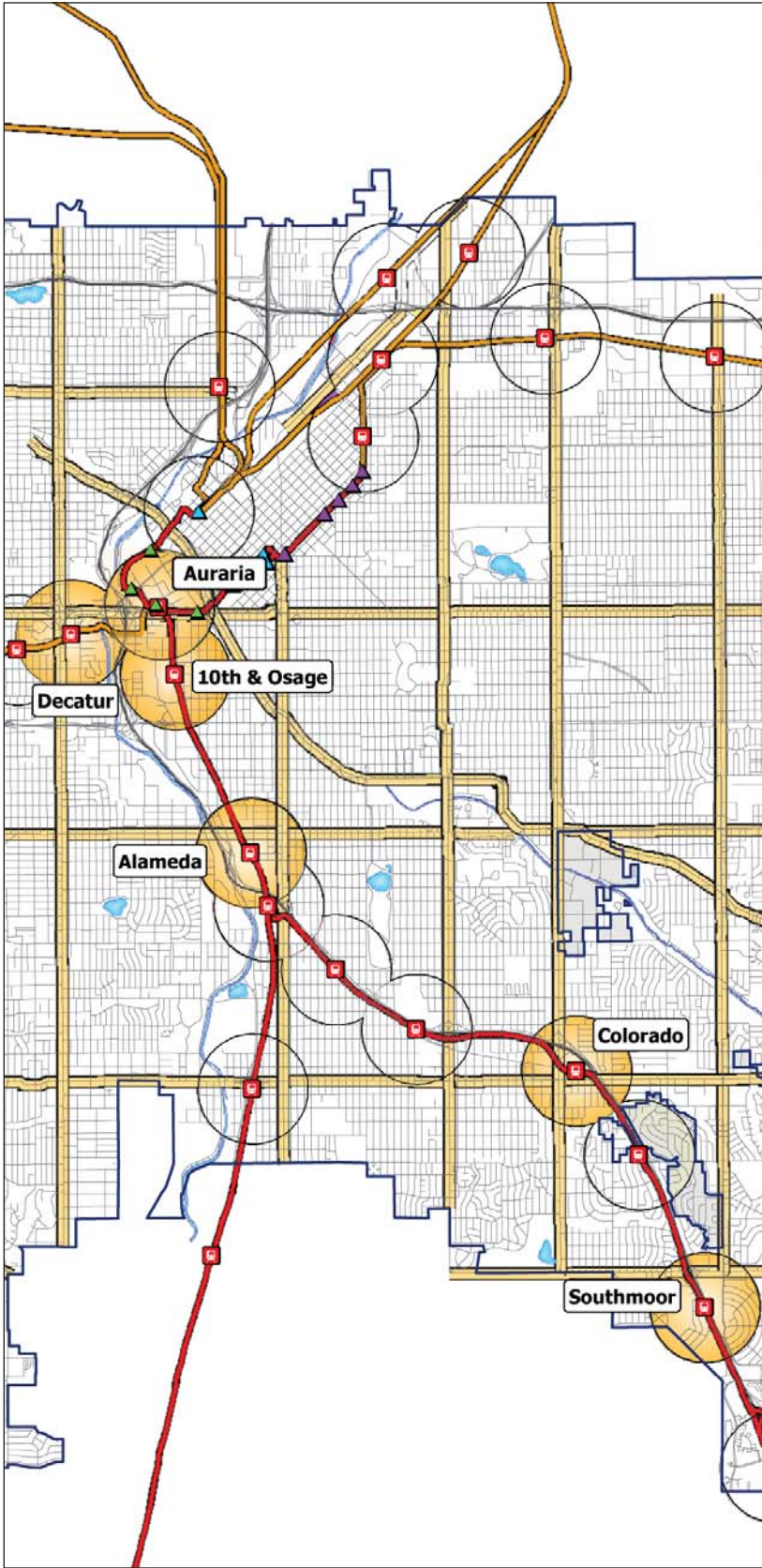


# Public Workshop #2 Summary

June 19, 2007 (Draft)

