



# 40th and 40th Meeting Summary



The 40th and 40th Station Public Workshop was held May 21st, 2007. Thirty five persons were in attendance. Evelyn Baker of the City and County of Denver provided opening remarks. Chris Yake of the City and County of Denver provided a summary of the market analysis currently underway for the station area. Joe Racosky of URS summarized the North Metro Environmental Impact Statement (EIS) process which is evaluating rail alignment alternatives along the BNSF and UP railroads. More information on the North Metro EIS is available at [http://www.rtd-fastracks.com/nm\\_2](http://www.rtd-fastracks.com/nm_2)

GB Arrington of PB PlaceMaking gave an overview of the three concepts (City Within a City, Urban Neighborhood, Funky Town, page 2) 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, but to encourage dialogue with the public on elements from each plan that do work well. The purpose of this workshop was to evaluate each of these concepts in small groups and to modify them to form a single desired land use scenario. Additionally, storm water issues in the station area were discussed. Various storm water issues will need to be addressed, including regional water quality detention and conveyance of storm water to the South Platte River. This issue is being examined by the City and PB PlaceMaking and will likely impact the planning efforts herein.

The full presentation is available on the City and County of Denver website ([www.denvergov.org/tod](http://www.denvergov.org/tod)).

### **Public Comments:**

How will I-70 shift affect this plan? Will there be enough residential to support commercial along Brighton? There will be less traffic coming off of I-70 into Brighton. An interchange would be located at Brighton and I-70 in all of the alternatives under consideration.

### **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. The recommended concept will be presented for public feedback at an open house in the fall. For more information on the project, visit [www.denvergov.org/tod](http://www.denvergov.org/tod).

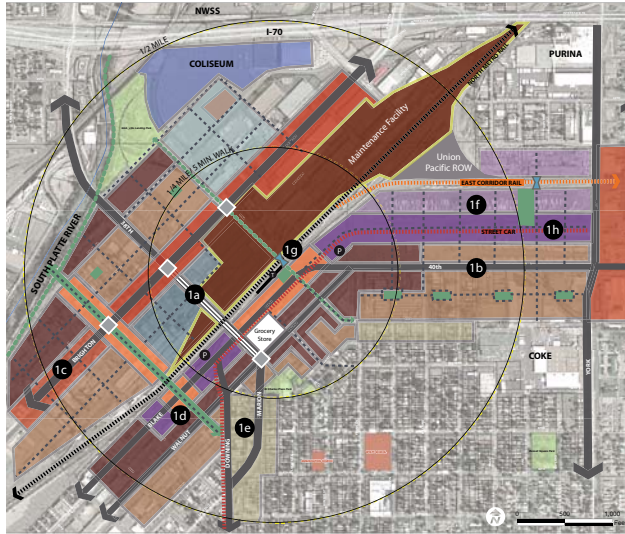
Following the discussion, the attendees were divided into small groups with a facilitator and notetaker at each table. The following summarizes overall common themes amongst the groups and each presentation.

### **40th and 40th Summary of Group Comments:**

- Revitalize Brighton Boulevard into a retail mixed-use corridor
- Encourage residential along the South Platte River
- Improve 38th Avenue for pedestrian and vehicular connectivity
- The Trailer on Flatcar (TOFC) facility should support a combination of employment and residential with functional open space (consider resolving drainage concerns for area on the site)
- High-density mixed-use at the station
- Enhance pedestrian connectivity between the Cole neighborhood and Brighton Boulevard

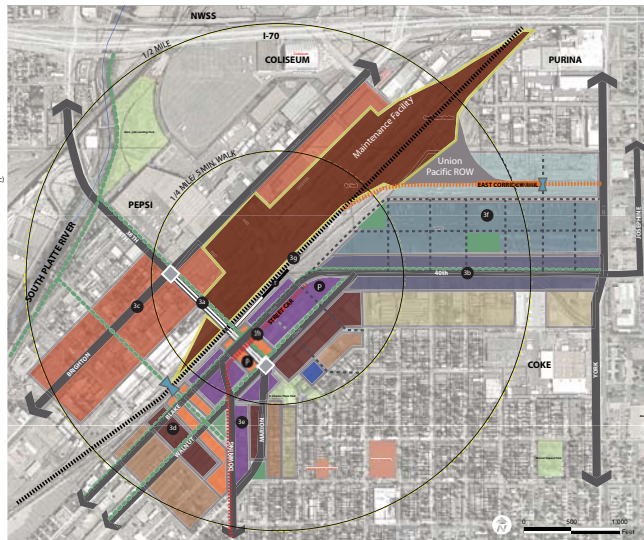
**City within a City**  
40th & 40th  
Station  
4.16.07 Draft

