

# stakeholder meeting #1 notes

may 30, 2019

The following document is a summary of notes, themes, and project goals discussed at the 41<sup>st</sup> and Fox Next Steps Study stakeholder committee meeting #1.

## meeting overview

On May 30, the 41<sup>st</sup> and Fox project team convened its first stakeholder committee meeting at Shopworks Architecture (301 W 45<sup>th</sup> Ave). Stakeholders and project team members discussed study schedules, insights and observations from the area tour, key existing conditions highlights, and their hopes and fears for the study area. The meeting ended with an update on the Denver GO Bond sidewalks program for the area.

## meeting attendees

MEMBER	ORGANIZATION
Karen Good (Project Manager)	Public Works, Project Planning
Beth Vogelsang (Project Manager)	OV Consulting, LLC
Chris Nevitt	Transit Oriented Development
Gary Sandel	North Denver Cornerstone Collaborative (NDCC)
Chris Vogelsang	OV Consulting, LLC
Heather Fernandez	Denver Public Schools (DPS) Safe Routes to School
Bryon Weber	Auraria Higher Education Center (AHEC)
Tracy Sakaguchi	Colorado Motor Carriers Association
Mike Guertin	Denver Urban Renewal Authority
Jill Locantore	WalkDenver
Kelley Flock	Area Resident
Kim Sperry	Pollack Shores
Tom Dufficy	Central Denver Ironworks
Bill Hare	Sunnyside United Neighbors, Inc. (SUNI)
Chad Holtzinger	Shopworks Architecture
Zak Kessler	Fox North
Brian Palmer	Fox North
Max Lubarsky	OV Consulting, LLC

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## **schedule and overview**

### **study overview / review**

- Karen Good kicked off meeting and welcomed stakeholders
- Beth Vogelsang, consultant project manager, began the meeting with introductions and a brief project overview.
- The primary intent of the study is to evaluate the feasibility, cost, and design options of four distinct transportation investigations to increase access and connectivity:
  - Northern crossing options near former Denver Post printing site
  - 44<sup>th</sup> Ave overpass at I-25
  - I-25 Interchange / 39<sup>th</sup> Ave / 38<sup>th</sup> / Fox intersection
  - Area wide Travel Demand Management (TDM) practices

### **study schedule**

- June marks the wrap-up of the 'Discovery and Analysis' Phase and the kick-off of the Alternatives and Scenario Development Phase.
- Stakeholder Committee is scheduled to convene two additional times before recommendations are final in early 2019.
- The first public meeting is being considered for Tuesday, June 25<sup>th</sup> or the week of July 8<sup>th</sup>. The meeting is planned to be an outside event at the RTD Station at 41<sup>st</sup> and Fox. Details to follow.

### **stakeholder tour (april) key takeaways**

- April area tour revealed additional insight from stakeholders and project members. Key tour-inspired considerations include:
  - Reminder: The study area (41<sup>st</sup> and Fox ) is part of Globeville neighborhood. It is important to respect and honor this as part of an existing neighborhood – not a new neighborhood.
  - Need for green space / park space within the area
  - Barcelona superblock concept might be a model for transportation and land use prioritization
  - Local employment within the neighborhood is critical
  - Affordable housing in the area is critical – both opportunities to maintain naturally occurring affordable housing (existing single family) and construct new affordable housing opportunities.