Denver TOD Initiative

Crandall Arambula  
City and County of Denver



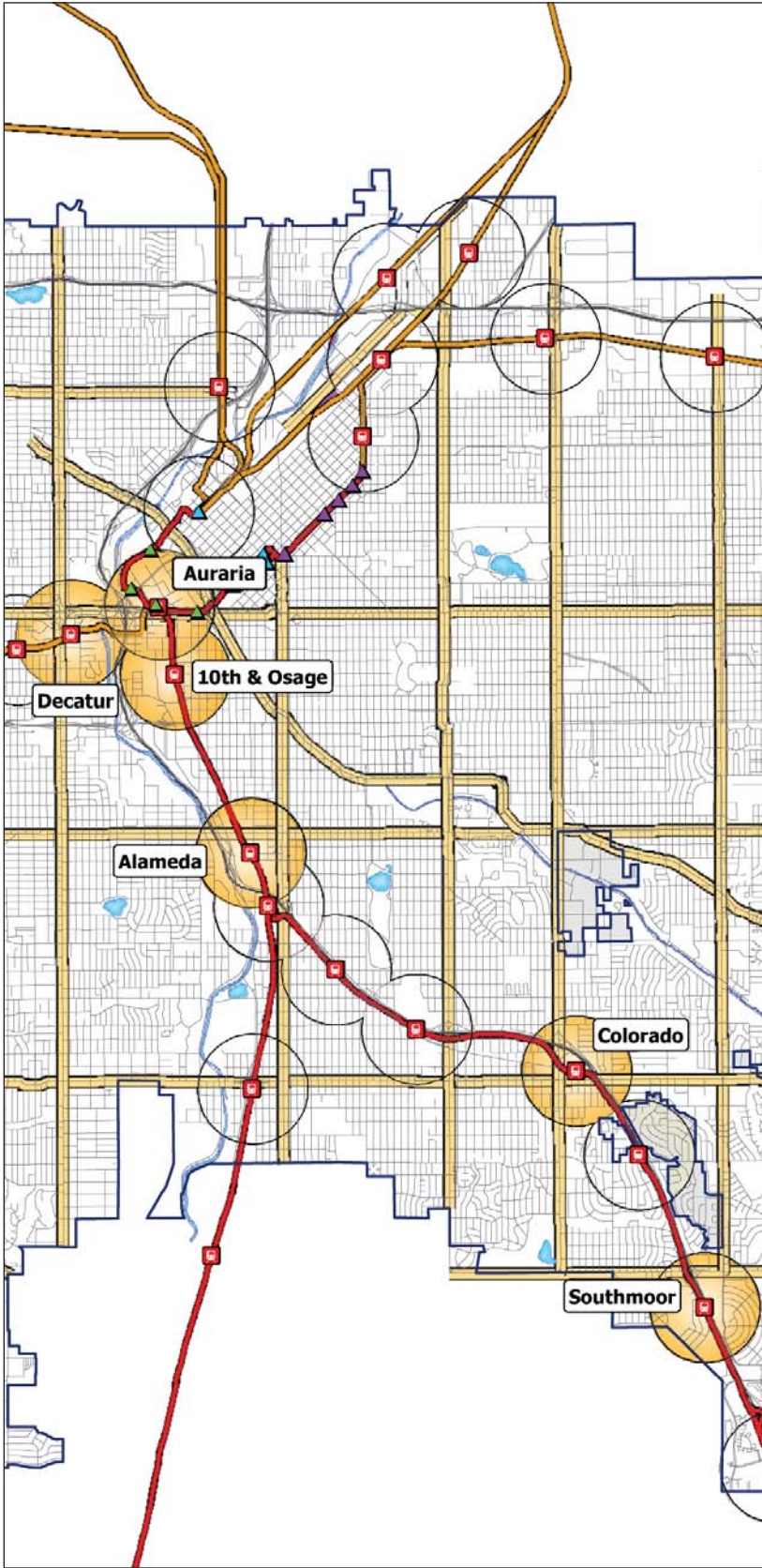
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# Public Workshop #2 Summary

# Public Workshop #2 Summary (draft) 6-19-07

Denver TOD Initiative - Station Area Plans  
Public Workshop #2: Development Alternatives



## Decatur, 10th & Osage and Auraria West Stations Public Workshop #2 - May 9, 2007

Public Workshop #2 for the 10th and Osage, Decatur and Auraria West light rail stations was held at Greenlee Elementary School at 1150 Lipan Street, May 9th, 2007 from 5:30 to 8:30 p.m. Approximately 113 participants attended.

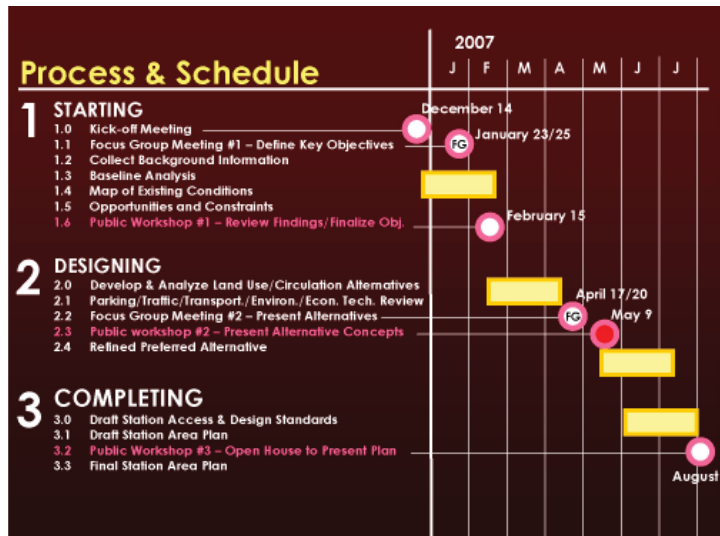
The public workshop began with a community welcome from Councilwoman Judy Montero, followed by a brief overview of the TOD planning process and introductions of consultants George Crandall, Don Arambula and Erin Carter by Catherine Cox-Blair, Principal City Planner for the City and County of Denver CPD. Finally, Chris Parr, Director of Development for the Denver Housing Authority, provided comment regarding the partnership between DHA and City during the TOD process.

