

INCA STREET STATION:

PROPOSED CONCEPT PLAN

URP 663I: PLANNING STUDIO II, Instructor: Korkut Onaran, Ph.D.

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INTRODUCTION/DESIGN OBJECTIVES

This document is to serve the neighborhoods of Sunnyside, Highlands and Globeville in developing their station area on the Gold Line to the best of their abilities. This is not the final solution nor the best solution, but it an opportunity for citizens to see what the potential for such a site could be. This document was prepared as part of a studio course at the University of Colorado at Denver, instructed by Korkut Onaran, Ph.D.

Our team approached this assignment on a different viewing plane than many of the other groups. We have taken the station as a fulcrum for development, providing a great amount of connection to the community, and providing the area for community services that are lacking currently. We came up with five basic goals we wanted our design and proposal to address and meet. These are:

- Protecting the Industrial Community through rezoning, realigning and recommmiting support to the Downtown Denver Industrial Community
- Provide more opportunities to increase the local job base through retail outlets, office space, and service oriented business spaces
- Design a station that will become a neighborhood/regional destination, not just another “stop on the line”
- Project a better identity of the community to outsiders through iconic architecture
- Provide spaces for community services and activities

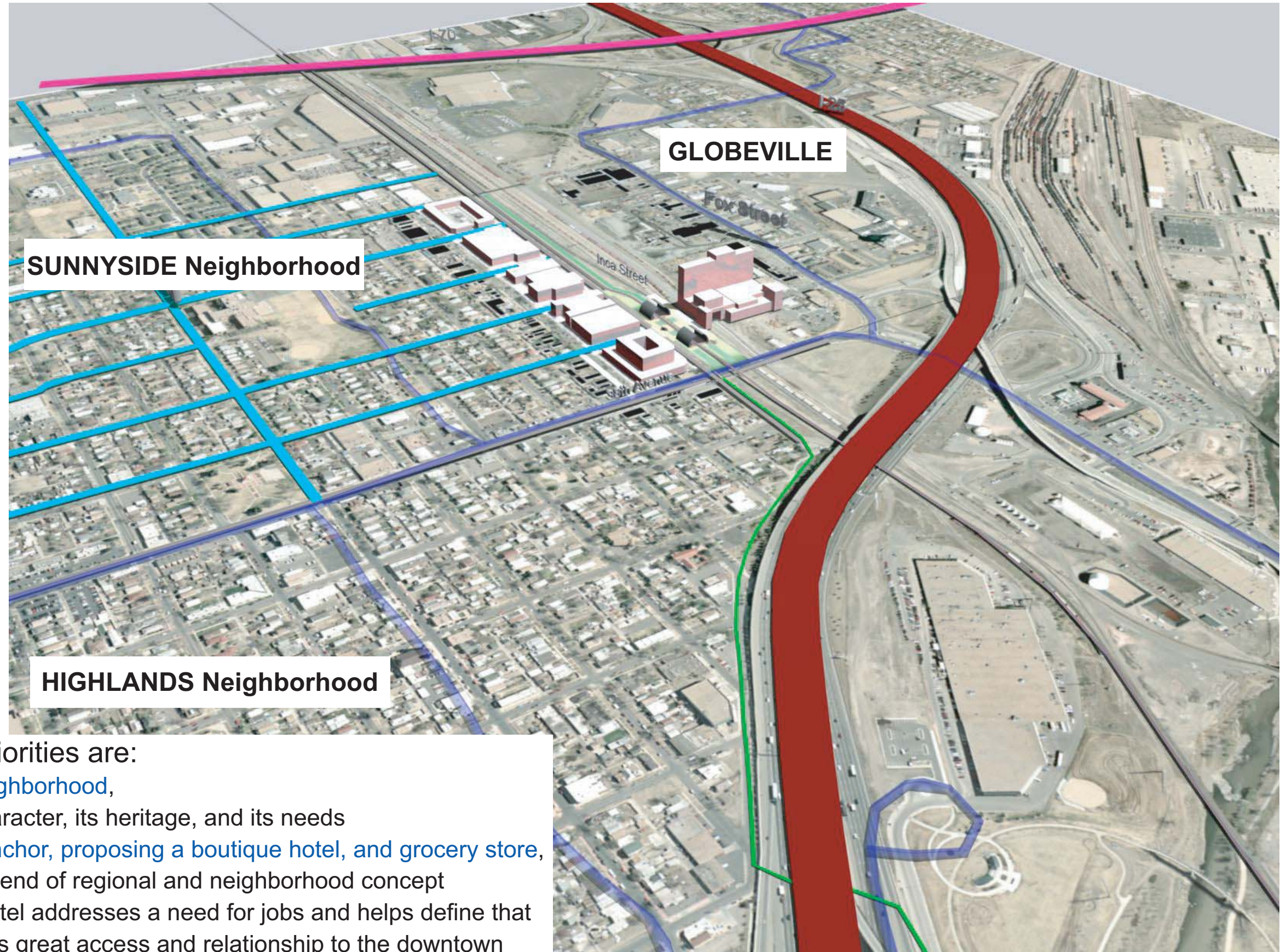
A hotel, a new park, an area for a grocery store and numerous retail outlets, over 400 residential units with a wide variety of options, and over 350,000 square feet of retail/office/light industrial space are all part of the results from these goals.