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## existing conditions

### transportation

- Chris Vogeslang, consultant transportation lead, presented a brief overview of existing transportation conditions.
- Area traffic volumes indicate significant traffic volumes at the intersection of 38<sup>th</sup> / Park / I-25, while internal site traffic is relatively low (appx. 4000 ADT along Fox St and 44<sup>th</sup> Ave). Predominant movement at this intersection are SB turns from 38<sup>th</sup> Ave and WB movement onto 38<sup>th</sup> from I-25
- The 38<sup>th</sup> / Park / I-25 intersection is a complex, multi-node system with complicated signal coordination. This study aims to examine ways to realign this intersection to provide more efficient vehicular movement and a stronger bike and pedestrian environment.
- The existing sidewalk and pedestrian environment is fractured. Some newer sidewalks have been constructed along the west side of Fox St, but sidewalks are frequently missing in key areas including 44<sup>th</sup> Ave and portions of Fox St. Much of the planned bicycle network in the area has been identified as needing further study from Denver Moves. This study aims to identify a coordinated and complete bicycle network in the area, connecting through the site and to nearby areas like Sunnyside, downtown, National Western Center, and the historic Main Street in Globeville.
- Northern Crossing
  - Several infrastructure challenges, including rail crossing requirements and utility conflicts, are apparent during initial phase of investigation. Costing estimates and potential bridge profile options are forthcoming.
- 44<sup>th</sup> Ave Overpass
  - Existing bridge is ~46 feet, includes 2 travel lanes, sidewalk on one side, and bike lanes. Exploration on this investigation includes reallocation of space and / or additional pedestrian and bike infrastructure considerations.

### drainage

- Existing flooding issues persist at 38<sup>th</sup> underpass. The 41<sup>st</sup> and Fox Study Area, though, remains generally clear of flooding risk. This study aims to explore options for the 38<sup>th</sup> underpass that improve flooding conditions and ensure freight / truck travel is accommodated.

### land use

- Chris Parezo, consultant land use lead, presented the land use considerations for the study area. Current Station Area Plan (dating to 2009) anticipates significant growth increase, yet market conditions and neighborhood context may prescribe lower densities. The study team presented incremental growth scenarios that may be more realistic than the full buildout of the Station Area Plan. The group's thinking around land use is an important aspect to future decision-making around transportation infrastructure, design options and TDM practices.
- This study is not proposing a new or amended land use map for the existing Station Area Plan as adopted in 2009. Land-use and market evaluation is intended to inform transportation and

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other infrastructure improvements in the area. Further refinement of these scenarios is on-going.

- Stakeholder Input: *General agreement around the "hybrid" land use scenario that recognizes currently planned growth and a more modest version of infill compared to the station area plan. Comments included concern over costs of future infrastructure investments and relationship to existing or planned development levels.*

## **stakeholder priority exercise**

- Stakeholders were asked to participate in a prioritization exercise designed to identify hopes and fears for this area. Themes included:
  - Desire for a true 'place' – respecting historic neighborhood and cultural influences. Fear of creating a neighborhood with no soul
  - Interest in a walkable town center
  - Focus on multi-modal neighborhood with biking and walking options for people of all ages; development of a '15-minute neighborhood'
  - Preservation of existing single-family residential and anticipation for modest growth increase
  - Fear of uncertain financial strategy for developing infrastructure – costs and responsibilities
- Complete comments from exercise attached

## **discussion and general stakeholder comments**

- *What is the plan for the existing RTD Parking Lot? Can it be repurposed or planned for development?*
  - Indications from RTD are that they are watching the ridership and utilization of the parking lot related to the G-Line opening for now. Redevelopment or repurposing of the lot is possible in long-range planning but uncertain at this time.
- *What is timeline of Fox North Development?*
  - Currently the development is on 5-10-year horizon; overall mix of land uses is fluid and may change due to market conditions. Infrastructure Master Plan (IMP) and zoning are in place to accommodate flexibility
- *Despite some comments, access to the Fox Station area is actually great – many options existing for driving and bicycling today. Unsure if additional connections are truly necessary*
- *Neighborhood concern over rezoning that is allowing for the construction of high-rise or multi-story buildings abutting single-family homes. Impacts to neighborhood visibility and character.*
- *It is essential to accommodate delivery vehicles and freight in this area as it that supports light industrial businesses and employment.*
- *The presence of Colorado Motor Carriers Assoc requires the accommodation of trucks as large as WB67 entering or exiting their site. Motor Carriers is likely to stay at this location long-term.*
- *Most existing land use owners of light industrial / light manufacturing have general plans of transition to relocate or sell land.*

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## **go bond sidewalk projects**

- Denver is planning sidewalk improvements in the area with funding from the passage of general obligation bond funding. This study is prioritizing the gathering of input on these sidewalk improvements and assessing the opportunity to coordinate improvements with study mobility outcomes.