A two-part PowerPoint presentation was given by the consultants that consisted of:

- 1- an overview of the consultant team and their project background
- 2- a PowerPoint presentation illustrating land use and circulation options

At the end of the presentation, a discussion was opened for general questions and comments. After a quick refreshment break, individual station area discussion groups were formed. Within these groups, participants were asked to complete response sheets (see example lower right) and discuss their issues and concerns while their comments were recorded.

A total of 120 response sheets were collected from 113 public workshop participants and 46 focus group participants. A tally of these results and a summary of discussion comments are listed on the following pages.




Project Schedule

Denver TOD Initiative  
**10th & Osage Public Workshop #2**  
May 09, 2007


**P2**

**Development Alternatives**


Please indicate your first and second choice in the boxes below:




**Option A**  
Existing Condition




**Option B**  
Station Infill




**Option C-1**  
Osage Corridor



**Option C-2**  
Osage Corridor



**Option D-1**  
Burnham Yard



**Option D-2**  
Burnham Yard

**Comments**

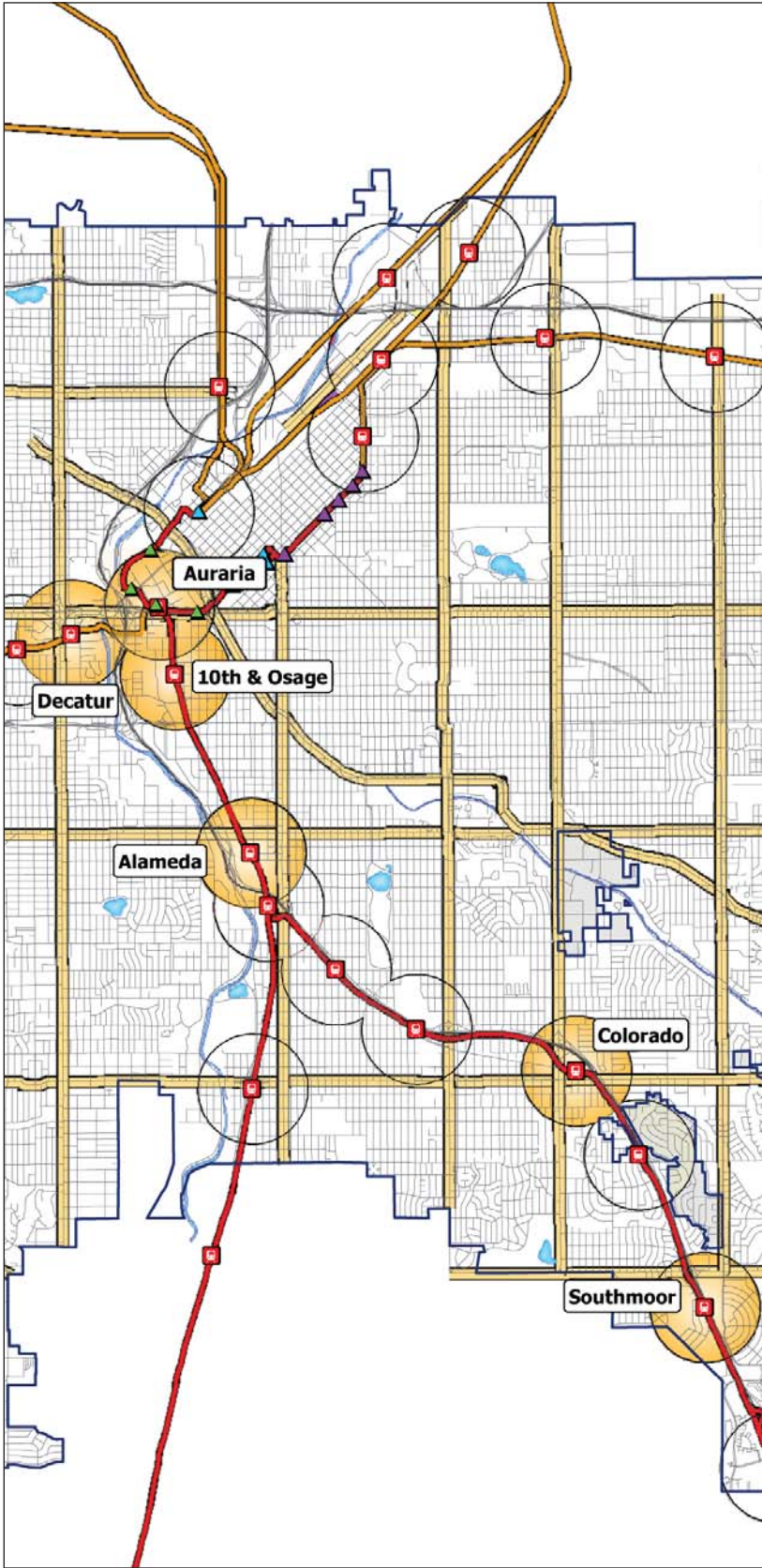
Please use the space below or the back of this page for additional comments:

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10th & Osage Public Workshop #2 Response Sheet



# Individual Station Summaries

# Decatur Station - Response Sheet Tally (draft) 6-19-07

Denver TOD Initiative - Station Area Plans  
Public Workshop #2: Development Alternatives

