

Denver TOD Initiative



38th and Blake Workshop #1
Station Area Plan Summary
02.04.2009

Wyatt-Edison School

38th and Blake Workshop #1
February 4, 2009
Wyatt-Edison School

Workshop #1 was convened to examine land use and circulation around the future RTD FasTracks East Corridor commuter rail station at 38th and Blake. Community input gathered at the workshop will assist in the formulation of a station area plan which will provide a vision for future development and infrastructure improvements in the area.

Gideon Berger and Courtland Hyser city planners with Denver Community Planning and Development, and PB PlaceMaking staff hosted the event. Presentations at the workshop outlined the planning process for the 38th and Blake station area, opportunities and constraints in the station area, current trends in Transit Oriented Development (TOD) design and current RTD plans for the station platform.

A charette process took place during the remainder of the workshop. Participants broke into smaller groups of 5-8 people. Using a base map, the groups outlined ideas, concerns, qualities of their neighborhood and possible improvements that the station could bring. Using input from the groups, the designer at each table created a trace overlay that illustrated these ideas. A member from each group then presented their findings to the larger group.

Two station area alternatives will be developed using public input gathered at this workshop. These alternatives will represent two possible conceptual plans that will outline suggested land uses, circulation patterns and possible building massing for the station area. Once completed, these more refined ideas will be presented to the public for further refinement which will result in a preferred map.

Summary of Group Comments/Common Themes:

- Redesign streets and improve pedestrian connections to provide better access to the station area and between neighborhoods.
- Improvements are needed at the 38th Street underpass to make it safer and more pedestrian friendly.
- Reconnect neighborhoods in the station area to each other.
- Utilize drainage needs as an opportunity to create pedestrian amenities.
- Utilize existing neighborhood character to enhance future development.
- Create neighborhood scale retail amenities.
- Do not preclude the central corridor transit connection.
- Use local art resources to differentiate the neighborhoods and the station area.

Next Steps:

Following this workshop, the City and design team will work together to create two alternative TOD concepts for the station area. These concepts will incorporate the public feedback the team has heard to-date. For more information on the project, visit www.denvergov.org/tod and click the 38th and Blake link.