## **project next steps**

- Next stakeholder meeting likely in August / September. Details to follow.
- Public meeting is being scheduled for late June / July and will be announced shortly

## attachment a: stakeholder exercise

may 30, 2019

The following is a list of all written comments received during the stakeholder 'hopes and dreams' exercise.

### hopes and dreams

- Improvements of streetscape to Fox Street
- Current lack of vehicular access is an asset. Sets expectations from beginning for developers and future occupants that activities should be oriented around transit, walking, biking
- Memory of place
- Maintain functionality of street for truck access and loading to support industrial and jobs
- New bridge at 38<sup>th</sup>; new sewer; new drainage; curb use; dock space
- Bikes everywhere
- Opportunity to improve transit/walk/bike access not just within this site, but also larger system – currently this area is a barrier, could become a connector
- A true walkable town center
- More small biz – laundromat, Avanti, plaza, bike shop
- Ideally, land development would result in a true “15-minute neighborhood” – everything residents need in walking distance, don’t need to leave neighborhood
- Area around station is walkable and a focal point. Including relocation of surface parking
- Would like to see: Paul Tamburello-like development – with adaptive re-use of old buildings
- Hope this will complete bicycle connection to Sunnyside / Globeville and North and Downtown!
- Mixed uses
- This area becomes an extension / compliment to Downtown... one rail stop away
- If RTD parking lot can’t be developed, can it be programmed (e.g. use space for farmers markets, etc. so functions as a community gathering place
- Maintain strong auto connectivity and parking for the 10-20 year horizon
- Pedestrian connectivity coming out from station
- Affordable housing and diverse housing types
- Make 38<sup>th</sup> Underpass not flood anymore!
- Unbundled free parking
- Quality bike lanes that allow complete movement in the area for people of all areas
- More visually appealing atmosphere
- New intersection at 38<sup>th</sup> and Fox and I-25
- Traffic calming measures leading to and surrounding schools
- Safe, comfortable access to Park Ave – 38<sup>th</sup>
- Walkable neighborhood connected to rest of Globeville

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## fears and challenges

- Broad buy-in from all stakeholders
- Financing
- Robot cars
- Financing mechanism that results in an increase to mill levy
- Try to please everyone and end up with an area that doesn't make sense
- Adding vehicular capacity (e.g., new bridge) would go against City goals of reducing driving – big risk of creating cut-through traffic
- Emphasis on vehicles versus transit – lots of focus on bridge, 38<sup>th</sup> intersection, versus how to connect to existing station
- Lots of small projects happen first and prevent larger “big picture” improvements from being feasible in mid/long term
- Is there an effort to incorporate existing homeowners into the redevelopment of the area?
- Focus on realistic densities
- Plans will not take future modes of transportation that are not yet in use into consideration
- Bridge at north end of Fox North does not benefit our property
- Fear that existing homeowners will be forced to move v. allowed the option to stay or sell for profit
- Getting consensus on the scope and inclusion in a ‘district’
- No more storage buildings!! Moratorium, please (Wash / 45<sup>th</sup>)
- If 8 and 12 stories is the “plan,” I will have hundreds looking into my yard / windows and never see city skyline or fireworks or maybe anything ever again
- Home Depot! 2 blocks from the station might be different, but next door?
- Re-jig 39<sup>th</sup> / Fox traffic lights – death defying
- NO SOUL
- A rail station that nobody uses
- Vehicle / pedestrian conflict 38<sup>th</sup> & I-25 & Fox intersection
- No curb space
- Low bridge at 38<sup>th</sup>