

Central Park Station Area Plan

Land Use, Transportation and Infrastructure

Committee



September 4, 2012

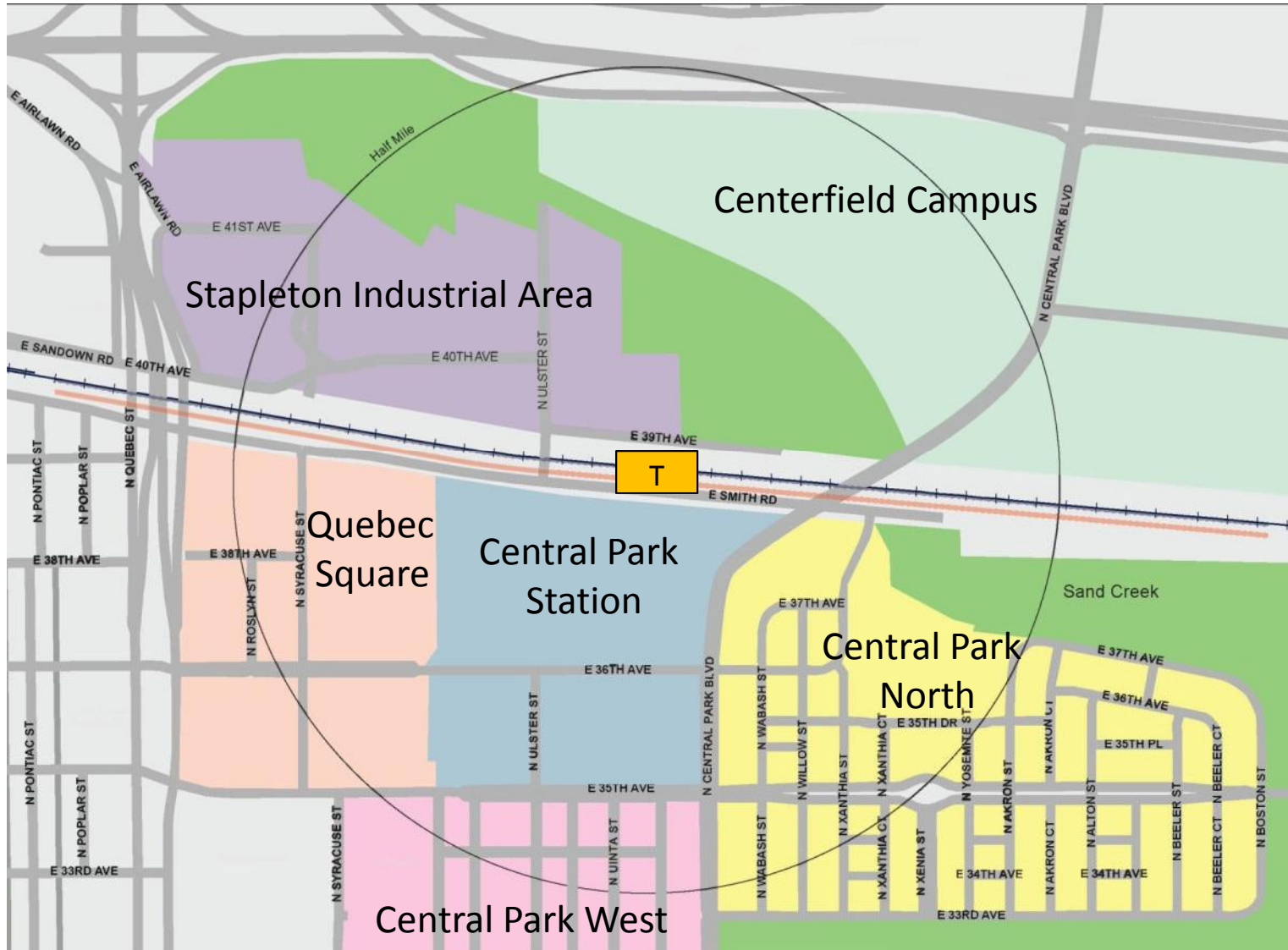
by the City and County of Denver
Community Planning and Development Department

Station Area



- Station Area: Half-mile radius of station platform
- Plan Horizon: 20 – 25 years

Station Area



Previous Planning Efforts

Stapleton Development Plan “Green Book”	1995
Denver Comprehensive Plan	2000
Blueprint Denver	2002
TOD Strategic Plan	2006
Stapleton Station Conceptual Plan	2009
East Corridor Project Record of Decision	2010
Central Park Station Area Plan	Current

Key Stakeholder Group

Member	Affiliation
Angie Malpiede	Stapleton TMA
Charles Bayley	Sand Creek Regional Greenway
Keven Burnett	Stapleton MCA
Cheryl Cohen-Vader	Stapleton Development Corporation
Jim Chrisman	Forest City Stapleton
Beverly Haddon	Stapleton Foundation
Donn Hogan	Denver Transit Partners
Rhonda Jones	Denver Police
Jody Martin-Witt	Courtyard by Marriott
Bette Matkowski	Johnson and Wales
Tom Michals	Wal-Mart
David Netz	Citizen's Advisory Board

Key Stakeholder Group

Member

Justin Ross

Greater Stapleton Business Association

Andrew Schurger

Stapleton United Neighbors

Heather Shockey

Greater Park Hill Community, Inc.

John Smith

Far Northeast Neighbors

Patrick Stanley

Eagle P3 – RTD

Mike Turner

RTD

Michele Wheeler

Northeast Park Hill Coalition

Rob Wilson

East Montclair Neighborhood Association

Ex-Officio Members

Chris Herndon

City Councilmember – District 11

Angela Williams

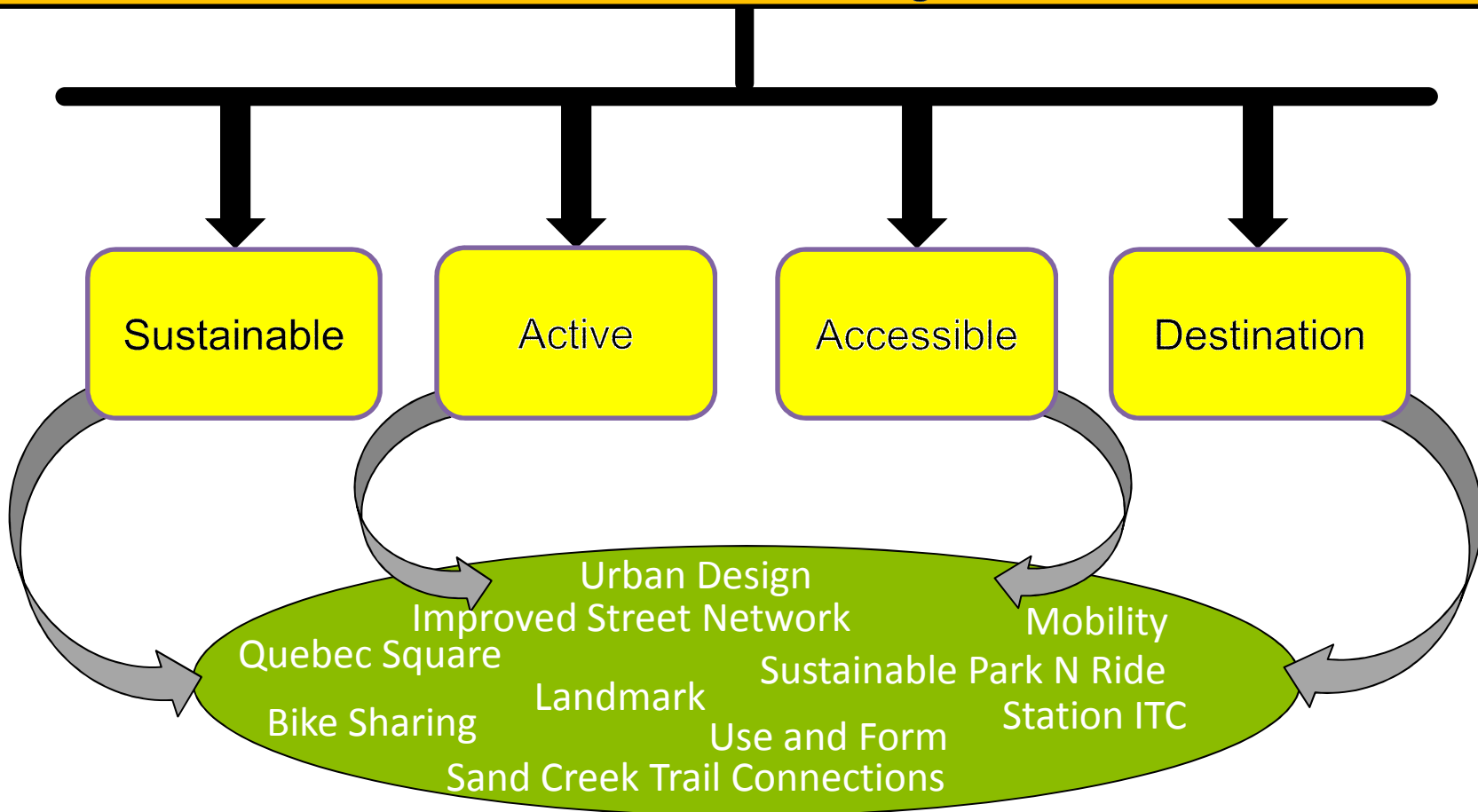
State Representative – District 7

Plan Process To-Date

Project Kickoff Meeting	January 27, 2011
Public Meeting #1	June 29, 2011
Key Stakeholder Group Meeting #1	August 2, 2011
Planning Board Info Item	August 3, 2011
Key Stakeholder Group Meeting #2	September 15, 2011
Key Stakeholder Group Meeting #3	October 20, 2011
Key Stakeholder Group Meeting #4	December 20, 2011
Planning Board Info Item	January 4, 2012
Key Stakeholder Group Meeting #5	February 9, 2012
Public Meeting #2	June 14, 2012
Planning Board Info Item – 100% Review	June 20, 2012
Planning Board Public Hearing	July 19, 2012

