

Evans Station Area Plan

Subject: Public meeting #3

Date: November 13, 2008

Location: John Collins Church

Approximately 50 people attended this two-part meeting to discuss the Evans Station Area Plan, including local residents, property owners, business owners, Council District #7 and representatives of Community Planning and Development, Public Works and the Office of Economic Development. Councilman Nevitt briefly introduced the Public Works' Broadway Reconstruction Project team to make the public aware of the design process that is currently underway for S. Broadway. Councilman Nevitt also introduced and thanked the Evans Station Area Plan focus group for their hard work leading up to this public meeting.

Part 1: Presentation of the preferred Draft Concept Plan

The City kicked off Part 1 of the meeting with a reminder of the plan Vision and Objectives, the plan process, background on our starting point – Blueprint Denver – and the two land use concepts that had been presented and discussed at the 2nd public meeting. The City then presented the preferred concept plan, which was developed based on feedback received on the two draft concept plans. New materials presented at the meeting included the preferred draft plans and key recommendations for land use, urban design, circulation, street cross sections for Broadway, Jewell and Delaware, and a conceptual plan for a plaza on the east side of the proposed new Jewell bike/ped bridge.

Summary of Question & Answer period regarding the preferred Draft Concept Plan:

Jewell Bridge

- Some folks commented that the proposed Jewell bike/ped Bridge is not convenient for the current Overland neighborhood.

A: The decision was to be visionary on the pedestrian bridge issue by putting in both in the plan. However, there is a need to prioritize the bridges, because if funding comes through, it will likely only be for one bridge at a time. The Jewell Bridge was chosen as higher priority for a number of reasons:

1. It connects to Ruby Hill park and a new bridge that is proposed at Jewell across the Platte River
2. It will ultimately serve a large segment of Overland's population as the property around Jewell Ave. redevelops
3. It is the "lower hanging fruit" – less expensive to build and no property acquisition required, and therefore more likely to be funded.

However, both bridges are necessary, and this issue of which one is higher priority can be revisited as the market realities become more clear.

Proposed Street Cross Sections

- 68 feet seems too wide for Delaware. City response: Parallel parking and street trees are difficult with a narrow cross-section. Public Works and Fire Department require 68 feet when adjacent to multi-family housing over 2 stories, which is planned for Delaware across from the station.

- A few people commented about making Broadway and Evans as pedestrian-friendly as possible
- Cut through traffic to the station is a major issue. Also cut through on Acoma from Evans to Broadway. Response: this plan can't really address cut through, however, once improvements to Evans and Broadway are made, it is possible that cut through traffic will decrease; it's a good idea to bring this up at Evans and Broadway reconstruction meetings with Public Works

Building Heights

- Does 2-5 stories on certain Broadway intersections comply with the View Plane ordinance? Answer: Yes.
- Concern with "canyon effect" on Broadway with tall buildings along the street. If all buildings north of Evans on the west side of Broadway reach the maximum height, there will be one continuous block of large buildings.
- Comment that the range of building heights around Jewell (2 to 6 stories) is too wide and that developers will naturally build to the highest number of stories permitted. Some residents expressed fear about density and building heights in this area. One suggestion was to interject lower density (light purple color) along Jewell to give a variation in density such as along Broadway. One resident said that people who oppose height may be louder than those who do not oppose it.
- A couple of residents support the density shown in the plan and asked the other meeting participants to think about the character of LoDo, and that this area could have a similar identity and character if the plan is implemented

Parking

- Concern with overflow parking of the station and fact that RTD will not add more station parking. City responded that RTD is not planning on expanding parking at this station; the parking expansion is planned for Englewood station. This will keep Evans primarily a walk-up station and limit commuter traffic. There are options to limit parking in the neighborhood such as a residential parking permit system to control spillover, if necessary.

Part 2: Residential Area Recommendations

The City pointed out that the current draft concept plans do not address the existing residential areas. The feedback from the public to date is to "maintain the existing character" of these areas, and this is in the plan Vision and Objectives. However, in order to maintain the character, we need detailed recommendations about which aspects of the character are valued and worth maintaining. The City presented a few slides on the Elements of Neighborhood Character: Block Pattern, Building Height, Building Placement, Building Type, Lot Coverage, Land Use and Mobility. Members of the focus group and other meeting attendees chimed in with their observations of how these elements pertain to the four distinct residential neighborhoods within the Station area: Overland West, Overland East, Rosedale, and Platt Park. The meeting participants then broke into four small groups and each group developed detailed recommendations for the residential areas for each of the Elements of Character discussed. Then each small group presented their recommendations, and a consensus was achieved for the recommendations for all neighborhoods. (The only place a consensus was not achieved was Building Types recommended for Platt Park... these will be decided on with the public at a later date.) The results of the community's recommendations for their residential areas are quite consistent with the recommendations derived by the focus group using the same methodology a few weeks prior to the public meeting. Results of the public meeting are included below, and the Draft Concept Plan will be updated to depict these recommendations:

Residential Area 1: Overland West (boundaries - Platte River, Santa Fe, Jewell and Harvard)