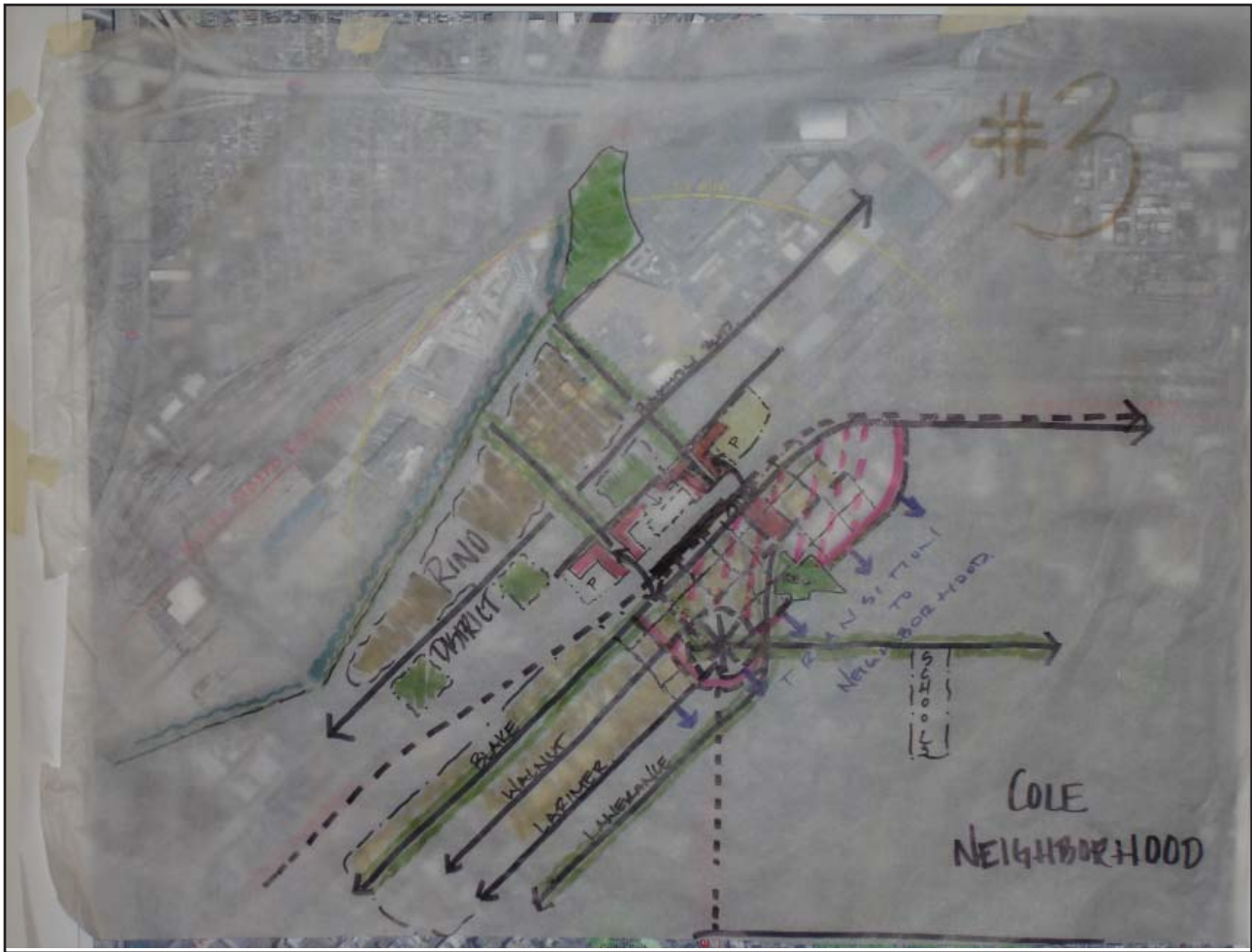
Group 1

- More trees
- Extend the Central Corridor past the station area and into the surrounding neighborhood (north and south).
- Improve pedestrian and bike connections and infrastructure throughout the area
- Need more grocery stores in the area
- St. Charles Recreation Center needs improvement
- Live/Work/Retail at station
- Employ the local population
- Do not want developer to assemble multiple contiguous lots