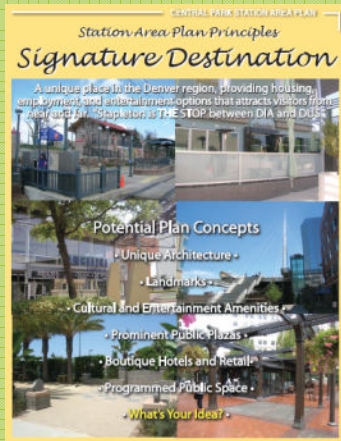
Station Area Plan Vision

Central Park Station will be the sustainable, active, and accessible destination for Stapleton, nearby neighborhoods, and the Denver region.



Strategy Framework

Destination
 TOD Intensity
 Employment
 Centers
 Infill Development
 Transitions
 Areas of
 Stability/Change



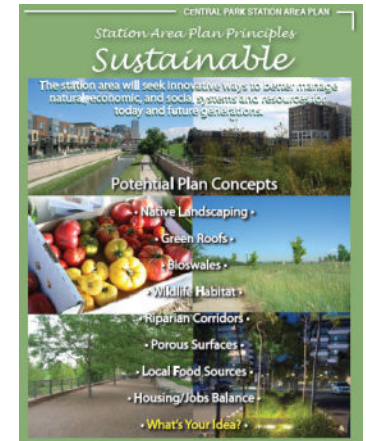
Active
 Urban Design
 Active Edges
 Building
 Frontages
 Key Intersections
 Parks, Plazas, Open
 Space
 Cultural Activities
 Design Guidelines



Accessible
 Mobility Network
 Pedestrian &
 Bicycle Usage
 & Safety
 Bus Routing
 Parking
 Streets



