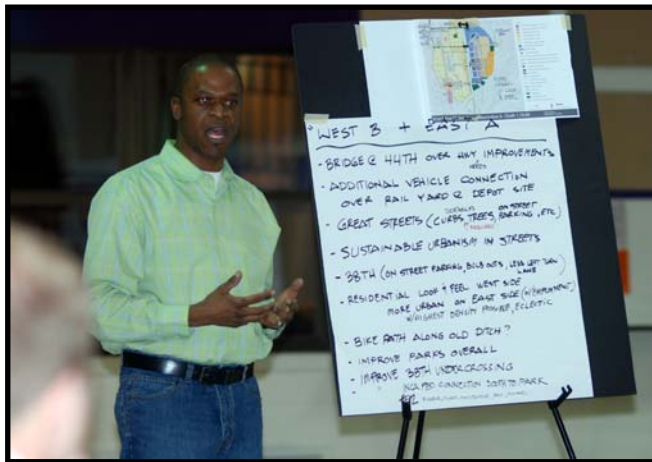


41st and Fox Station Public Workshop Meeting Summary



The 41st and Fox Public Workshop was held **February 3, 2009**. 25 members of the public were in attendance. Tom Hoagland of the City and County of Denver provided opening remarks. Tom reviewed a number of changes that have occurred between the last workshop for this station (held in January 2008) and this workshop. These changes include the shift in the RTD Gold Line from the west side of the Union Pacific railroad tracks to the east side; the confirmation of the station location at 41st and Fox Street; and a shift in the RTD maintenance facility. One location considered for the RTD bus maintenance facility was at the Denver Post site. However, since that time, the preferred option is to retain the bus maintenance facility at its existing location.

GB Arrington of PB PlaceMaking gave an overview of the two concepts developed for the station area to-date, based on public feedback and design. These concepts are referred to as “crash test dummies” because they represent different land use scenarios that are not designed to survive on their own. The purpose of this workshop was to evaluate each of these concepts in small groups and to modify them to form a desired land use scenario. The following summarizes the notes from each presentation.



Summary of Group Comments/Common Themes:

- Encourage a dense mix of residential and employment on the east side of the tracks.
- Provide a mix of housing types including affordable/workforce housing, middle income and market-rate housing, student housing, and housing for families.
- Create better ties between the station and existing parks and open space and examine opportunities for a new park on the east side of the tracks.
- Improve east-west connections across the railroad tracks.
- Improve the pedestrian environment on streets including 38th, Fox, Elati, 44th, Navajo and Inca.
- Incorporate “green/sustainability” objectives in the station area plan.

Next Steps:

Following this workshop, the City and design team will work together to create a recommended TOD concept for the station. This concept will incorporate the public feedback we've heard to-date. This plan will be presented at a final open house in the spring of 2009. For more information on the project, visit www.denvergov.org/tod.

Group 1

- Residential on west side of the railroad tracks should be lower scale (4 stories or below). Transition to the neighborhood as you move west.
- East side-concentrate employment at the north end. Retain industrial on the Denver Post site but do adaptive reuse at the north end.
- Likes the pedestrian shopping district in Alternative A and higher densities along Fox and Elati.
- Preserve single-family character south of 38th Avenue (make it affordable)
- Find development opportunities-mixed use (1-3 stories) for properties adjacent to 38th Avenue-create a streetfront along 38th Avenue.
- Shared parking is a good idea.
- Add green space (dog park/park) on east side along Fox and focused at intersection with the station.
- Green corridor: multi-use in Alternative A, improvements to 38th Avenue, connect "Navajo District"
- Transform Elati Street into a green street, perhaps a parkway that connects to the larger trail system.
- 38th Avenue between Navajo and Inca: Enhance with street amenities, including improvements to 38th Avenue underpass.
- Need a pedestrian bridge at 44th Avenue.



Group 2

- Recommended a combination of development shown on Alternative A for the east side and Alternative B for the west side development scenarios.
- Improve existing parks.
- Need another connection across the tracks at 46th Avenue
- Create complete streets-need trees
- Sustainable urbanism in the streets (drainage, solar)
- Slow traffic on 38th Avenue, bulb outs
- Park needed in the northwest residential area
- Eclectic mix with employment on east side



Group 3

- Support urban center idea-extended to the Denver Post Site
- Questioned need for large RTD parking lot since so close to downtown. Seems to be at odds with the urban/main street redevelopment.
- There is a need for neighborhood-serving retail and services in this area.
- Plan should capitalize on the student population and production of new workforce housing.
- Improve pedestrian connections east of Lipan and the Navajo Arts District.
- Continue Main Street concept from Fox up to the former Denver Post site.
- Provide a green connection from the Regency student housing area to the station.



Group 4

- Station as a destination, not a parking garage
- Combination of Alternative A and B scenarios. Mixed use and office on the east side.
- Need a pedestrian connection at 44th Avenue (across the tracks).
- Moderate income housing, not high end.
- Node at Navajo without increase in height.
- Streetscape enhancements on 8th Avenue.
- Knit Quigg Newton homes in with the neighborhood
- Fine grain, small-scale attention to 38th and Navajo
- Connect Inca Street south/improve Inca Street/3 stories on Inca Street.



Group 5

- Plan for considerably greater density
- Promenade east/west
- Need better bike/pedestrian connections along 44th and 45th to connect to Globeville.
- High density at the Denver Post site—consider a medical facility or other major employment center.
- Campus-like closer to the station
- Security, safety, schools, need more parks
- Housing for families, middle income
- Need node at 38th and Lipan—already zoned B-4.
- Building heights west of the station (along Inca) may block views of the City—8 stories is too high.