- Commercial
- Office
- Mixed-Use Retail
- Mixed-Use-Residential (80+ du/ac)
- Creative Space/Light Industrial
- Live/Work Lofts
- High Density (60-80 du/ac)
- Medium Density (40-60 du/ac)
- Low Density (25-40 du/ac)
- Entertainment District
- Parks/Open Space
- Existing Parks
- Pedestrian Bridge
- Intersection Improvements
- East Corridor Commuter Rail
- Proposed Street Car
- North Metro Transit Rail
- Transit Platform
- RTD Parking
- Major Arterial with Pedestrian Improvements
- New Street Design
- New Street Network
- Bike/Pedestrian Connection
- Green Boulevard



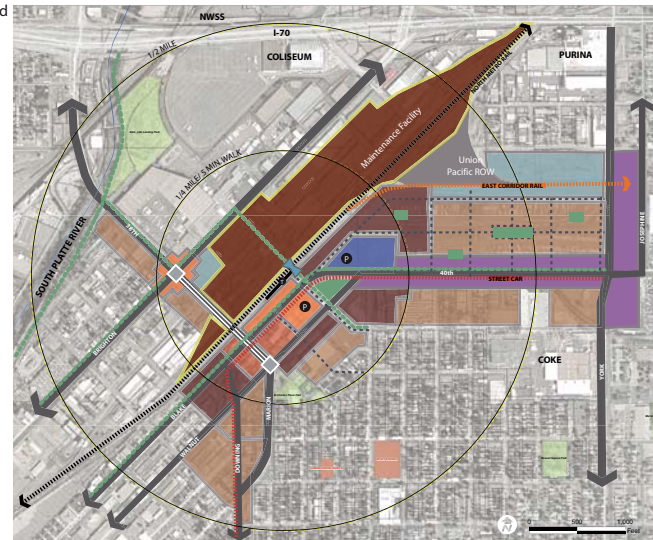
**Funky Town**  
40th & 40th  
Station  
4.16.07 Draft

- Commercial
- Mixed-Use Office
- Office
- Mixed-Use Retail
- Mixed-Use-Residential (80+ du/ac)
- Creative Space/Light Industrial
- Civic
- High Density (60-80 du/ac)
- Medium Density (40-60 du/ac)
- Low Density (25-40 du/ac)
- Parks/Open Space
- Existing Parks
- Pedestrian Bridge
- Intersection Improvements
- East Corridor Commuter Rail
- Proposed Street Car
- North Metro Transit Rail
- Transit Platform
- Platform Option
- RTD Parking
- Major Arterial with Pedestrian Improvements
- New Street Design
- New Street Network
- Bike/Pedestrian Connection



**Urban Neighborhood**  
40th & 40th  
Station  
4.16.07 Draft

- Commercial
- Mixed-Use Office
- Mixed-Use Retail
- Mixed-Use-Residential (80+ du)
- Creative Space/Light Industrial
- Live/Work Lofts
- High Density (60-80 du)
- Medium Density (40-60 du)
- Community Center
- Parks/Open Space
- Existing Parks
- Pedestrian Bridge
- Intersection Improvements
- East Corridor Commuter Rail
- Proposed Street Car
- North Metro Transit Rail
- Transit Platform
- RTD Parking
- Major Arterial with Pedestrian Improvements
- New Street Design
- New Street Network
- Bike/Pedestrian Connection





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# Group 1



- The group thought that “Funky Town” was a more realistic short term scheme, but would like to see something more like “City within a City” realized over the long term.

- Create a usable and effective landscape buffer for the maintenance facility.
- Remake 38th as a great connection between the station and the Platte. Include mixed use development along each side.
- Create a secondary “green connection” southwest of and parallel to 38th between the area east of the tracks and the Platte.
- Continue this “green connection” along 40th and up York to tie in the Elyria Swansea neighborhoods.
- Continue the streetcar line along 40th to York.
- Encourage mixed use development along Brighton all the way to the river (this would be the real “Funky Town” zone).
- Create an employment and civic zone closest to the station. Include community uses such as a library, community center, etc.
- Edge the Trailor of Flat Car (TOFC) area with residential/ mixed use to better transition to the residential neighborhoods. Include neighborhood parks/amenities. Make sure residents of this zone can connect to the Platte.