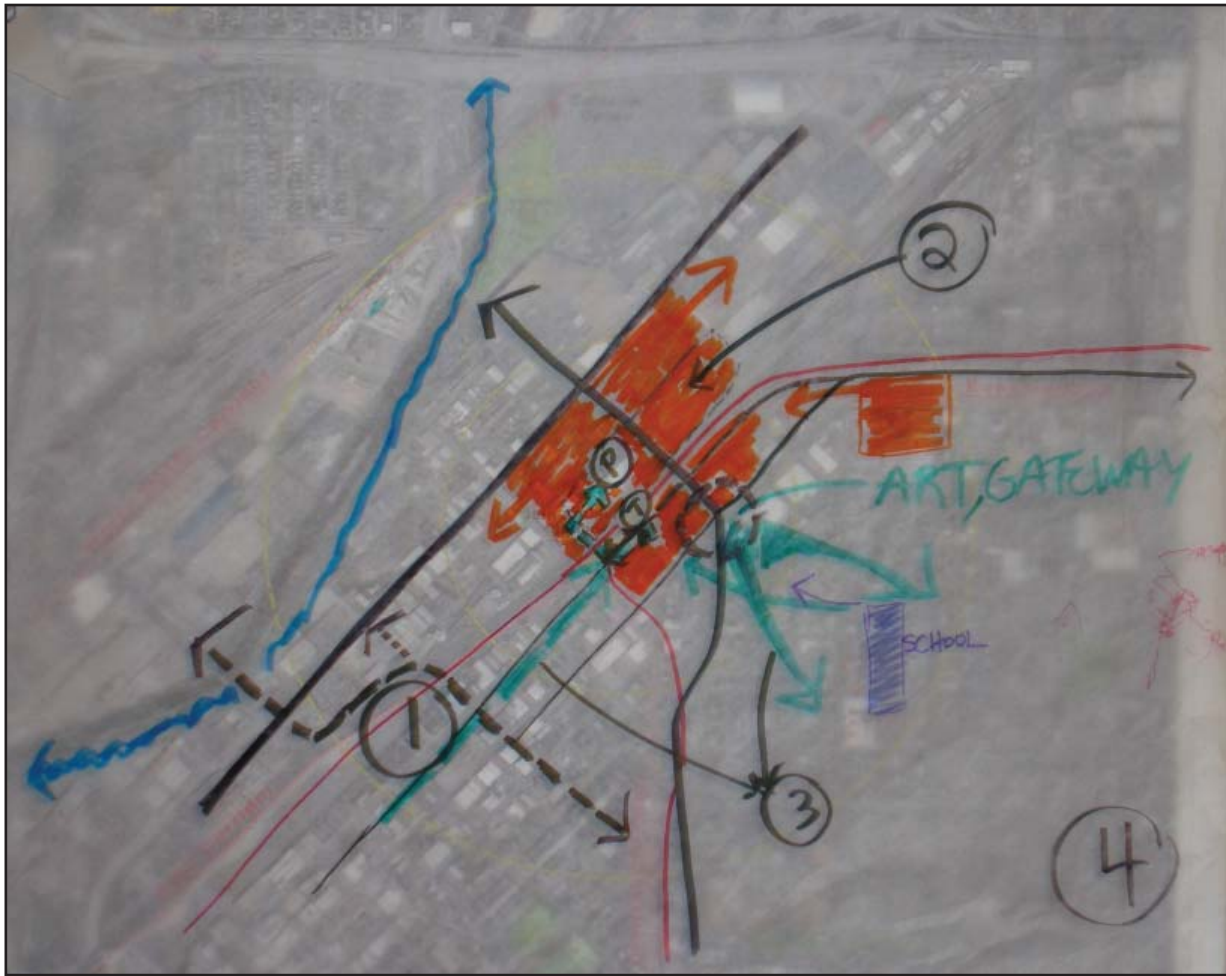
Group 2

- Use 36th and 33rd as access point to connect Cole to the Station and connect across the tracks to the river (also connect TAXI)
- Improve streets /decouple one way streets and create two-way streets
- Create gateways to the station area using the art resources of the area
- Celebrate the industrial nature and artistic personality of the neighborhood
- Turn drainage into some sort of amenity (like a skate park or duck pound)
- Retail wrap of station parking structure