The following pages showcase the ideas of Tim Duffy, Jay Garcia, and Craig Sklenar in the comprehensive plan, zoning recommendations, and design features of what the new light rail station should be and what the possible build out opportunities are.



Study Area

- Connections
- Opportunities
- Revitalization
- Transit Related



Bus Lines	
Platte Valley Ped/bike Trail	

In this plan our priorities are:

- To serve the neighborhood,
 - its character, its heritage, and its needs
- To provide an anchor, proposing a boutique hotel, and grocery store,
 - a blend of regional and neighborhood concept
 - the hotel addresses a need for jobs and helps define that
- this transit station has great access and relationship to the downtown

ZONING CHANGE PROPOSAL

Rezoning along Inca Street and Fox Street are essential in providing for a revitalization and rebirth of the surrounding neighborhoods. Our proposal requires Inca Street blocks to be rezoned T-MU30. This allows for the greatest amount of flexibility and would not require special permits for the uses we have proposed. To help with the displacement of all the industrial businesses the new development would affect, we suggest rezoning the lots surrounding Fox Street to I-0. Fox Street has many vacancies and will benefit from this rezoning by providing for an area within the community for the displaced companies.

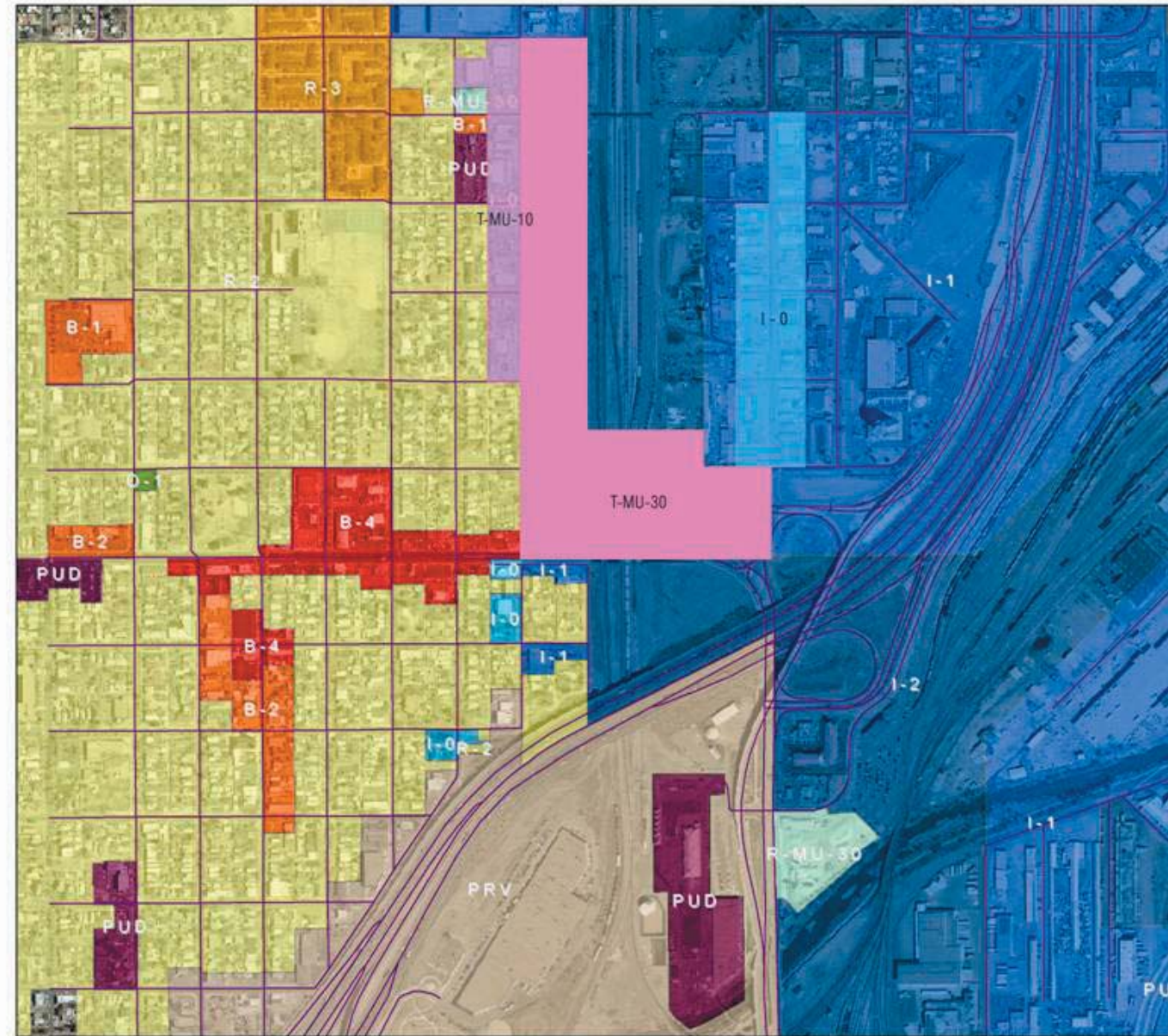
Below is a description of the T-MU30 zone proposed. This will affect only the area on the map shown in PINK.