Sustainable
 Environmental
 Social & Cultural
 Housing
 Economic



Strategy Framework

Destination Concepts and Recommendations



A.1 High Intensity Development near the Station



A.2 I-70 Employment Centers

Strategy Framework

Destination Concepts and Recommendations



A.3 Infill Development at Appropriate Locations

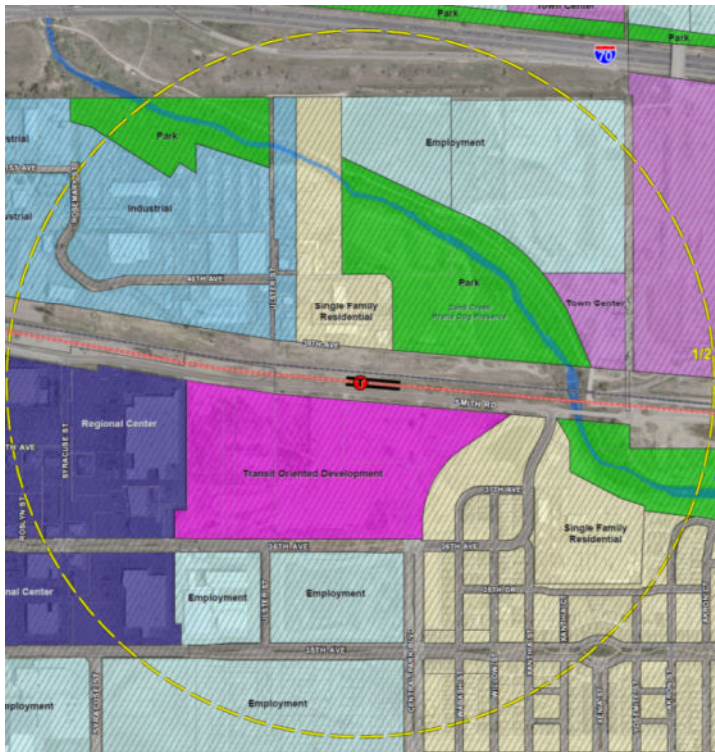


A.4 Establish Transitions to Residential Neighborhoods

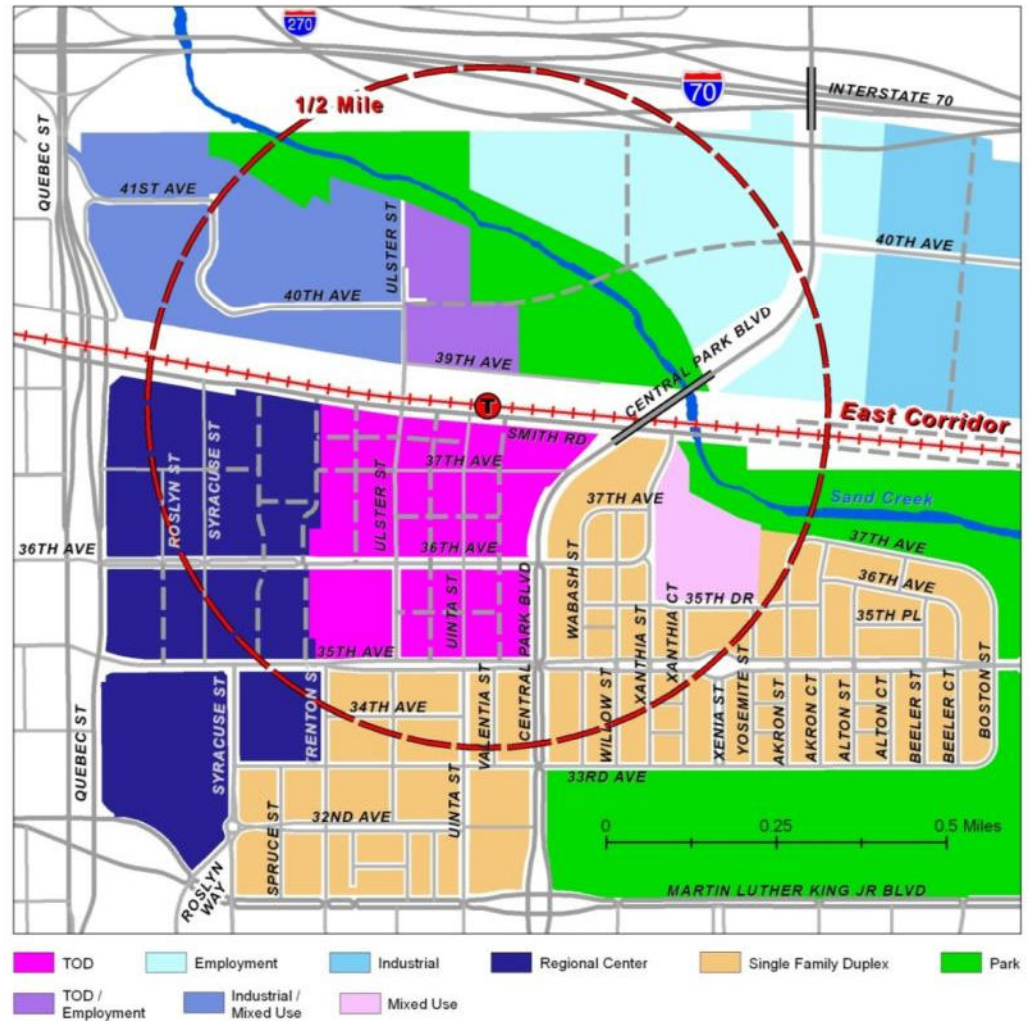
Strategy Framework

Plan Conceptual Land Use

Blueprint Denver
Land Use



Proposed Plan
Conceptual Land Use



Strategy Framework

Building Heights



Strategy Framework

Areas of Stability/ Areas of Change



A.5 Change existing residential neighborhoods to Areas of Stability

Strategy Framework

Active Concepts and Recommendations



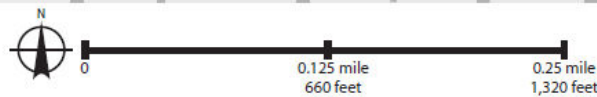
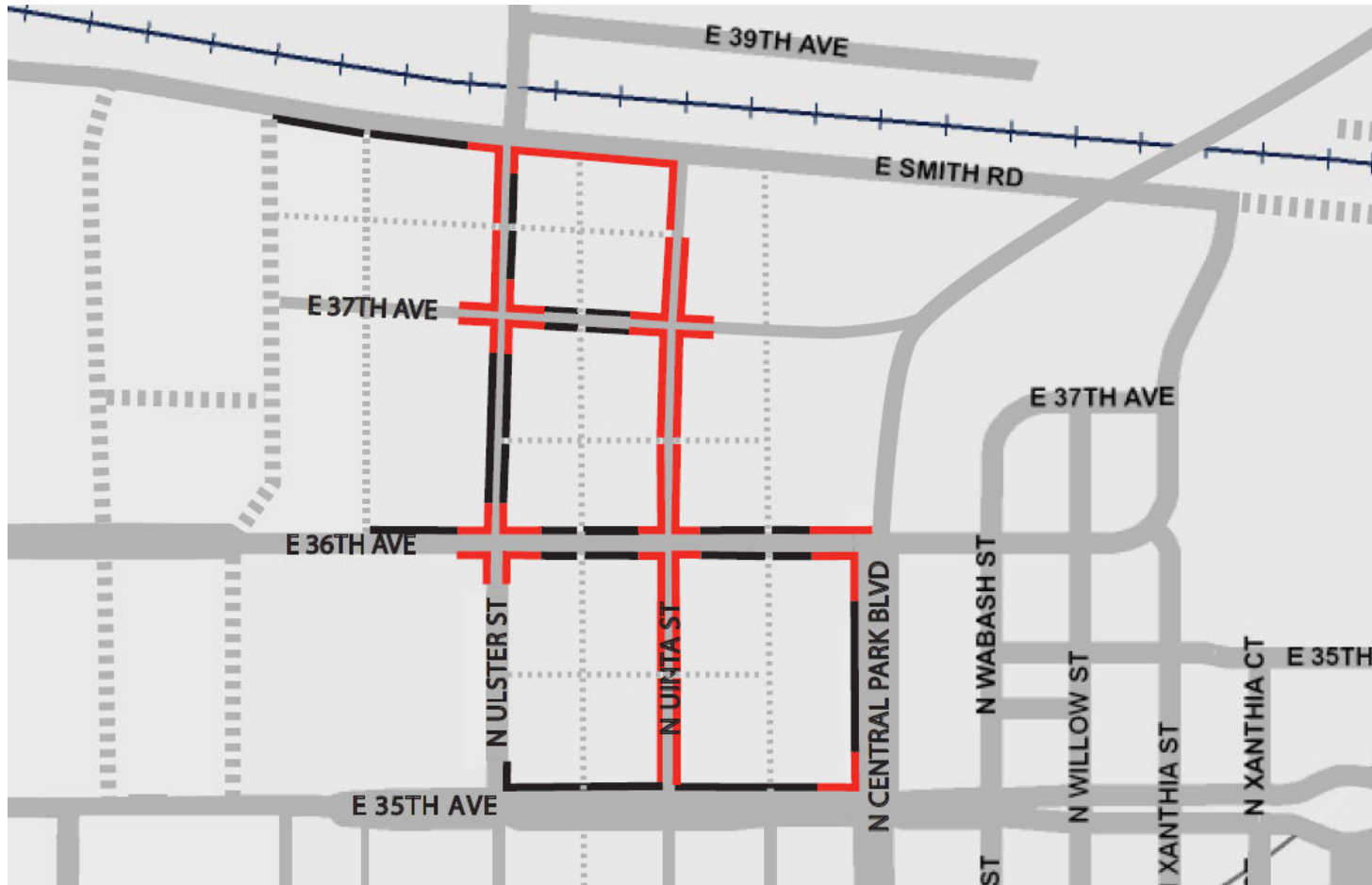
B.1 Active Edges



B.2 Building Frontages

Strategy Framework

Active Concepts and Recommendations



- Active Edge
- Building Frontage

Strategy Framework

Active Concepts and Recommendations

B.3 Building Placement and Massing



Quebec Square

Gateway Intersections

- Syracuse Street & Smith Road
- 36th Avenue & Quebec Street



TOD Core

Gateway Intersections

- Uinta Street & Smith Road
- Central Park Blvd & 36th Avenue
- Uinta Street & 35th Avenue

Key Intersections

- Uinta Street & 36th Avenue
- Uinta Street & 37th Avenue



Employment Centers

Primary Streets

- Central Park Boulevard
- 40th Avenue
- Ulster Street

Strategy Framework

Active Concepts and Recommendations

B.4 Parks, Plazas, and Open Space



B.5 Cultural Activity Generators

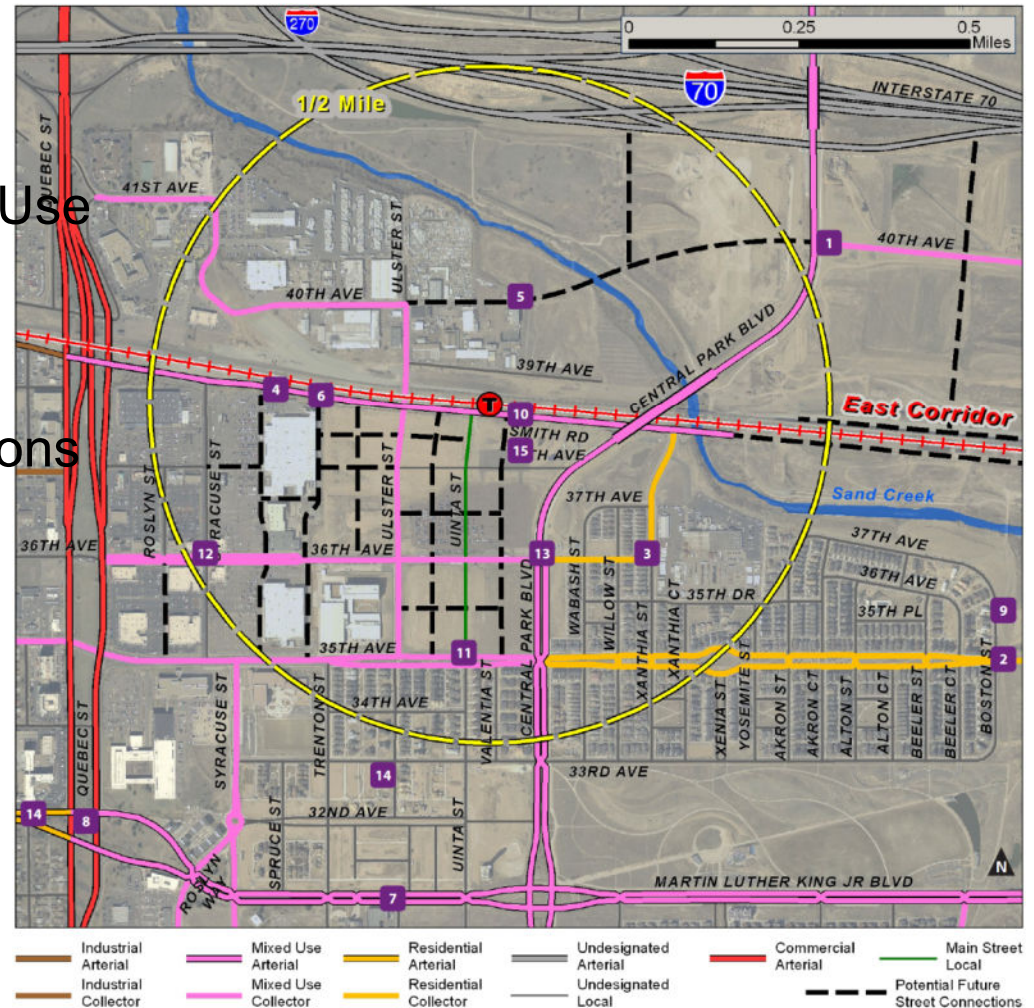


B.6 Design Guidelines Review

Strategy Framework

Accessible Concepts and Recommendations

- C.1 Mobility Network Improvements
- C.2 Promote a High Level of Bicycle Use
- C.3 Ped Mobility Improvements
- C.4 Enhance Ped and Bike Connections
- C.5 Distribute Bus Routes through the Major Street Network
- C.6 Parking Management



