

Public Workshop #1 Summary

Denver TOD Initiative
 Preliminary Vision and Objectives
 February 15, 2007



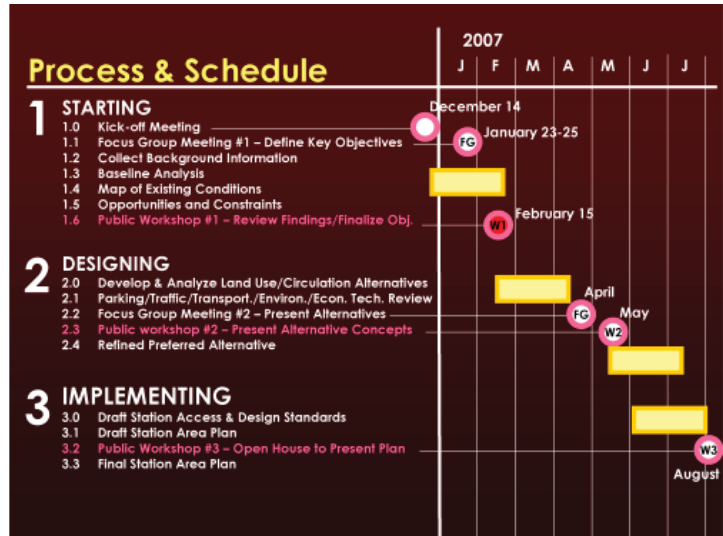
Workshop Summary

Public Workshop #1 for the 10th and Osage, Decatur and Auraria West light rail stations was held at the Denver Inner City Parish at 1212 Mariposa, February 15th, 2007 from 5:30 to 8:30 p.m. A total of 62 response sheets were collected from approximately 130 participants:

The 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. David Starnes of BBP gave an overview of the Market Study and Economic Analysis followed by Bill Sirois, Manager of Transit Oriented Development for the RTD FasTracks Team, who discussed RTD project updates and scheduling. Finally, Chris Parr, Director of Development for the Denver Housing Authority, provided comment regarding the connection between DHA and the TOD process. A PowerPoint presentation was given by the consultants that consisted of two parts:

- 1- an overview of the consultant team and their project background
- 2- a PowerPoint presentation including the project scope of work and schedule (see graphic upper right) as well as graphics illustrating existing conditions, opportunities areas and potential constraints

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 where participants were asked to fill out Response Sheets (see graphic at lower right) and discuss their issues and concerns with the group while their comments were being noted. A summary of those comments and results from the Response Sheets are recorded on the following pages.



Project Schedule

Denver TOD Initiative
Public Workshop #1 - 10th & Osage Station
 February 15, 2007

Opportunities and Concerns

On the map above, please note areas you believe:

- Present special design opportunities
- Are areas of concern

Objectives

List your top three objectives:

1. _____
2. _____
3. _____

Preliminary Vision

Do you agree or disagree with the identified preliminary vision? Please Comment below:

Public Workshop #1 Response Sheet

Decatur - Discussion Group Summary

Denver TOD Initiative
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Top Objectives:

- Provide a mix of uses to serve the neighborhood
- Increase and improve multi-modal connectivity
- Enhance and support the existing community
- Foster safe, pedestrian-oriented connectivity
- Provide greenway connections to the South Platte River

Summary of Public Comments:

Mixed Use Neighborhood:

- Mixed-use neighborhood
- Mixed Use
- More density with office/jobs and mixed income residential without displacement of people
- Provide the neighborhood with access to basic service
- Maintain mix of housing – preserve low and middle income – increasing home ownership opportunities
- Maintain the low-density of detached homes
- Provide a mix of uses
- Increase economic development
- Provide neighborhood services/businesses/public amenities
- Look into the possibility of including a library in the area
- Preserve low-income housing neighborhood in the ¼ and ½ mile circles
- Provide housing for no-income families
- Provide more and better housing, community based retail and services (i.e. library),
- Provide successful retail
- Provide retail services for community
- Create a main street node and the Federal/Colfax intersection – eliminate cloverleaf



Discussion Group Spokesperson for the Decatur Station

- TOD mixed-income, mixed retail
- Emphasize retail development of main street on Federal Blvd.