T-MU-30 Transit Mixed-Use District. The T-MU-30 district provides for urban development proximate to a mass transit railway system station to promote a mix, arrangement, and intensity of uses that support transit ridership and use of other transportation modes, especially walking. The arrangement of uses allows residents, workers, and shoppers to walk to transit and other destinations within the district. The T-MU-30 district allows the broadest range of uses and most development intensity. The T-MU-30 district is intended for station areas with adequate land to create a viable transit oriented development (TOD) and to transition to the surrounding community. A T-MU-30 district must be proximate to a mass transit railway system station and have a direct pedestrian connection to that station. That point of a T-MU-30 district that is nearest to a mass transit railway system station shall be located no more than 1500 feet from the intersecting center lines of the tracks and adjacent passenger loading platforms.

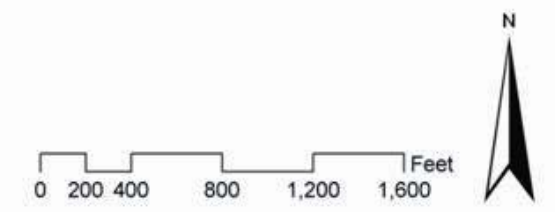
Structure complexes in a T-MU-30 zone district 10 percent of total zone lot area. May be transferred between zone lots within a GDP area provided the transferred area enhances the connection to transit facilities, plazas or streets, enhances the pedestrian environment, enhances or creates a public space, and is publicly accessible or a benefit to the neighborhood.

Basic maximum gross floor area is equal to five (5) times the area of the zone lot on which the structures are located (5:1).

NOTE: For an approved General Development Plan Area within a T-MU-30 zone district, the Maximum Gross Floor Area limit may be applied on an area-wide basis, provided that the area-wide Average Maximum Gross Floor Area shall not exceed the limit specified above. Any parking of vehicles, excess, shall be included in the calculation of gross floor area. For this purpose only, gross floor area for parking of vehicles, excess shall include all above grade parking spaces, drive aisles, and ramps; underground parking shall be excluded from the calculation.