Strategy Framework

Accessible Concepts and Recommendations

C.7 Street Cross Sections

Ulster Street



37th Avenue



Smith Road



Strategy Framework

Sustainable Concepts and Recommendations

D.1 Environmental Sustainability



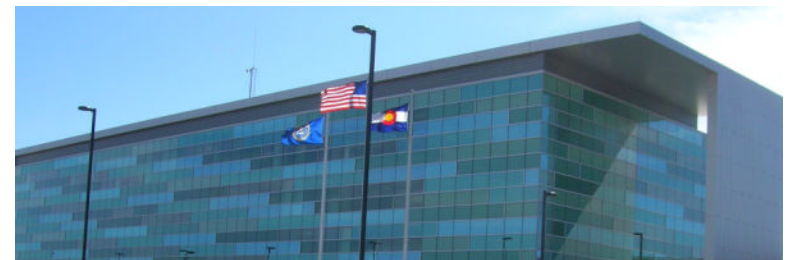
D.2 Social and Cultural Sustainability



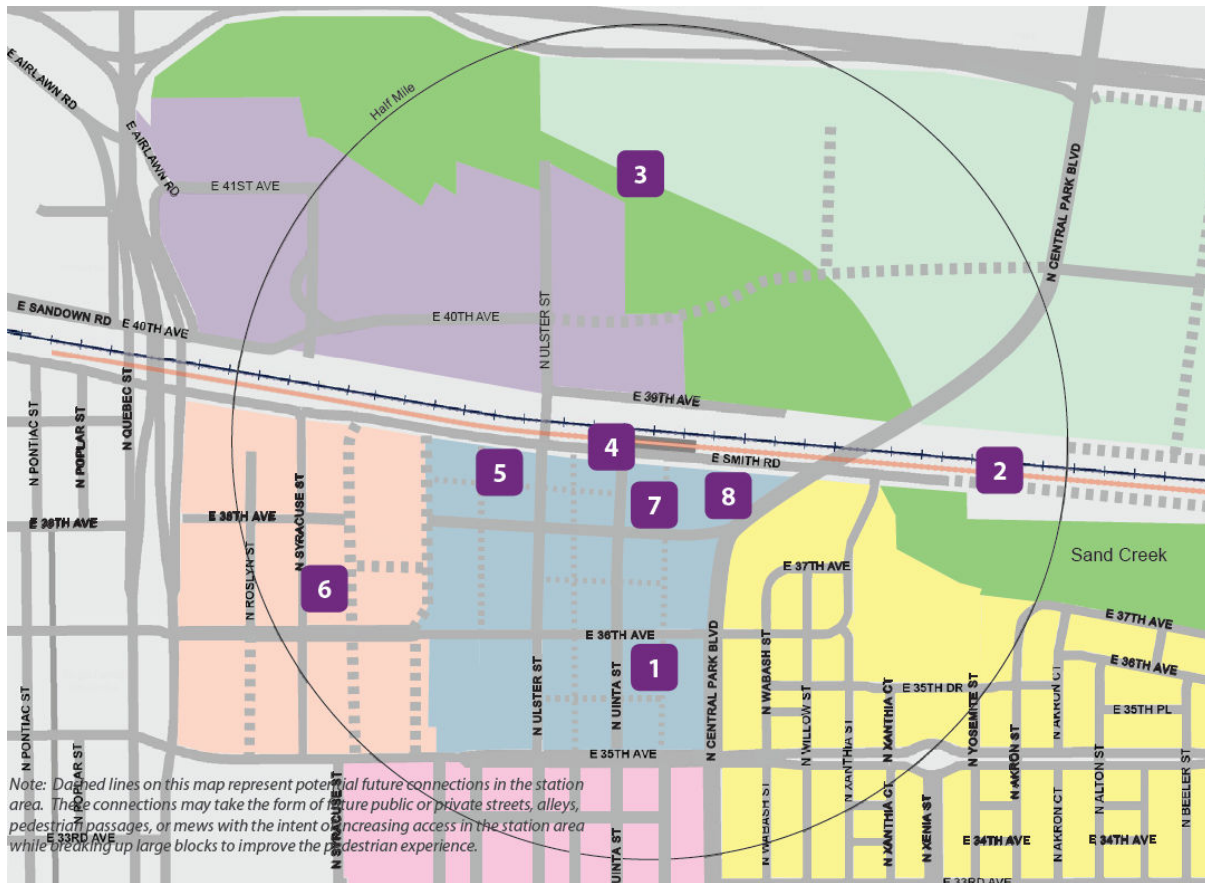
D.3 Housing Sustainability



D.4 Economic Sustainability



Transformative Concepts



TRANSFORMATIVE CONCEPTS

- 1 **Uinta Street**
- 2 **Improved Street Network**
- 3 **Sand Creek Trail Connections**
- 4 **Station Landmark**
- 5 **Innovative Station Site Design**
- 6 **Quebec Square Redevelopment**
- 7 **Intermodal Transportation Center**
- 8 **Bike Sharing and Rental Program**

Transformative Concepts

Uinta Street



KEY ASPECTS OF UINTA'S PUBLIC REALM

- 1 Active Edges
- 2 Building Frontages
- 3 Crossings on Smith Road
- 4 Crossings at 35th and 36th Ave
- 5 Plaza and Open Space
- 6 Gateway - 35th Ave
- 7 Key Building Location - 36th Ave
- 8 Key Building Location - 37th Ave
- 9 Gateway - Smith Road
- 10 Bike Lanes
- 11 On-street parking
- 12 Minimize Bus Traffic