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## Group 2

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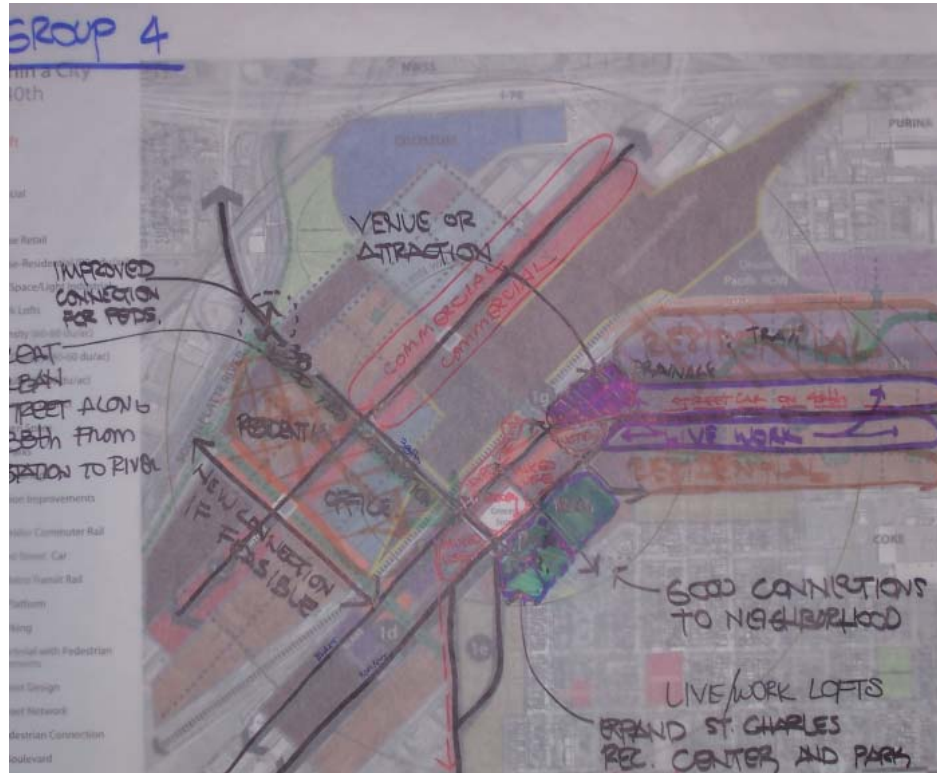
- City within a City is preferred.
- Convert residential to hotel use near the station or possibly conference center.
- Create linkages to Brighton Blvd.
- 38th needs to be widened to four lanes.
- Consider a pedestrian connection north of 38th
- Create a parking structure to be used by hotel and transit—buffer the maintenance facility by wrapping with retail.
- Develop Rowhouses in the TOFC site (along central streetcar line). Residential use on TOFC may have to change depending on future of Purina (concern with Purina).
- Create a park along 38th that can help with drainage.
- River is a huge asset—create housing along the river—  
RiNo plan: vacate Arkins to develop residential use.





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# Group 4



- Need a grocery store---as shown on City within a City.
- 38th Street needs to be pedestrian friendly.
- Expand St. Charles Recreation Center to the north and expand the existing park. Create good connections to the neighborhood from the park and the station.
- Create live-work along 40th Avenue. Streetcar would extend along 40th Avenue. On TOFC site, residential would be the primary use with a green pathway.
- Need an attraction, a selling point, a venue that would make the site unique –focus on the 40th and 40th intersection for a focal point?
- Difficult to cross Maintenance Facility with a pedestrian bridge---no paths shown.
- Support commercial uses along Brighton Boulevard.
- Locate a Hotel next to the station with mixed use around the station.
- Support riverfront residential development
- Create new vehicular connection across 35th to connect to Brighton.



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## Group 5



- Concern with Purina—residential may not be desired. Convert area along TOFC to light industrial.
- Create open space in TOFC and connect into the neighborhoods.
- Build community gardens in the existing neighborhoods.
- Create a buffer around the maintenance yard.
- If street car extends through the center of TOFC put parking for the station at York.
- Streetcar should run along Blake and Walnut.
- Preserve Coke and Pepsi businesses.
- Leave Brighton as an auto oriented connector.
- Create a pedestrian linkage between the open space at TOFC to Brighton.
- Improve civic uses between existing and proposed neighborhoods.
- Preserve coliseum but add park in the area to connect to Plate River.