## Development Alternatives

A total of 49 response sheets were collected from the April 17th Focus Group and the May 9th Public Workshop. A tally of first and second choices are recorded in the boxes below:



1st Choice **5**    2nd Choice **0**

**Option A**  
Existing Condition



1st Choice **0**    2nd Choice **0**

**Option B-1**  
Federal Station



1st Choice **2**    2nd Choice **5**

**Option B-2**  
Federal Station



1st Choice **3**    2nd Choice **12**

**Option C-1**  
Decatur Station



1st Choice **31**    2nd Choice **3**

**Option C-2**  
Decatur Station

**Summary of Response Sheet Comments:**

- Access to a TOD is limited from Federal Blvd. A strong north/south street (Decatur) is essential to serve a TOD
- Neighborhoods have spent years bringing transit service to the west corridor and fought hard for the Federal Station. A proposal to relocate the station at this point is not realistic. The Federal location is locked-in and any attempt to move it will be opposed by RTD. Construction starts this month on the LRT-line and final engineering is nearing completion
- Redevelop Sun Valley Homes
- Option C-1 - land use and transportation work with the Federal Station location
- Please put a sidewalk on 13th Street and an elevator at our school
- I would like to see a state-of-the-art after-school facility to meet the needs of the Sun Valley Youth Center. I currently run an after-school program. We are also the only day-care for 3rd grade and up. I would like to continue to grow and serve the school and growing community
- I want a playground and safety is important
- Sun Valley needs better playgrounds for the kids
- Need more recreational spaces for children
- A kids' playground in the neighborhood sounds good too! I believe Sun Valley has a higher percentage of kids than any other neighborhood in Denver!
- It would be best to make the old brick buildings look better
- Please make sure to keep traffic low on Decatur St. There is already a lot of traffic through the children-packed neighborhood. Some way, somehow
- Don't get too congested!



*Discussion Group Spokesperson for the Decatur Station*

- Trolley needs to go all the way to Frog Hollow Park
- The Denver Rail Heritage Society is very pleased with the inclusion of the Platte Valley Trolley in public presentation and assurances that the trolley will be included in the final TOD plans for the Decatur Station. Based on the various plans currently presented we do have a concern; however, if we cannot use available city land (the filled waterway and the Canoga Ct. parking lot) to proceed in a timely manner to construction, the survival of the trolley will be at stake. Waiting years to pursue our project until a developer relocates streets, utilities, etc., will present difficult circumstances under which we would have to exist
- We want the trolley facility to be an integral part of the neighborhood, both from a transportation perspective but also from a community-involvement perspective. Our goal is to be flexible to the degree that we are not left out
- The Platte Valley Trolley has been operative to Decatur St. (from REI) since 1989 – why is it not shown on your map?
- Please place Platte Valley Trolley on map - trolley connection to Greenway and attractions the north
- The Trolley Transit Museum sounds like a great concept!
- Would like to see existing trolley in plan and map. Cross-platform and serving retail businesses and locations would be good
- The Trolley should end very close to the Decatur Station!
- Would like to see trolley (existing) on plan and map. Cross-platform is good. Serving retail location would help their business
- It seems like bus transit connections from Decatur Station to attractions like the Children's Museum, Downtown Aquarium, REI and Confluence Park won't work very well. The trolley serves all the above attractions!

## Decatur continued...

- I think the Platte Valley Trolley should be in this plan. This provides easy access to the South Platte Greenway, is very user- and community-friendly. The trolley provides access to the Children's Museum, the Aquarium and REI. Consider cross-platform transfer between RTD and trolley
- I like either option C-1 or C-2, if the trolley is included
- I like the "C" options as long as buses and passenger drop-offs still work
- How will the buses (30, 31 and 16) make connections with the "C" options?
- My choice is option C-1 with the Federal Station; no other choice is acceptable
- Option C-2 would help avoid the traffic on Federal Blvd.
- "C" options will improve viability of neighborhood redevelopment with closer proximity to Platte River and the existing residential scheduled for redevelopment
- One-to-one replacements for low-income housing. Provide an intentional and transparent transition plan for current residents. Re-evaluate Curtis Park plan if that is what DHA is planning to use. Many residents were left out of the process
- Low-income housing needs to be spread out, not centralized and isolated. Spread out and a good-looking part of the community
- Excellent workshop! High-density OK but provide affordable housing
- Blend-in low-income housing
- How much higher than the existing tracks will the light rail bridge over the Platte River be?
- Do NOT call the station "Federal"! Having a "Federal" Station and a "Federal Center" Station will be confusing to tourists... it should be the "Decatur" Station!
- Making 13th Ave. and Decatur Streets into signature streets seems like a good idea!
- If you are going to redevelop the neighborhood, it must be done all the way. Half-hearted development is doomed to failure
- Sun Valley needs a new big building for more kids and better service. Our building needed lots of upgrades, more space and parking with a nice playground
- 2000 parking spaces is too much!
- Please do not kick me and my five kids out of our home
- I own the property across the street from the Denver Municipal Building at the corner of lot M. My plan is a mixed-use of commercial (ground-floor) and residential going vertical
- What I would like for our community is more equipment for Fairview Elementary, a bigger church so all of us who are in the church can fit and some equipment for the church. Please and thank you
- Remember historic structures at Colfax and Zuni
- Good parking in plan – not congested neighborhood
- I like the idea of the proposed redevelopment of the Sun Valley Homes. I would like to see the homes spread out in a wide range of space instead of in the old area
- Mi preocupacion es que si vendo mi casa no me paguen suficiente para comprar otra casa igual o mayor de la que tengo actualmente you vivo en Holden Place and Decatur. Ademas el proyecto que tienen es muy bonito pero creo que es dificil que you disfrute en un futuro de el
- Show power plant
- Do not forget car or bus access from Federal. Optimize Federal and DHH connecting to Option B-2
- Sun Valley Re-development is desirable, phase replacement
- Connect 9000 people – FEMA map
- Connect to Federal Blvd. retail and Main Street. Do not compete with Federal, reinforce
- Bike connections are tenuous
- Substation feeders impact of power station on perceived value of development
- Co-generation sustainability with power station – wastes heat
- I want a better playground and bigger field and more balls, like more tether balls
- I want a pinball machine. Just don't knock down our homes because we won't have a place to live because some of us are poor
- New playground - That looks like there's an elevator in our school – no tag!
- I want a squirt gun