Transformative Concepts

Uinta Street

Intersection

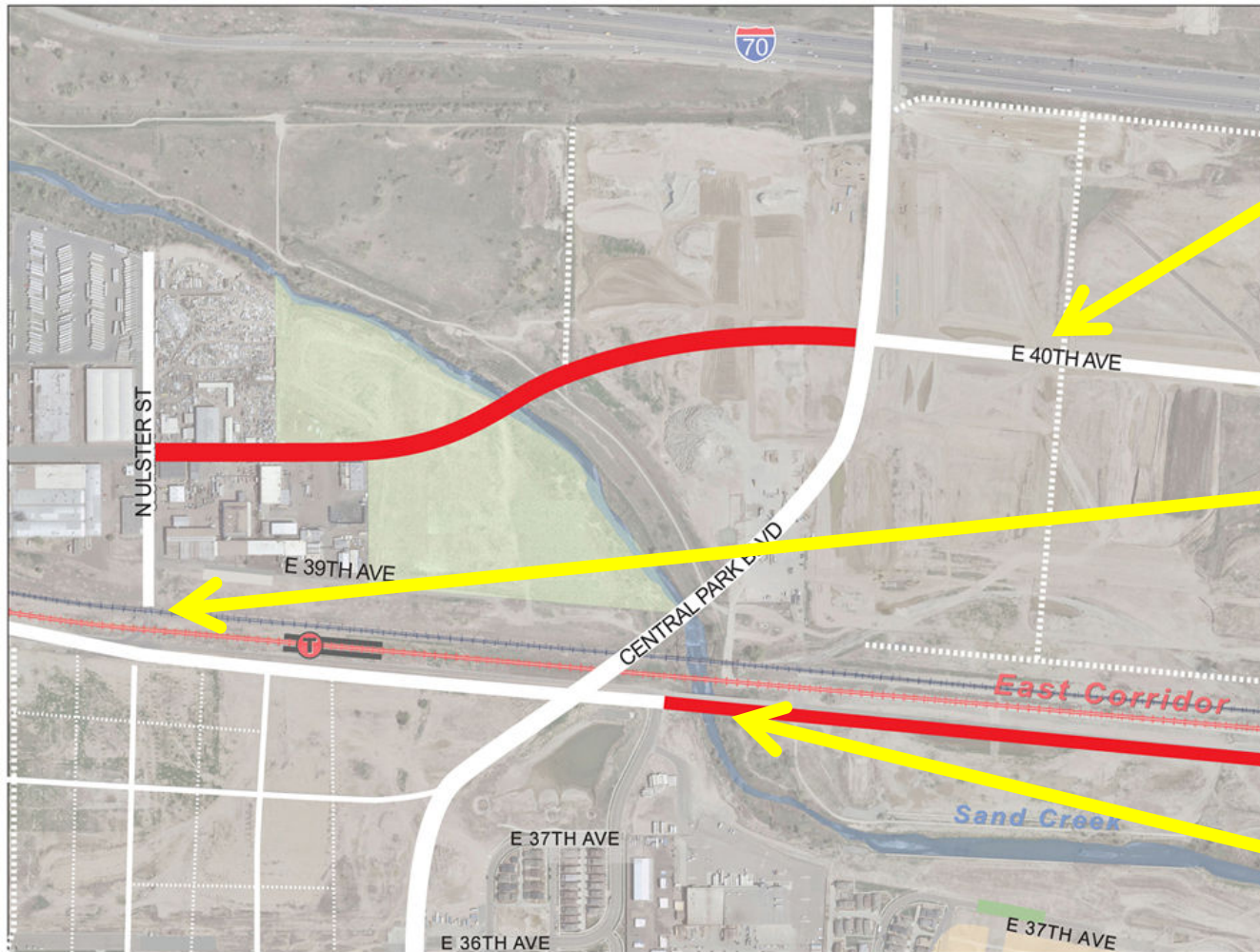


Mid-Block



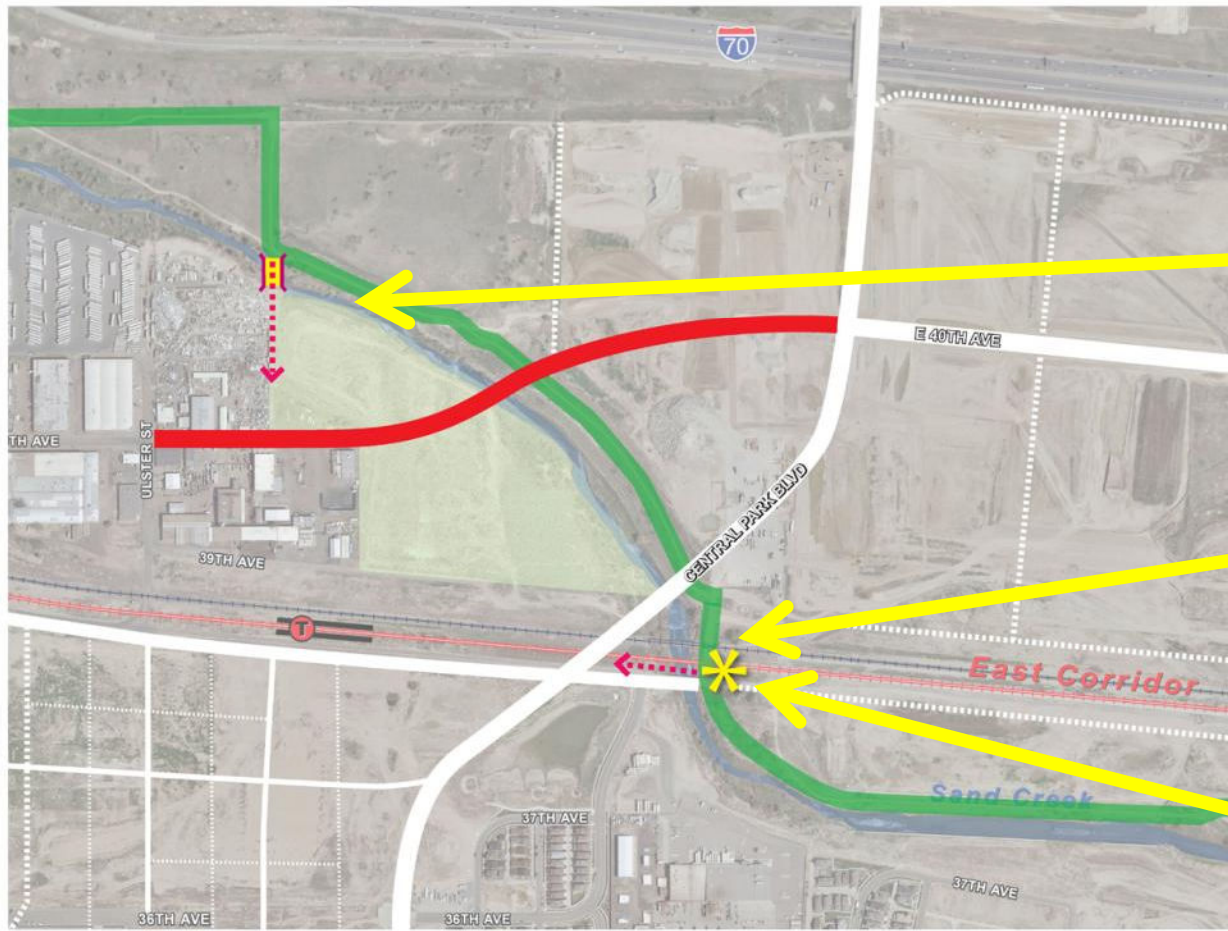
Transformative Concepts






Improved Street Network



Transformative Concepts

Sand Creek Trail Connections

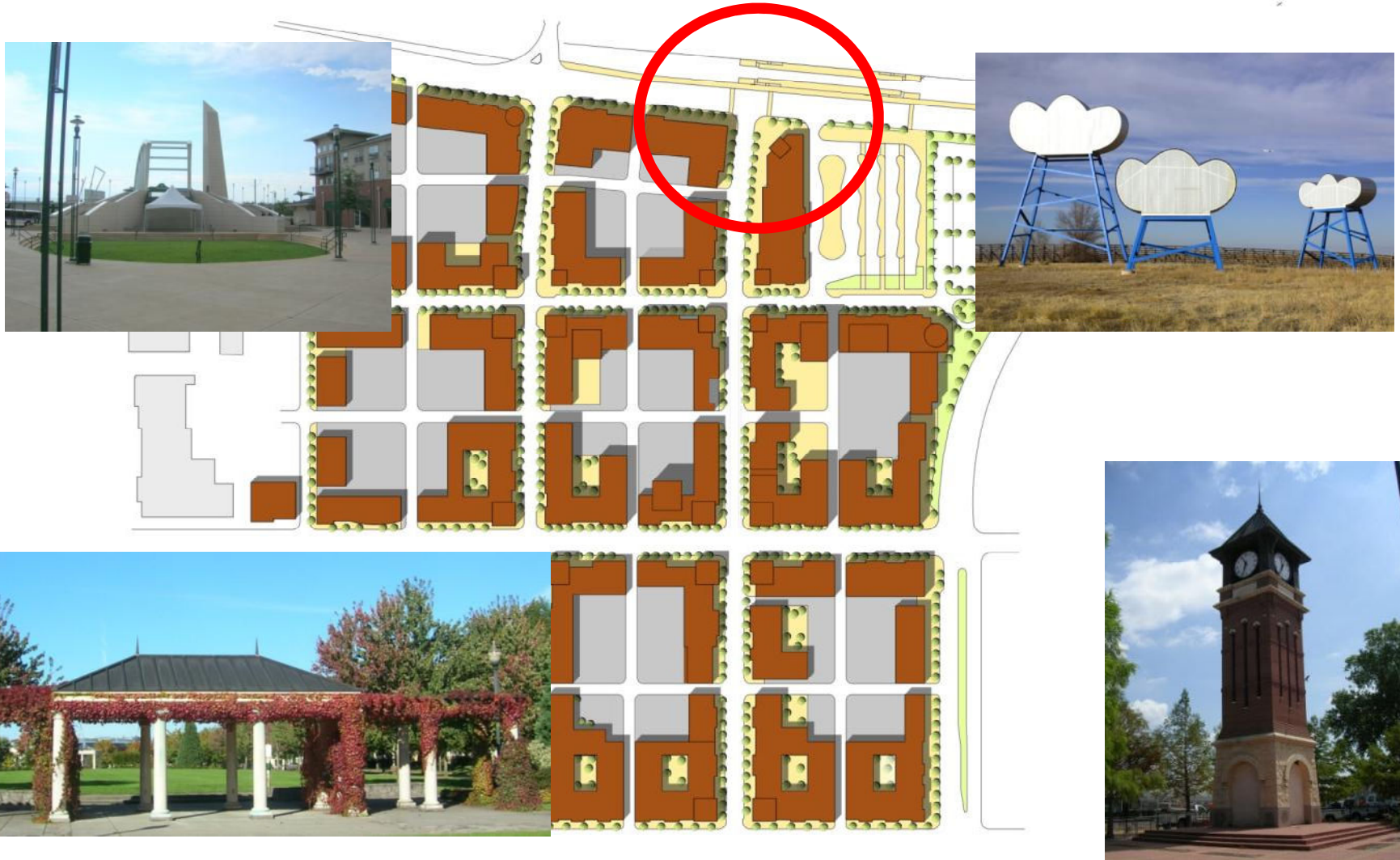


-  Sand Creek Trail
-  Improved Trail Access
-  Proposed Trail enhancements to improve station access
-  Bridge connection
-  Future 40th Avenue