Zoning Map



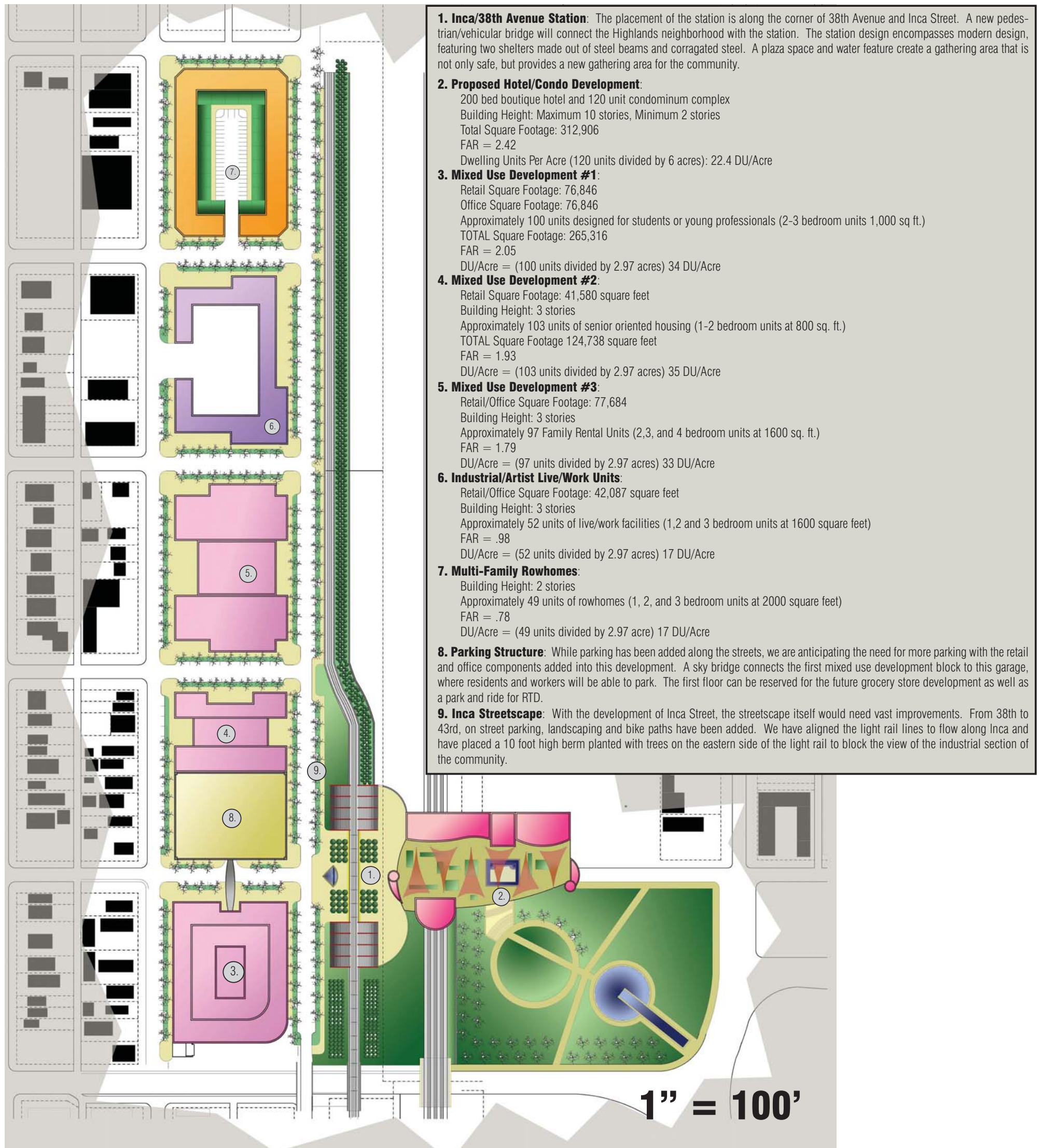
Below is a list of permitted uses in a T-MU 30 Zone without any question, those listed in bold are uses proposed for the site

Artist Studios
 Multiple Unit Dwellings
 Single Unit Dwellings
 Live/Work Residential
 Residence for older Adults
 Residential, institutional/special
 Rooming and/or boarding house
 Banking and Financial Services
 Bed and Breakfast

Communications Service
 Eating Place
 Food Sales or Market, Large
Hotel
 Printing Service, Publishing, Business Support
Retail, service, repair, consumer, medium scale
Retail, service, repair, consumer, small scale
Terminal, Public Transportation, Local
 Child Care Center

Community or Senior Center or Recreational Facility
 Fire Station
 Library
Parks, Public, open space, associated buildings
 Police Station
 Postal Facility, neighborhood
 Recreation services, indoor
Recreation services, outdoor
 Studio, professional
 Theater, indoor