## Decatur continued...

**Summary of Discussion  
Comments:**

- Assets: Trolley Museum, Recreation Center, School, DHS
- Make Sun Valley look nice and don't push residents out
- Concerned about station access
- Use trolley to provide access to Invesco Field and museum
- Include a library
- Concern with Gulch location for bus access
- Will the TOD plans increase traffic on Decatur?
- Sub-station detracts
- Revitalization of old houses
- Blend in low-income housing, but not like Lowry
- New and improved church
- There are two shelters, a camp on the river and homeless people on 13th that are dangerous and unsightly
- Provide more child-friendly areas
- High-density is okay
- Focus on parks
- Provide row homes to off-set high-density
- Provide some mix of affordable housing
- Focus on trolley
- Consider bus service in and out
- Provide mixed-uses underneath residential
- Like development and want as much density as possible so we can sell our property and make money
- Prefer to not have a lot of congestion
- Kids from Sun Valley: Swimming pool, arcade, sidewalks on both sides, elevator in school, playground
- Don't knock down our homes

# 10th & Osage Station - Response Sheet Tally (draft) 6-19-07

Denver TOD Initiative - Station Area Plans  
Public Workshop #2: Development Alternatives

## Development Alternatives

A total of 61 response sheets were collected from the April 18th Focus Group and the May 9th Public Workshop. A tally of first and second choices are recorded in the boxes below:



1st Choice **17** 2nd Choice **1**

**Option A**  
Existing Condition



1st Choice **3** 2nd Choice **4**

**Option B**  
Station Infill



1st Choice **0** 2nd Choice **4**

**Option C-1**  
Osage Corridor



1st Choice **10** 2nd Choice **6**

**Option C-2**  
Osage Corridor



1st Choice **3** 2nd Choice **5**

**Option D-1**  
Burnham Yard



1st Choice **19** 2nd Choice **3**

**Option D-2**  
Burnham Yard

NOTE: Not all respondents selected preferred options

**Summary of Response Sheet Comments:**

- I'm really happy to hear the city is investing in this great community near downtown, especially when my main transportation is light-rail
- I think they should keep it the same or put in a little bit more stuff because this neighborhood, I think, isn't made to look or have fancy stuff in or around it
- But I also think they should put more stuff in the empty places 'around' the PJ's because they're not using it, so why not use it and make something out of it. For example: a skate park, housing, other stores or schools
- I think we should keep the projects the same because people are going to come there and tag all over it and it destroys the nice homes. Please keep the projects here for the kids and other people who need homes –and it is bad because if we did not get what we got we wouldn't have enough money and we would be homeless
- I can ride the RTD bus or light rail to go to school then back home
- Change may be a good thing. This neighborhood needs opportunity and revitalization. However, these are people who have been incredibly marginalized and it feels that this may be an attempt by the city to further marginalize to the benefit of the privileged. I don't choose an option because rather than this there needs to be much more community involvement than just three meetings with check boxes. What about schools? (Green and West rank terribly) What about opportunities for kids? (Bridge, Boys and Girls Club)
- University of Denver, "The Bridge Project" at South Lincoln Park



*Discussion Group Spokesperson for the 10th & Osage Station*

- DHA housing needs to be replaced, but no displacement of residents. No gentrification; preserve the community
- Our building is no more and there was a lot of people living there and it changed from housing to retail
- How do you envision West High in this entire program?
- Options C-1 & 2, D-1 & 2: Develop to the south to 6th Ave. What would be in its place? What kind of retail will be more conducive to the population? D-2. Besides tying Osage to Santa Fe, would Santa Fe have a turn station?
- I favor immediate planning to incorporate Burnham Yard. It will offer new potential for housing without displacing South Lincoln. The Plaza idea to connect toward Santa Fe is important. Parking for the station is an obvious omission. Opening Osage to 7th and 8th is also critical
- Option C-2: realistic, short-term. Option D-2: long-term
- Important issues: maintain affordable housing for this predominantly Latino populated neighborhood, connection to Santa Fe Drive, mixed-use and income, job creation for residents, Newsed should be allowed to be one of the developers, needs to be a balance between gentrification and affordable housing, business opportunities for residents
- Senior housing area
- Increase connectivity and emphasize the station-area as a destination. A cultural core for the neighborhood
- Excellent progressive ideas for D-2. As a high school and college graduate from this area, it's time for a change
- Neighborhood-serving retail!
- Ped/bike lanes to Santa Fe
- 2-way traffic on Kalamath and Santa Fe