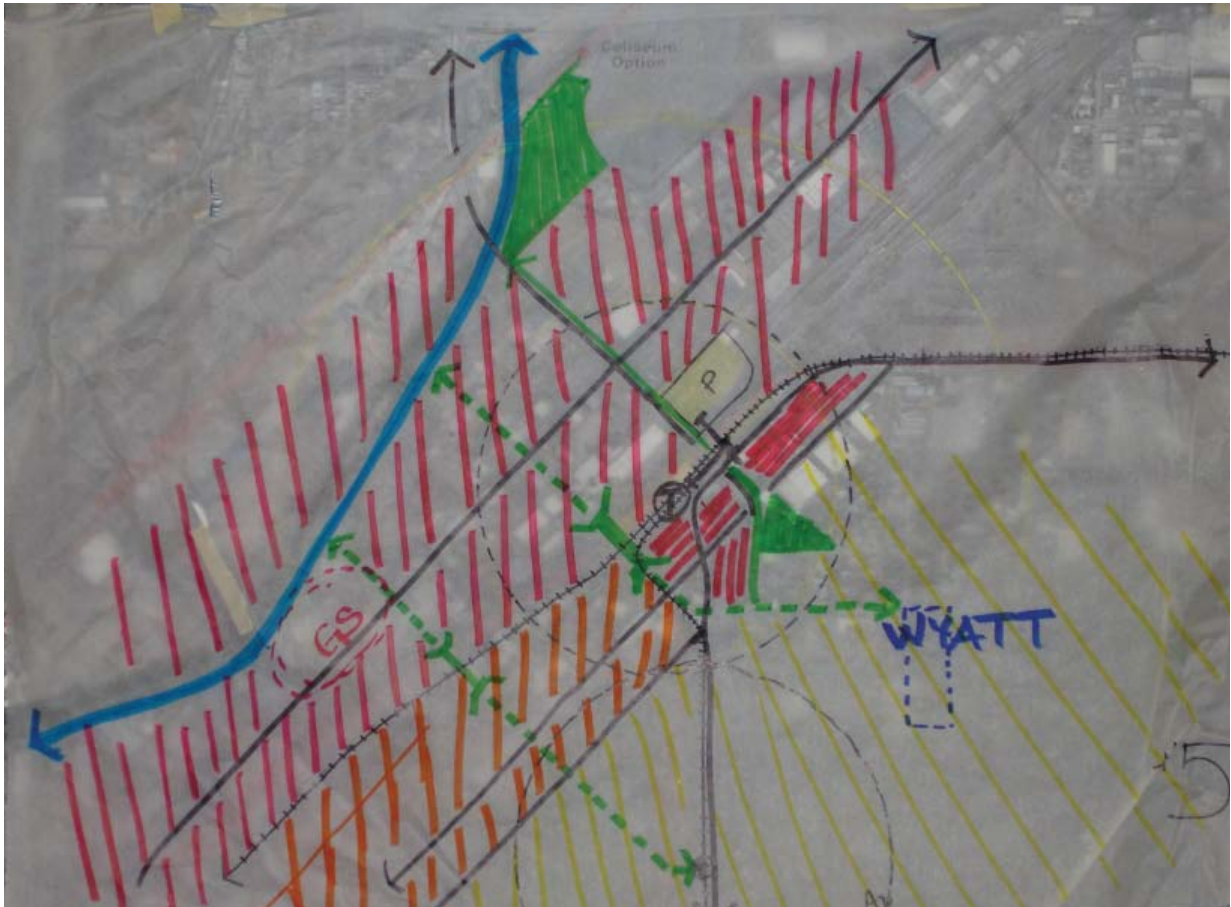
Group 3

- Grid near station, access to station and decoupling of streets
- 36th Street pedestrian bridge is needed to create more connections
- Bike connectivity
- Embrace river as amenity
- Address drainage / open space needs with another greenway; plazas
- Gateway to station at Downing and 37th / 36th
- High density residential along river / Brighton Blvd.
- RMU between the tracks and Larimer – up to 7 stories
- Mixed use district – Station gateway and north along Larimer to tracks and transition to neighborhoods
- Parking- Active edges (buildings) fronting 38th and Wynkoop-hide RTD parking
- Public art



Group 4

- Convert a street into a canal to address drainage issues
- Platte trail needs to be improved and maintained
- Structure RTD parking
- Can central corridor be included into planning with the East corridor
- Station should act as a centerpiece of all three neighborhoods
- Retail should be neighborhood scale, not a large Mall
- Would like to see a grocery store in the area
- Better pedestrian amenities in the area
- Need traffic calming on Downing
- Move RTD parking to other side of 38th Street and move the pedestrian bridge to 36th Street
- Wrap the parking with retail uses
- 33rd should be extended across the tracks to provide more circulation options
- The streets and area need better wayfinding and landscaping amenities
- Make Blake a two way and the same for Larimer



Group 5

- Redesign 38th Street underpass (traffic, amenities and storm water)
- Move the planned RTD pedestrian bridge to 36th Street and build a new one at 33rd Street
- Design drainage canals as amenities
- Mixed use concept should accommodate existing industrial uses
- Preserve stable neighborhoods (Cole, Curtis Park)
- Encourage redevelopment in Upper Larimer and River North (RINO)
- Questions: Pedestrian crossing, connections to Cole? Transit access for Globeville?
What happens to traffic on 40th? Possibility of converting one way streets to two way?