Enhance the Current Community:

- Knit the community together to improve quality of life
- Connect Sun Valley to the rest of the Denver
- Maintain family unity within the community
- Prevent gentrification and land grab from current families living in the area
- Strengthen sense of community
- Create a special place as a focal point in the neighborhood
- Make sure the area serves children as much as it does currently
- Stay family friendly
- Provide a transparent DHA decision making process – ex. What is the role of the hired architect that was posted on DHA's website?

- Keep the project's process open with residents and DHA so that residents are included
- Increase aesthetics of Sun Valley homes – tree cover, connectivity to greenway along river
- The Sun Valley youth center is in the potential redevelopment sites. They are strongly committed to staying with DHA residents for their services. How will they be included in the planning/decision making process?
- If DHA does decide to redevelop, will a plan be in place for what is best for current residents? Will they be asked what they need? Will they be kept together when moved into better housing?
- I believe Denver Urban Gardens is an important organization for the neighborhood. Is the school in the redevelopment area?

Decatur continued...

Multi-modal Connectivity:

- Provide families with the means to travel for employment needs
- Connect track from transit museum to Decatur
- Connect the Platte River Trolley to venues along the river
- Incorporate the trolley as part of the greenway between Decatur and the river
- Formally incorporate the existing Platte Valley Trolley into the plan – Provide for a terminal, small transit museum, easy walking connection to RTD platform
- Encourage bike connectivity
- Connectivity
- Consider the idea of the station offering access to information through library express stations, wireless access, etc

Circulation and Parking:

- Resolve the negative impacts of Invesco Field on the neighborhood
- Mitigate traffic caused by Invesco field on game nights
- Facilitate improvement at the Federal/Colfax intersection – Avondale
- Federal Blvd. safety and ED opportunity from sports complex to 6th Ave
- Redesign of cloverleaf
- Consider parking issues
- Develop a signature street
- Provide connection to bus system
- Consider the gateway experience to the Central Business District

Pedestrian Oriented:

- Pedestrian friendly and comfortable
- Strong link to neighborhood and parks
- Provide safe pedestrian access from all direction – crossing Federal and a safer Decatur Street

- Walkability to health center and social service offices
- Safety and security
- Increase safety
- Neighborhood safety

Greenway Connection to River:

- Links between Rude Park and the Platte River (Pedestrian, watercourse, green)
- Connect greenway to river
- Reclaim the river with a major park connected to the west side across Federal
- Develop the riverway – build the greenway – connect the park – maybe add river recreation of some kind – and a skate park too
- Provide connectivity of greenway to the river

Trolley:

- Denver transit museum at Canosa Ct. and Old Colfax
- Provide walking access from Decatur Station to the proposed transit museum listed above
- Denver transit museum at Canosa Ct. and Old Colfax by the Denver Rail Heritage Society
- Provide walking access from trolley stop at Decatur to the light rail station

Development Comments:

- Make sure Rude Recreation center can accommodate increased density
- Be sure development takes into account the garden and community market (anchored by youth vegetable market)
- Change industrial usage to the east
- Redevelop underdeveloped and declining areas around the station

Agree or Disagree with Preliminary Vision (Below):

Decatur Preliminary Vision:

- A mix of residential, retail and office
- Mixed-income multi-family and townhomes
- Less than 250,000 SF of office
- More than 50,000 SF of retail
- Buildings 3-stories or greater
- Some park-n-ride linked with district circulator transit and express feeder bus

- Agree - a grocery store is especially needed
- More density and reclaim river emphasis
- Need to add recreation/attractions to the “mix” although parks, recreation center, Platte River Trolley and the stadium are already there
- Agree - this would be a huge improvement to the existing conditions. Provide space for the trolley as it brings great character to the neighborhood
- Add the Platte River Trolley connection to the Decatur RTD station and Rude Recreation Center
- I would add that we need to create transition areas from stable neighborhoods to redevelopment opportunities
- Open space needs to be maintained and expanded
- Please add “no-income” families to your considerations of mixed-use housing. Many families have no income to contribute
- Not really visionary. Social issues are important to consider
- Disagree - the school is not a redevelopable parcel. Stay away from the school. If anything, be family friendly to attract more students to the district

Decatur continued...