## 10th &amp; Osage continued...

- We have community gardens on 10th Ave. between Osage and Mariposa and on Greenlee Elementary property. We would like for these community resources to be kept in mind as development and potential development is planned
- We like the idea of the corridor/greenway connectivity to Santa Fe along 10th and 11th. Increased ped/bike-friendly destinations and thru-ways are important
- I sense a strong resistance to development amongst residents and significant fears of displacement. I would like to see these fears and concerns honored; but at the same time, I think that the area around this station has great potential and residents would benefit from, if nothing else, an overall aesthetic that provided more tree-cover and well-maintained landscapes. Ideally, the desired redevelopment could be achieved through remodeling of the South Lincoln homes that wouldn't necessitate resident relocation
- As parking is planned for, I would like to see that the structure's footprint remains small and that it is placed as much out-of-sight as possible (behind buildings or underground)
- Corridor in D-2 Option should be incorporated in C-2 from station to Mariposa St. Also, 'soft transport' up and down 10th and 11th
- Clearly communicate the phased approach to residents and community members. Retail and replacement housing is critical to residents' neighborhood to be strengthened
- Lincoln Park really should be incorporated into any redevelopment of the 10th and Osage stop. Parks are such a vital community space and important to the community and draw visitors
- I love the idea of user-friendly pedestrian and bike paths that will connect Santa Fe and the 10th & Osage Station
- The City and County of Denver is woefully short of housing for the 'po' – the very low-income population such as disabled seniors – that is safe, secure and clean. "As we treat the least..." We know the city needs tax revenue, of course, but hopefully not on the backs of the poor
- I am unsure. More information needed
- Residents living in South Lincoln Park Housing do not believe that the relocation process is going to happen. They are scared that they will lose their homes. Also, a lot of people were not clear about the various options/color coding. No clue!
- What happens to the people whose houses will be affected from 9th to 8th on Mariposa St. What do you mean by conformity?
- South Lincoln Homes should be left as is for the foreseeable future. Burnham Yards can be developed for housing, much like the new area between lower downtown and the Highlands neighborhood
- South Lincoln needs Laundromat. DHA needs to at least put in writing if they replace South Lincoln
- Osage Mercado concept and outstanding planning must be integrated into any TOD initiative
- Self-determination of redevelopment by residents of the neighborhood
- I see C-2 at least within reach and should be adopted prior to a full development of the Burnham Yard
- I have no second-choice because I don't think change is needed
- What is important to me is that the empty land adjacent to the light rail station becomes an asset to the community, and not an eye-sore. Establishing a public plaza/residential/destination-location for a work-sell entrepreneurial and educational cultural center on that location would be best and would truly honor the residents and historical culture of the neighborhood. In addition, the Santa Fe Arts District has become a huge asset to the business and arts community. We need to connect that district with accessibility to the light rail station. Therefore, any idea of a tree-lined walkway along 10th Ave. between the station and Santa Fe Drive would be a wonderful asset. People come to the area to spend time here with their families and friends and wouldn't necessarily just drive through, as has been the reality most recently. Local residents are deeply concerned about mass displacement in the event that any of this development takes place. What is suggested in these illustrations is glamour and retail/residents coming from outside. What needs to happen is the Osage Mercado/Cultural Center concept, because it is meant to be sustainable by the residents who want to start small businesses and provide their local services for the local community. This way, the local residents are invested in the growth of their own community. Frankly, any of the choices offered on the reverse side takes into account only big business and making wealthy people richer. This projects needs to be by the residents, for the residents