Transformative Concepts

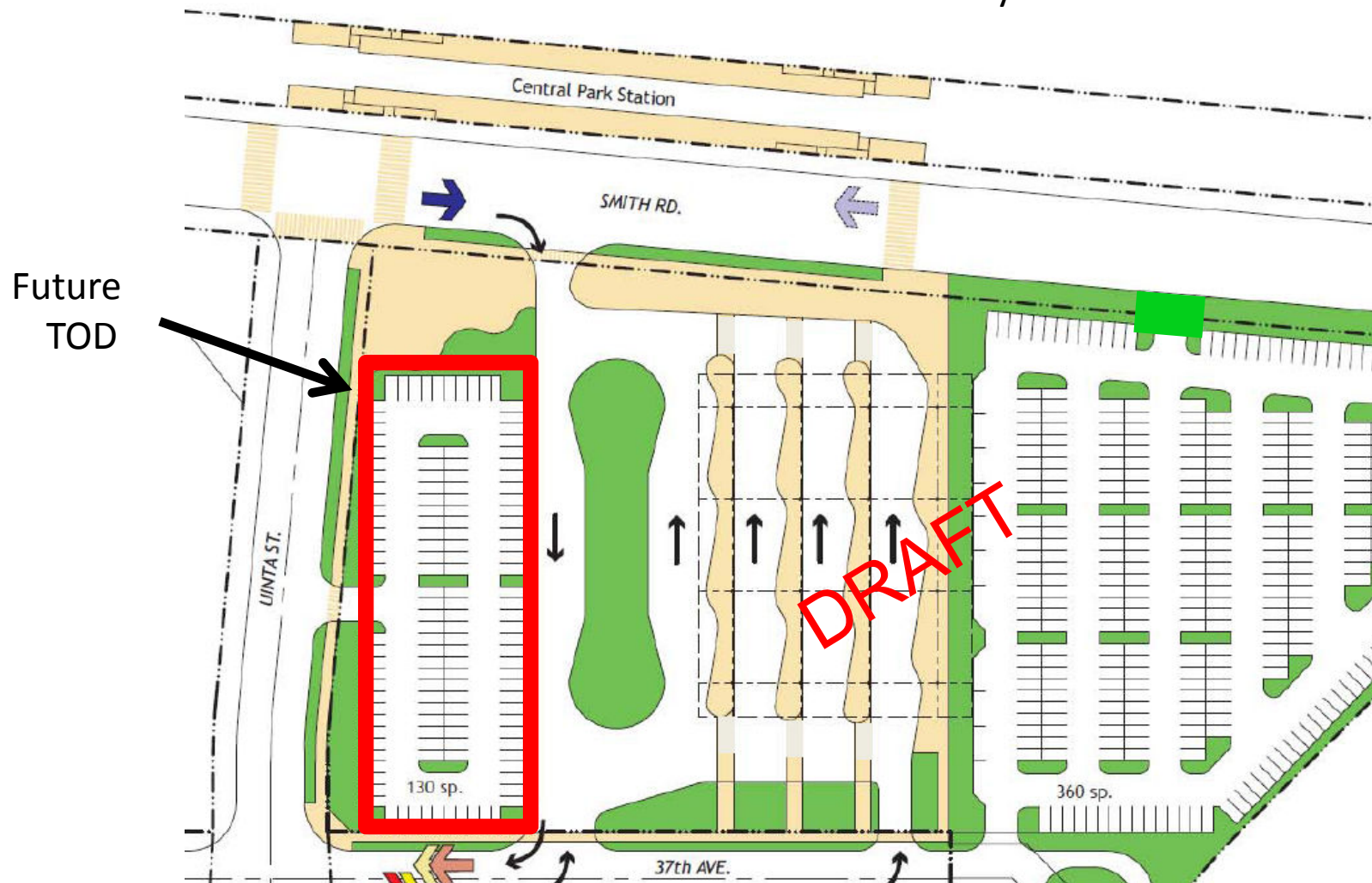
Station Landmark



Transformative Concepts

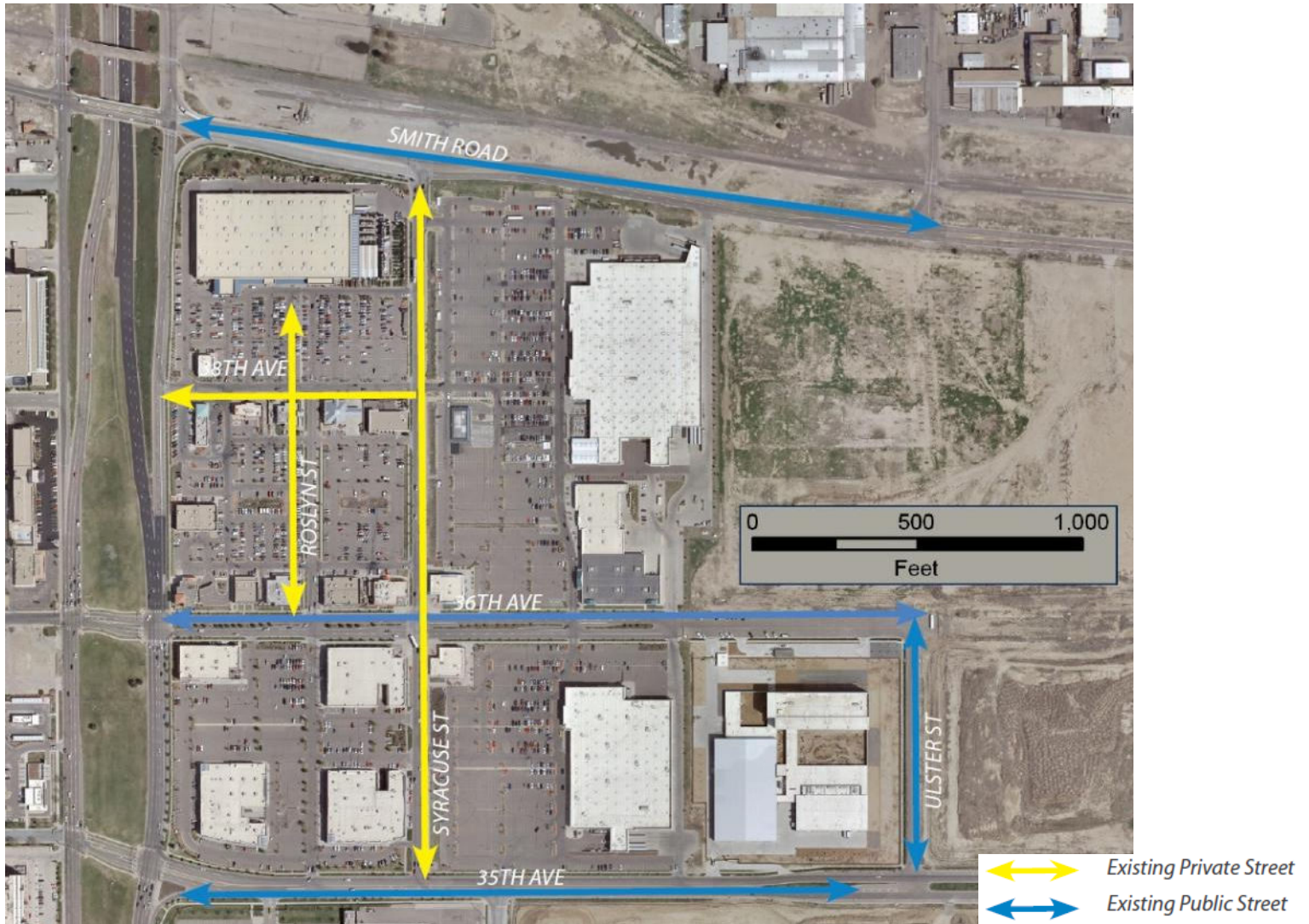
Innovative Station Site Design

DRAFT Bus Transfer Facility



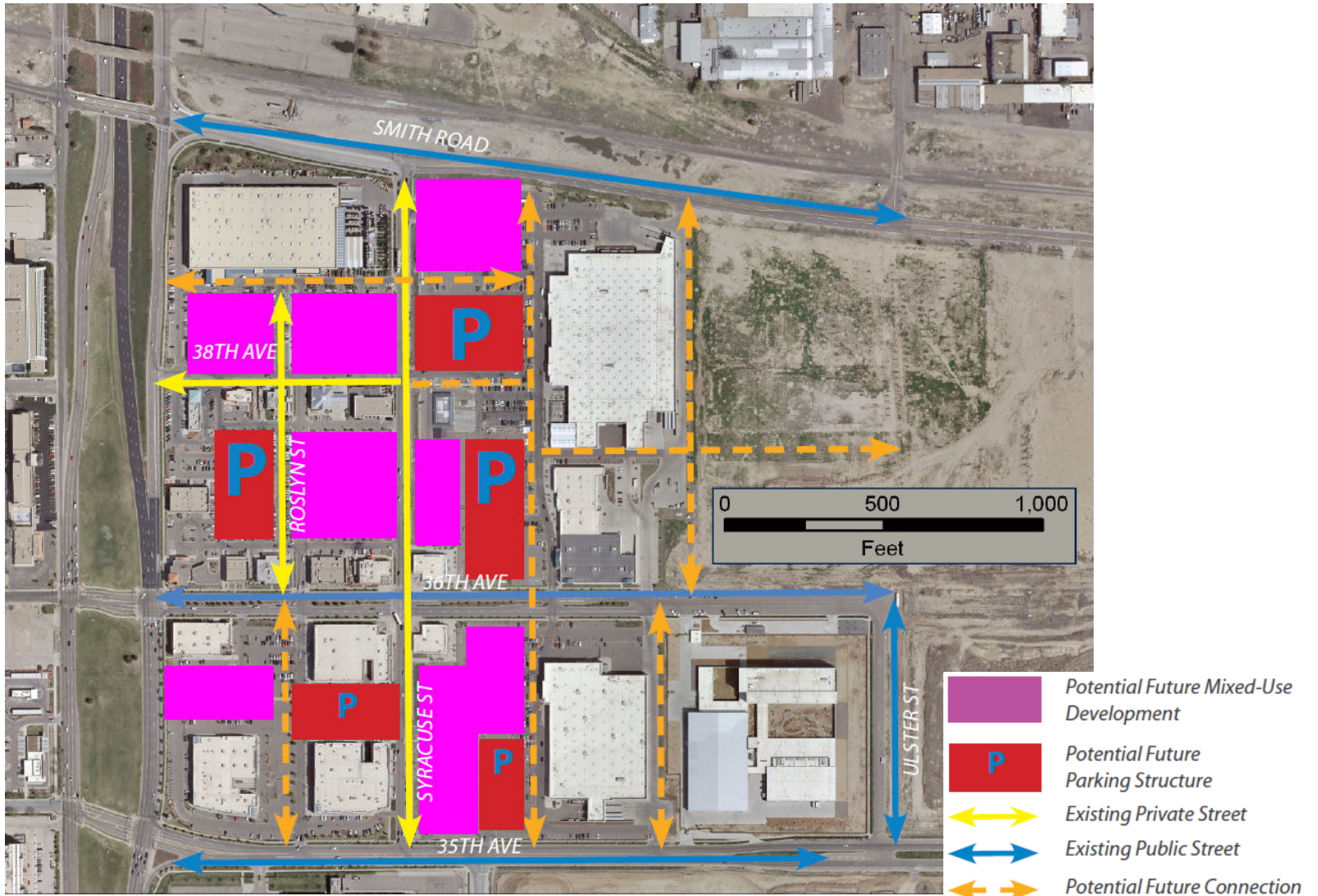
Transformative Concepts

Quebec Square



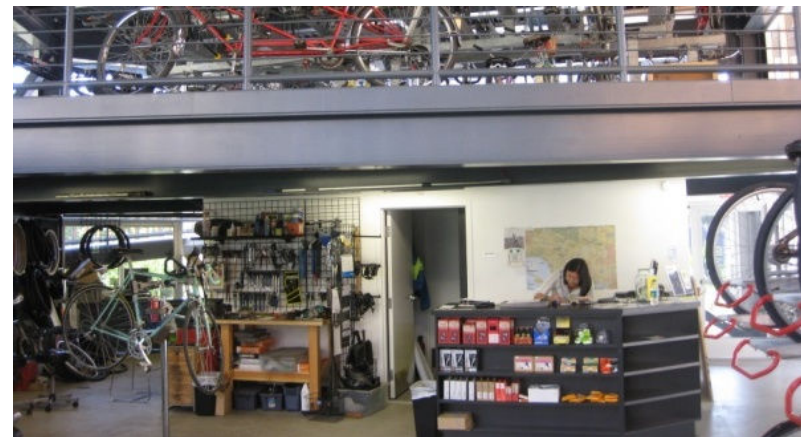
Transformative Concepts

Quebec Square



Transformative Concepts

Intermodal Transportation Center



Transformative Concepts

Bicycle Sharing and Rental Programs



Summary of Edits

From Public Meeting Draft to City Council Draft

- Added text box with description of the **Central Park Station Health Impact Assessment** (pg 5)
- Central Park Station Conceptual Land Use Map – Plan Recommendation: The **RK Mechanical site changes from Industrial Mixed-Use to Mixed-Use** (pg 19)
- Added **Mixed-Use** category to **Future Land Use Concepts** list (pg 20).
- **Future Building Heights Concept Map** shows a **transition area** as described in Recommendation A.4 (pg 21)

Summary of Edits

From Public Meeting Draft to City Council Draft

- Added text in the Destination and Active Concepts and Recommendations that **support protecting natural and man-made view corridors** (pgs 21-22, 27-28).
- Added text boxes and graphics providing a **description of Denver Moves and its applicability** to the station area (pgs 34-35)
- Added text box detailing how the plan addresses the **promotion of healthy and active lifestyles** (pg 45)
- Blueprint Denver Concept Land Use Map – Plan Recommendation: The **RK Mechanical site changes from Industrial to Mixed-Use** (pg 75)

Planning Board Findings

1. Plan Consistency

- Comprehensive Plan 2000
- Blueprint Denver
- Strategic Transportation Plan
- Denver Moves
- Strategic Parking Plan

Finding: The Central Park Station Area Plan is consistent with the Denver Comprehensive Plan and applicable supplements.

Planning Board Findings

2. Inclusive Public Process

- **Denver Planning Board**
 - **Central Park Station Area Plan Key Stakeholder Group**
 - **Community Organization Outreach:** Stapleton Foundation, Stapleton Development Corporation, Stapleton Transportation Management Association, Forest City Stapleton, Citizen Advisory Board, Tri-CAB Committee, Greater Stapleton Business Association, RNO's (Stapleton United Neighbors, Park Hill, Northeast Park Hill, Montclair, Northwest Aurora), Park Creek Metropolitan District, Sand Creek Regional Greenway, Stapleton BeWell Health and Wellness Initiative
 - **General Public**