General Comments:

- Develop 13th and Old Colfax instead of Sun Valley properties
- Don't move the station
- Develop area along east edge of Federal Blvd for pre-game functions
- Remove or encourage removal of industrial uses near the Sun Valley homes
- Develop new neighborhoods surrounding a "special place"
- Link area to Sanchez Park
- Break down Federal as a barrier
- Need to link development and "special place" to surrounding neighborhoods and develop new neighborhoods
- Connect activity to the south Platte River
- Provide safe pedestrian access across Federal Blvd.
- The Platte River Trolley seems to be at risk but it is a significant attraction since the 1980's
- Redevelopment potential of the Denver yard presents design opportunities
- I feel it should run on the old tracks
- Keep more cars out - we have so many children here
- We will host any community meeting that need be to support additional outreach (Kristen Styst)
- Connect Weir Gulch to the South Platte River and enhance the open space to Barnum West
- There are design opportunities at: The junction of Colfax Ave. and Federal Blvd., along the Colfax corridor east to the South Platte River, Along Federal Corridor and on the Avondale property
- Consider Old Colfax or Howard Place as a potential "signature street"
- Mixed income housing should include low, medium and upper incomes
- Consider ways to get residents that live northwest of the Colfax Ave. cloverleaf down to the station
- Connect Rude Park to the South Platte River with a greenway
- Mixed income housing may be good for the neighborhood if it includes the current low-income residents
- Does RTD know about the comments about shifting the station?
- Recreation should be added to the objectives
- Federal Blvd. is a barrier
- Access from Federal Blvd. is difficult
- 34,000 trips a day down Federal Blvd.
- Howard Place could be developed into a signature street
- Avondale heights presents view opportunities
- Better utilize lands west of Federal Blvd. at Avondale, etc
- The cloverleaf at the junction of Federal Blvd. and Colfax Ave. is a no-man's land. Open this area up and make usable
- Industrial uses to the east are a detriment
- Curious about retail opportunities because the neighborhood is underserved by services such as a grocery store
- The Invesco stadium could share parking or Avondale property
- The DHS and health center connections to the proposed station are poor and should be improved
- The #15 and #30 busses should be better integrate with the proposed station
- The cloverleaf on Federal Blvd. and Colfax Ave. is seen as wasted land that could be a node
- Push retail to Federal Blvd.
- Maintain low-density in the SW corner of Villa Park neighborhood
- Provide for a mix of incomes
- A good vision is needed for this area because it has high levels of crime
- A greenway would be good
- Shift the station east of its proposed location
- The Lakewood Gulch is dangerous
- Encourage businesses that can benefit from Invesco field - where people can spend money before and after the events
- The floodplain may prevent some development
- Create "eyes on the park"
- On game day, the station could act as a good hub
- Federal Blvd. is a barrier to park connections
- DPL - gap in service here. Children are a target for service as many children live here. Sun valley express service in stations
- Shifting the station may make it more difficult for the transit dependant population
- Consider integration of the City maintenance facility with the Platte River area to create an amenity
- Encourage bicycle connectivity
- Redevelopment of declining areas
- Mitigate the negative impacts of Invesco Field
- The existing stable neighborhood needs good connectivity
- Encourage people to use their cars less by providing good connectivity
- Provide for economic development
- Increase neighborhood safety
- Provide a walkable, healthy neighborhood

- Extend the Greenway
- Provide a grocery store
- Consider amenities like Rude Recreation Center and DUG gardens and market
- We don't want a yuppie Starbucks neighborhood
- Relocate the Lakewood Gulch and City facility
- Should the Decatur be moved to the City facility?
- The station can act as a Gateway to the community
- Reclaim the river
- New development that is more than 3-stories is a reality
- Locate Platte Valley Trolley storage, maintenance facility and museum at Old Colfax and Canosa
- Preserve affordability for low and moderate incomes
- Maintain and enhance the family environment
- Provide and encourage quality education - school is underutilized and could be more of a draw to the neighborhood
- There are 3,000 children in the area - keep the area child friendly
- When providing for "mixed incomes," remember to include "no-income" family services
- Awareness needed of the traffic problems on Bronco game days
- Build on the community's strength. Interview organizations like DUG and the school individually
- Concerned for the DHA residents
- Provide a transparent TOD process
- Celebrate what the community has and further knit it together. The community currently has many resources, the school, DUG and Decatur Place
- Focus on keeping businesses