Element of Character	Options	Recommendation	Notes
Block Pattern			
• Shape/Size	Rectangular Grid	As is – Rectangular grid	
• Access	Alley Access	As is – Alley access	
• Sidewalks	Detached Attached	As is – Attached	
• Trees	Tree lawn No tree lawn	As is – No tree lawn	
Building Height	1 story 1 ½ story 2 story 2 ½ story	1 story 1 ½ story 2 stories 2 ½ stories	
Building Placement (Front Setback)	Zero Shallow (0 to 5ft) Moderate (>5 and <15ft) Deep (>15ft)	Moderate (>5 and <15ft)	
Building Types	Single family – small lot (25-37 ½’) Single family – medium lot (37 ½ - 50’) Single Family with ADU Duplex Townhome Low-rise apartment	Single family – small lot (25-37 ½’) Single family – medium lot (37 ½ - 50’) Single Family with ADU Duplex Townhome	Townhomes in key locations, such as along Evans, Santa Fe or other corridors.
Lot Coverage	Low Medium High	Medium	
Land Use	Residential	As is - Residential	
Mobility	Improve connections	Improve connections	

General Area 1 notes:

One group argued that high lot coverage should be allowed

Residential Area 2: Overland East (boundaries – Delaware/Cherokee alley, Evans, Acoma/Broadway alley, Harvard. Block of Acoma between Evans and Asbury discussed, though this block is Area of Change and Mixed Use in BP Denver)

Element of Character	Options	Recommendation	Notes
Block Pattern			
• Shape/Size	Rectangular Grid	As is – Rectangular grid	
• Access	Alley Access	As is – Alley access	
• Sidewalks	Detached Attached	As is – Detached	
• Trees	Tree lawn No tree lawn	As is – Tree lawn	
Building Height	1 story 1 ½ story 2 story 2 ½ story	1 story 1 ½ story 2 story 2 ½ story	There was some support for 3 stories on Acoma north of Evans
Building Placement (Front Setback)	Zero Shallow (0 to 5ft) Moderate (>5 and <15ft) Deep (>15ft)	Shallow - Moderate	Either moderate with porches allowing to intrude on the required setback; or shallow with porches allowed to increase the setback; need pictures to envision
Building Types	Single family – small lot (25-37 ½’) Single family – medium lot (37 ½ - 50) Single Family with ADU Duplex Townhome Low-rise apartment	Single family – small lot (25-37 ½’) Single family – medium lot (37 ½ - 50) Single Family with ADU Duplex Townhome Low-rise apartment	ADUs must be regulated Duplexes ok throughout area Townhomes and apartments only in select locations, such as along Evans
Lot Coverage	Low Medium High	Medium High	High coverage only allowed where higher densities (townhomes and apartments) allowed
Land Use	Residential	As is - Residential	
Mobility	Improve connections	Improve connections	

General Area 2 notes:

Residential Area 3: Rosedale (boundaries – Broadway/Lincoln alley, Evans, Grant/Logan alley, Harvard)

Element of Character	Options	Recommendation	Notes
Block Pattern			
• Shape/Size	Rectangular Grid	As is – Rectangular grid	
• Access	Alley Access	As is – Alley access	
• Sidewalks	Detached Attached	As is – Detached	
• Trees	Tree lawn No tree lawn	As is – Tree lawn	
Building Height	1 story 1 ½ story 2 story 2 ½ story	1 story 1 ½ story 2 story	Focus Group went to 2 1/2
Building Placement (Front Setback)	Zero Shallow (0 to 5ft) Moderate (>5 and <15ft) Deep (>15ft)	Moderate (>5 and <15ft)	Same as Focus Group
Building Types	Single family – small lot (25-37 ½’) Single family – medium lot (37 ½ - 50) Single Family with ADU Duplex Townhome Low-rise apartment	Single family – small lot (25-37 ½’) Single family – medium lot (37 ½ - 50) Single Family with ADU Duplex Townhome Low-rise apartment	Apartments only in select locations, such as along major corridors, key nodes and corners Focus group – TH and apts. only at key locations
Lot Coverage	Low Medium High	Medium High	High coverage only on block ends where apartment buildings Focus Group – medium coverage
Land Use	Residential	As is - Residential	
Mobility	Improve connections	Improve connections	

General Area 3 Notes:

Residential Area 4: Platte Park (boundaries – Broadway/Lincoln Alley, Jewell, Grant/Logan alley, Evans)

Element of Character	Options	Recommendation	Notes
Block Pattern			
• Shape/Size	Rectangular Grid	As is – Rectangular grid	
• Access	Alley Access	As is – Alley access	
• Sidewalks	Detached Attached	As is – Detached	
• Trees	Tree lawn No tree lawn	As is – Tree lawn	
Building Height	1 story 1 ½ story 2 story 2 ½ story	1 story 1 ½ story 2 story	Focus group – up to 2 ½ story
Building Placement (Front Setback)	Zero Shallow (0 to 5ft) Moderate (>5 and <15ft) Deep (>15ft)	Moderate (>5 and <15ft)	Focus group said - Base “moderate” off of existing conditions in Platte Park (up to 20’?)
Building Types	Single family – small lot (25-37 ½’) Single family – medium lot (37 ½ - 50) Single Family with ADU Duplex Townhome Low-rise apartment	No agreement – one group said SF only, other group said all building types, with apartments in key locations	Focus Group said SF & Duplexes ok throughout area; no ADUs
Lot Coverage	Low Medium High	Medium	
Land Use	Residential	As is - Residential	
Mobility	Improve connections	Improve connections	

General Area 4 Notes:

Since there was no agreement on building types, need to follow up with the neighborhood on what kind of recommendation to make.