 - Public Meetings: June 29, 2011 and June 14, 2012
 - Individual Correspondence and Central Park Station Area Plan webpage
 - Central Park North Neighbors Group Meeting: August 1, 2012
- Finding: The Plan was developed through an inclusive public process.***

Planning Board Findings

3. Long-term View

- Central Park Station Area is part of the Stapleton Development Area
- Stapleton Development Plan set the stage for Stapleton's on-going transformation from an International Airport to a neighborhood.
- East Commuter Rail Line opens in 2016, station area planning provides a refined vision for the one-half mile radius surrounding the Central Park Station.
- Expected planning horizon for the Central Park Station Area Plan is 20 years.

Finding: The plan has an appropriate long-term perspective.

Planning Board Action

July 18, 2012

Planning Board Action:

- **Approval** with the condition that:
 - the document be edited for clarity and correctness and
 - staff meet with stakeholders regarding the conceptual land use designation for the RK Mechanical site (Mixed-Use).

Stakeholder Meeting

August 1, 2012

- RK Mechanical Future Conceptual Land Use

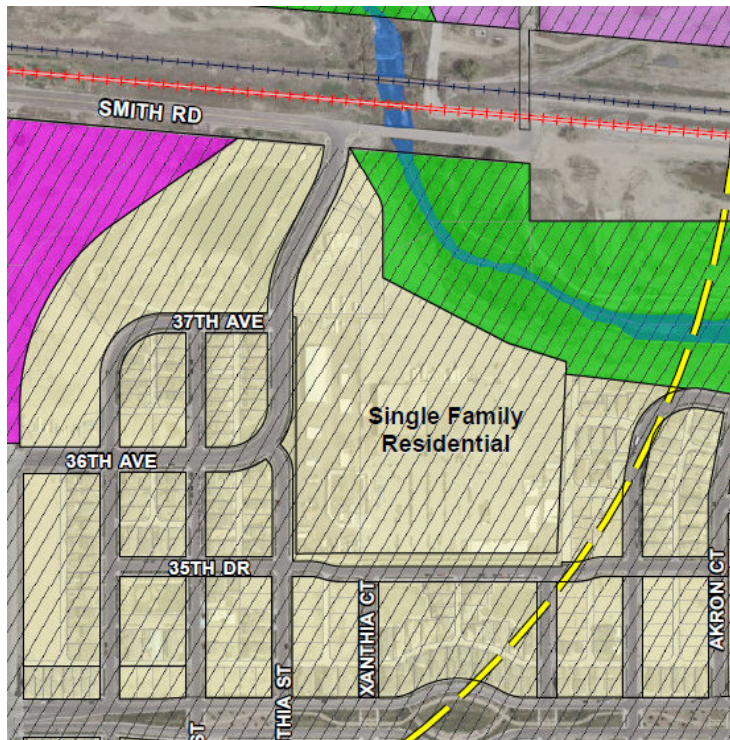


- **Existing Land Use:** Office & Light Manufacturing
- **Existing Zoning:** CMU-30
- **Current Blueprint Conceptual Land Use:**
Single –Family Residential
- **Existing AOC/AOS:** Area of Change
- **Proposed AOC/AOS:** Area of Change
- **Proposed Conceptual Land Use:**
Industrial – Mixed – Use

Stakeholder Meeting

August 1, 2012

- RK Mechanical Future Conceptual Land Use



Existing Blueprint Conceptual Land Use

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Stakeholder Meeting

August 1, 2012

Revised Description of Mixed-Use Conceptual Land Use:



Plan Proposed Conceptual Land Use

In the context of this plan, there is one area designated for mixed-use, the RK Mechanical site. The existing light industrial use has been in its current location and is a permitted use in the existing C-MU-30 zone district. If ~~the current use leaves its current location and~~ a rezoning is sought, mixed-use in this context would be primarily residential with the potential for a small amount of neighborhood serving retail. **Any redevelopment plan should acknowledge the adjacent residential uses and utilize appropriate transitions.**

Planning Board Transmittal

- The Central Park Station Area Plan is hereby transmitted to the Mayor and City Council with the approval of the Denver Planning Board.
- The Final Draft incorporates approved changes.