## 10th &amp; Osage continued...

- My concerns and key points to keep in mind in any of the proposed developments (other than status quo) would be the following: 1) maintain cultural character of existing neighborhood 2) Inject development that diversifies and extenuates marketplace that is affordable and focuses on make-up of neighborhood with opportunity for other city residents to visit, enjoy, show, etc.; small businesses can set up and thrive (subsidized rents, for example) 3) Educational/job training facilities for residents 4) management and programming of development be kept local; especially neighborhood associations 5) Housing stock should accommodate family sizes of 3-plus versus singles/couples
- Osage if expanded – please only to 8th. 7th is narrow and already squeezed between Santa Fe and Kalamath. I believe mixed-incomes and mixed-uses are best. Redeveloping South Lincoln certainly has impacts on residents and the organizations that serve them. Depending on timeline and displacement I think residents deserve something better... they deserve something beautiful and this is an opportunity to do that. I selected Option C-2 and D-2 for their retail proximity to the stop, which means employment for the residents. Projects like the Osage Coalition bring both, plus education and open space. Suggesting a combination of community development is best and speed of build-out will be key. Please consider looking at solutions that already exist, where partners are already in place. I wouldn't lay out opportunities/choices that are potentially 50 years off due to private land control. It confuses the choices and creates expectations you'll never be able to fill. Please don't set yourself, or the community, up for failure... Bring these options when they are feasible
- I think Option C-2 would work best because it would optimize 'energy' in connectedness of the station with neighborhood since it would encompass more area while still being not too large, but long-term planning should extend to the Westside-the Burnham Yard D-1 option. Alternately, I like C-1 because still accomplishes the same goal. Where is the parking? I don't see a lot of parking for train riders going to downtown. It is entirely imperative that the sidewalks be conducive to walking and bicycles and entirely safe and extend into the outreaches of the station development even if it reaches as far as 8th or 6th Avenues
- Incorporate and be aware: 1) senior and family recreation center a must! 2) wide sidewalks for dogs on lead, wheel chairs and trams. Traffic calming measure for safety and friendly-use; 3) adequate parking for people who live more than ½-mile away as well, to stop, eat and avail of light rail to other destinations in metro area; 4) Blue Print Denver is no longer up to date. Flexibility of planning is a must; 5) lip service to existing neighborhood character is not enough! 6) Concerns by attendees should not be swept away at decision-time
- I don't feel that there has been a sincere effort to listen to the voices of this agenda and fear that development proposals will inevitably mean displacement
- Where is the guarantee and accountability to people in the neighborhood now?
- What can I do about a problem that I have in my property located 924 10th Ave and Santa Fe, which is commercial and apartments; people break my windows and I don't know what to do about this problem
- Just leave it like it is
- Will there be real homes and not just apartments? I feel like Denver wants people to live as sardines. I know Denver sees money coming, which may mean that families with children will be removed. There is no guarantee in life. The City of Denver can't be sure that the people who live here now won't stay. To be truthful, the City of Denver is really concerned about bringing in money and doesn't care about people. Since 9-11 the government has gone money-crazy
- Bottom line is people in the South Lincoln Projects will not have housing after development. Development will change residents' lives for the worse
- We need family and senior recreation centers – hopefully with indoor pools, basketball, craft rooms, general meeting rooms, etc. and affordable housing for less than \$15K/year people. Our building is in pink zone in all maps. It looks like 250 people will be displaced in one building!
- I was impressed by the way that you so deftly and accurately recorded everyone's concerns from the last meeting on the TOD website AND managed to completely disregard people's concerns about the future of their neighborhood - how you will be accountable to them, and how you will ensure that residents are not displaced, disregarded, ignored and walked all over. How much money from your contract went into ignoring everyone? Why was no energy put into planning how to keep the current and existing community intact? Where are some REAL options

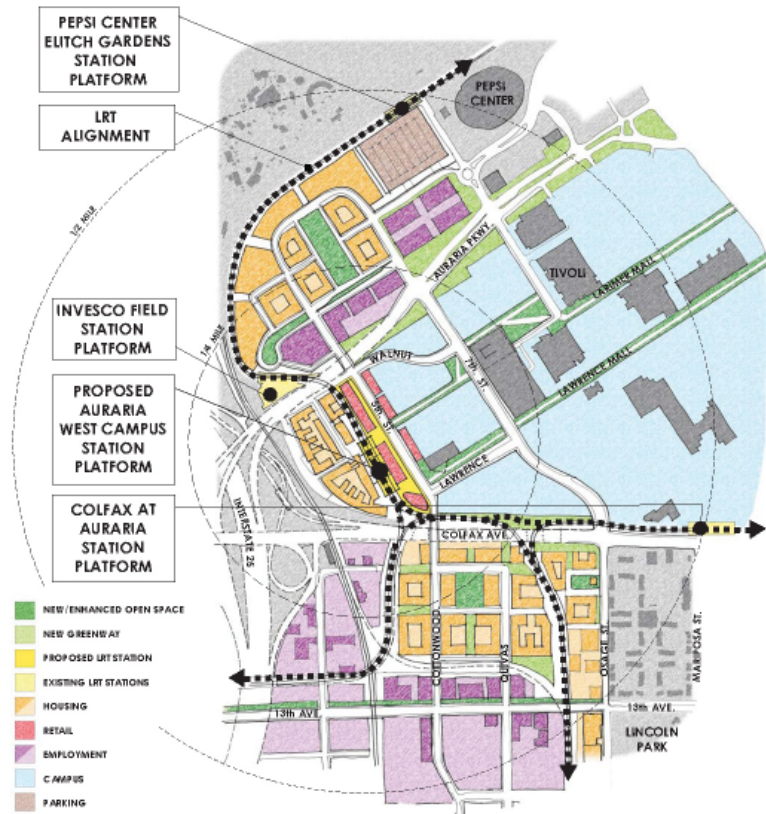
## 10th &amp; Osage continued...

### Summary of Discussion Comments:

- Plans for family or senior rec center?
- Blueprint Denver and other development plans are areas of stability
- SLPH: could you build on what's there now instead of full redevelopment?
- Final recommendations: will they include zoning and what type of housing goes where? If yes, what type of density? Be respectful of neighborhoods and provide for families
- What is the sample size for Response Sheet? The more the better...
- What does mixed-income mean? Accommodate all who are here now and additional folks. Is there going to be a plan for all those who are there to be able to return?
- SLPH: where would people get relocated to? A HUD process – existing housing stock. 3 options – very detailed – process with relocation funds and ability to move back into the neighborhood (ideally phased with City-owned land)
- 13th and Galapego – Illustrated as retail, but it now serves as an apartment building. What will happen with their homes?
- If the RR yards develop in the future, there is the possibility for beneficial development
- Students/kids Bridge Project didn't like how things were presented. Existing is all gray and what is mixed-income?
- All plans show fancy boutiques and rich white people. Residents need shopettes. This redevelopment will displace people and raise property values and do not protect affordability and who is accountable?
- Don't box in to just one thing. Not just retail or jobs or residential – mix of uses. What creates character is program and management of development locally? Subsidized housing and retail?
- D-2 – still DHA, what does low-income mean? What size would units be? Family-sized? If this does happen will DHA provide written agreement to allow people the right of return?
- South Lincoln Park Homes (SLPH) – If the Burnham Yard includes housing, would it be like CPV and just cosmetic improvements to SLPH later? Money could be used later for SLPH
- Schools – loss of families would be a concern.

## Development Option B: Campus Plan Modified

A total of 7 response sheets were collected from the May 9th Public Workshop. A tally of the results are recorded in the boxes below:



### Circulation

	Yes	No	Other
1) Auraria West Campus station platform location	5	0	1
2) 5th/7th Street loop connection *	1	3	3
3) 5th Street/Cottonwood extension to the south	6	1	0
4) Direct Lawrence and Larimer St. pedestrian connections to station	4	0	0

### Land Use

	Yes	No	Other
5) Retail main street on 5th	6	0	0
6) Housing concentration south of Colfax	5	1	0
7) Housing/office district north of Auraria Parkway	1	3	2

NOTE: Not all participants responded to each question

\* The results of this question reflect a concern for eliminating Curtis Street

**Summary of Response Sheet Comments:**



*Discussion Group Spokesperson for the Auraria West Station*

- Keep current station, run LRT along 5th
- Locate station as shown in RTD's 65% drawings
- Not sure about the 5th/7th Street Loop. Needs more study, but looks okay
- Must keep Curtis connection to downtown
- 5th Street/Cottonwood extension to the south requires more land acquisition west of Cottonwood
- Change land use from "retail" to "student-oriented retail" on 5th
- Concentrate housing south of Colfax
- Too much housing, need more jobs/office
- Locate housing/office district north of Auraria Parkway
- Change housing to "Entertainment/office district and Campus-supportive retail" north of Auraria Parkway
- Change housing designation to "Entertainment/office district" north of Auraria Parkway
- Too much housing – more entertainment
- Street closure a big issue! Needs much more conversation!
- If this is a plan for the future and optimal decision for the properties, if going to show Burnham Yard developed... must take out Burnham Lead. Also, our plan shows the only viable areas for residential. Please re-look at our plan, we have deed restrictions on the property for residential
- From Kroenke's perspective, devel-

- opment in the area should consist of office near Invesco Station, entertainment (Pepsi Center and City Lights) and campus-supportive retail
- Eventual location of City Lights Pavilion (entertainment) [northern end of proposed 'new/enhanced open space' north of campus indicated]
- Housing not a realistic use near concerts and entertainment
- Downtown Area Plan seeks "Districts" with special identity in Denver, i.e. Entertainment District
- Need to focus on "Entertainment District" and campus-supportive retail uses
- Find a better location for the station so that Burnham Lead does not ruin La Alma Lincoln Park's existing neighborhood
- North-south connections have to

- work
- Connections to La Alma/Lincoln Park neighborhood – closer
- Conform to neighborhood plan
- East-west connections have to work
- Use already planned properties as your base map
- If Burnham Yard develops, Lead goes away. 10th and Osage shows yard developed, therefore, Lead should go away
- RTD does not have grades for the Burnham Lead and it might not work

## Auraria West continued...

### Summary of Discussion Comments:

- Show an option without the Burnham Lead similar to the 10th and Osage options. This is a long term plan
- Residential will probably not be viable on the property south of Colfax if the Burnham Lead remains
- The plan should reflect that the area around the Pepsi Center across Auraria Parkway is envisioned as an entertainment district. It is not planned for residential. Retail and entertainment establishments built along Auraria Parkway would help tie the campus to the area
- I question the retail shown in the plan near the station. Any retail near the station should not compete with downtown or the campus serving retail on Colfax
- Design retail at station to serve neighborhood south of Colfax
- Owner of property at 13th and Osage would like to see how the property could tie north to Auraria Station as well as west to the 10th and Osage Station
- Circulation through the campus needs to be examined. Campus plan is looking at closing Walnut Street to vehicles. Circulation options on Curtis Street and Lawrence
- North-south ties through campus and to the downtown are important
- Use existing developer plans as basis for the station area plan
- Surface parking on the Auraria campus is being replaced gradually on a 1 to 1 basis with structured parking. Auraria must maintain the same total number of parking spaces on campus to maintain its bonding capacity. Parking demand on campus is down since the TREX light rail opened. Future parking demand may decline with more light rail service