Questions and Comments?

The plan is available to download at www.denvergov.org.
Search: Central Park Station Area Plan

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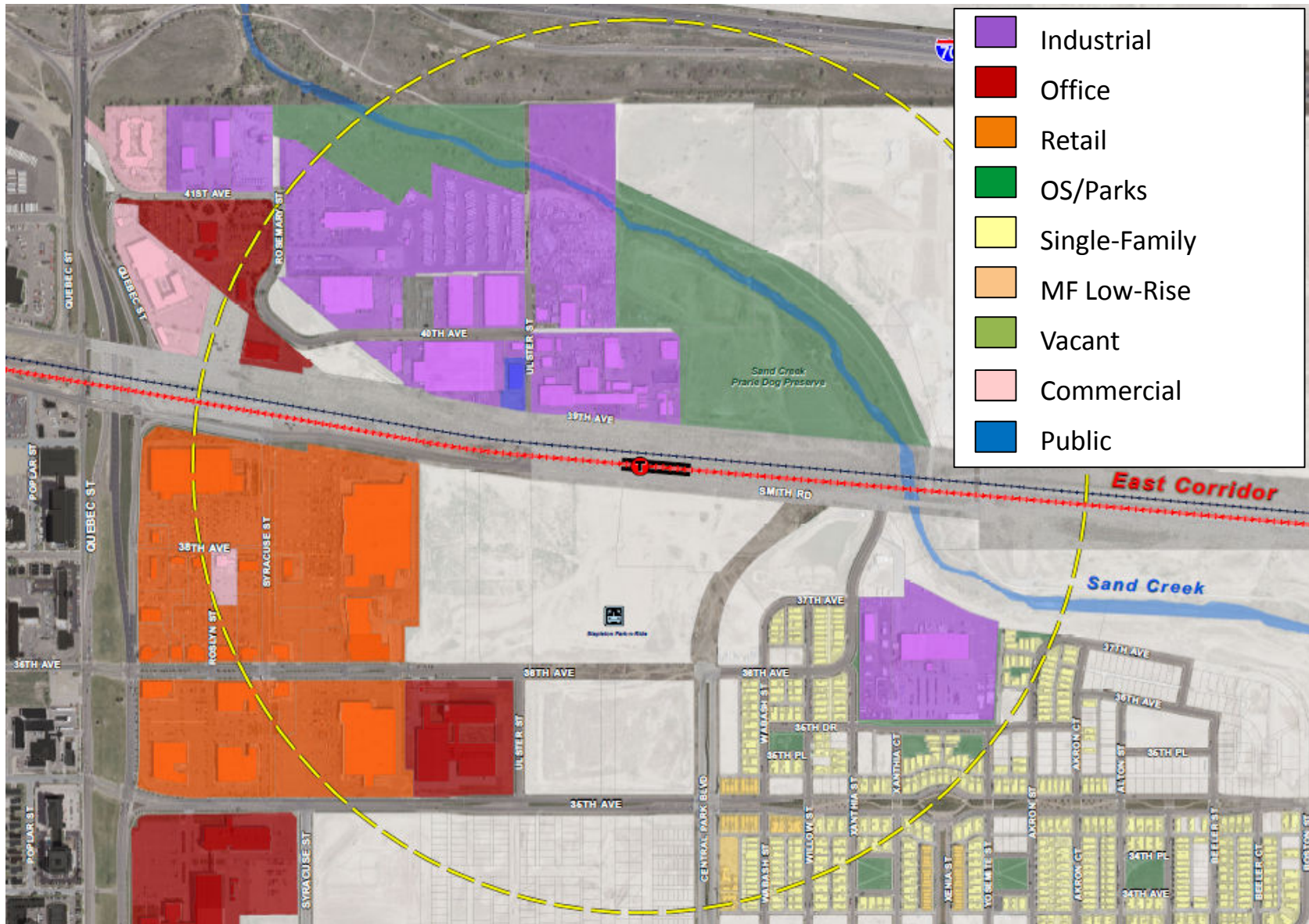
CENTRAL PARK STATION AREA PLAN



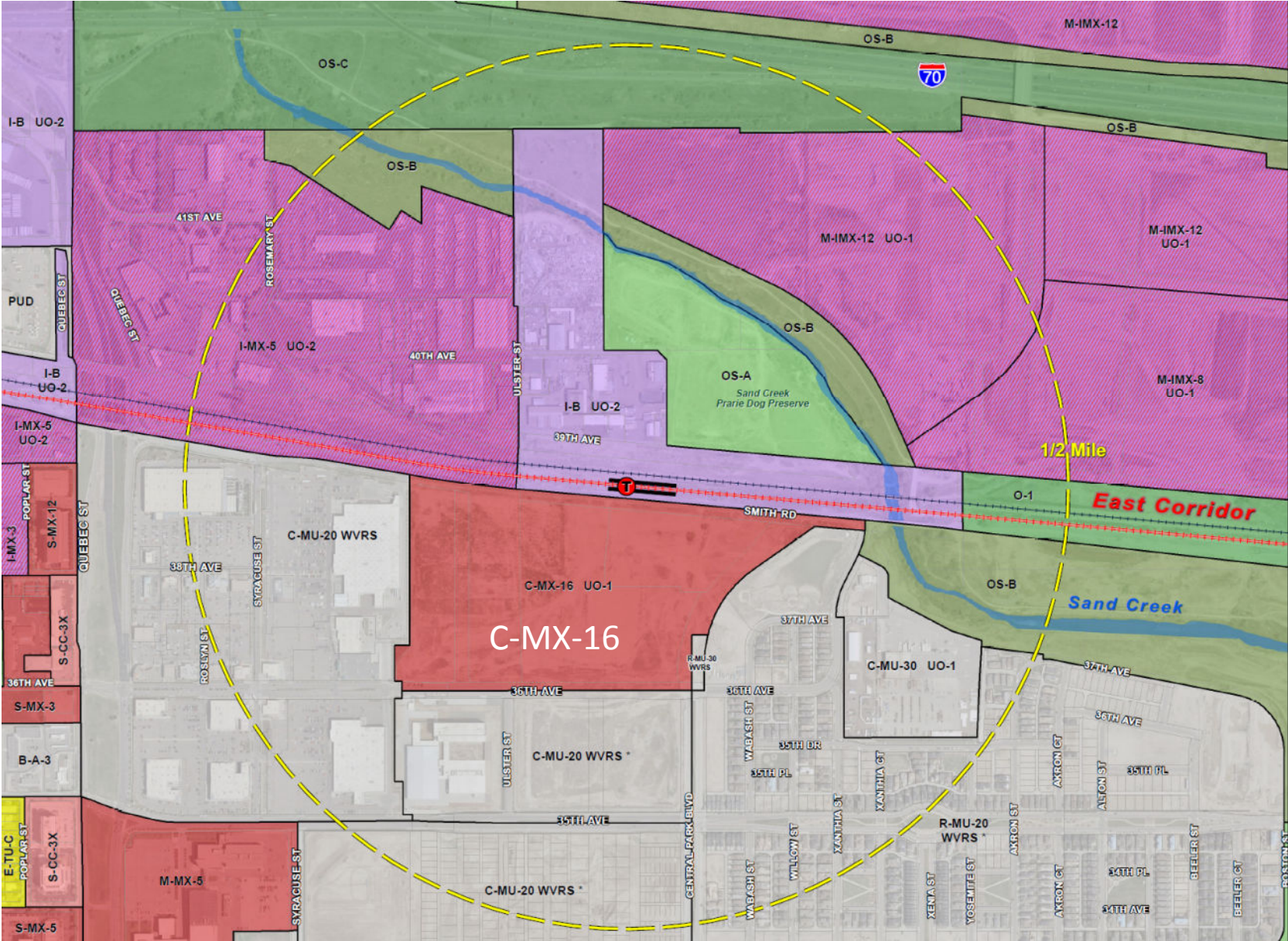
Summary of Letters to Planning Board

- Letters of Support: 8
 - Community Organizations, Property Owners, RTD
- Letters of Objection: 2
 - Letters focus solely on the RK Mechanical Conceptual Land Use Designation
 - Central Park North Neighbors Group (2 letters)
 - Individual home owner in Central Park North

Existing Land Use



Current Zoning



Transformative Concepts

Innovative Station Site Design

Stormwater BMP



Green Parking Lots



Solar Power Bus Facility



Green Street