SITE PLAN



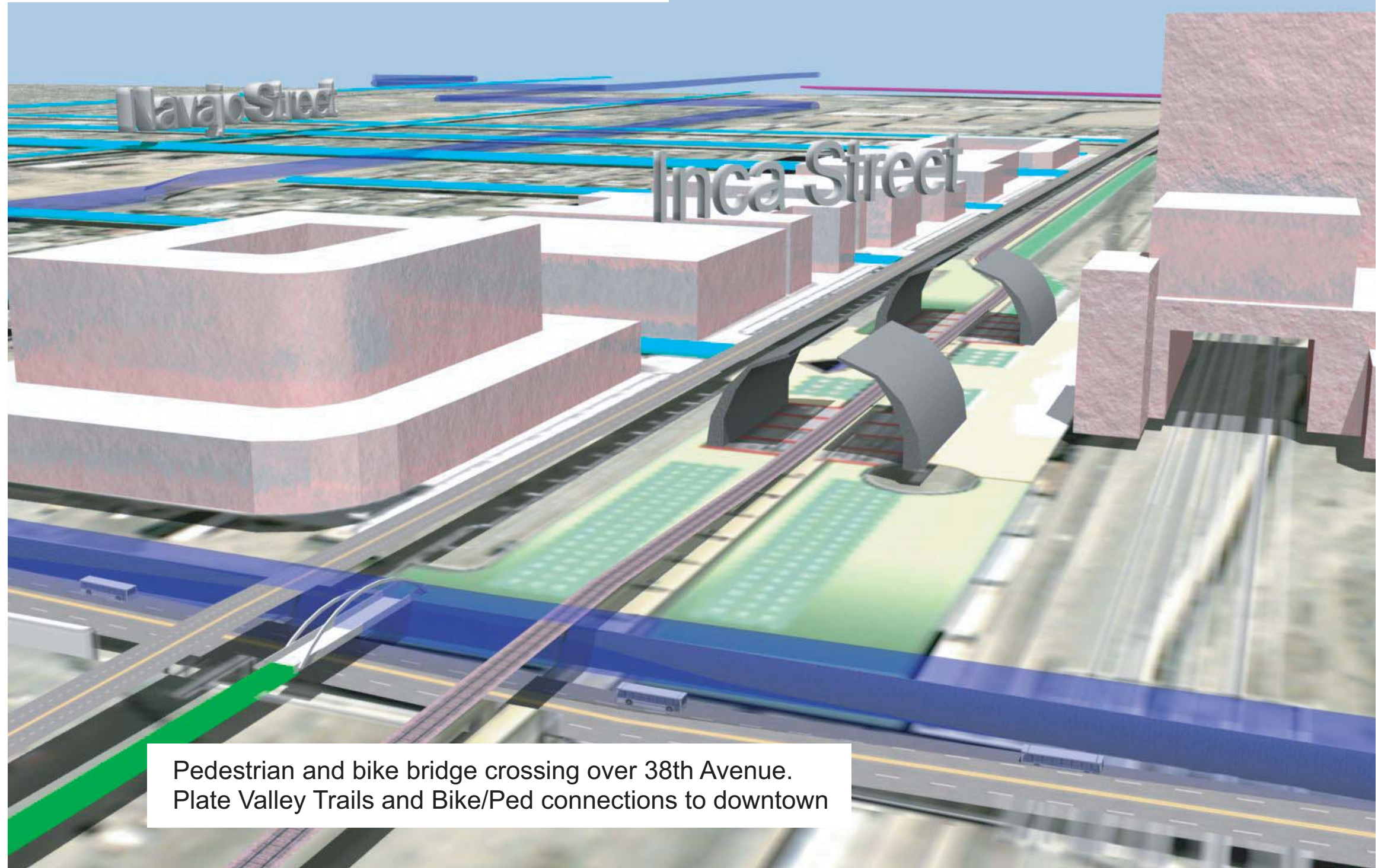
- 1. Inca/38th Avenue Station:** The placement of the station is along the corner of 38th Avenue and Inca Street. A new pedestrian/vehicular bridge will connect the Highlands neighborhood with the station. The station design encompasses modern design, featuring two shelters made out of steel beams and corrugated steel. A plaza space and water feature create a gathering area that is not only safe, but provides a new gathering area for the community.
- 2. Proposed Hotel/Condo Development:**
 200 bed boutique hotel and 120 unit condominium complex
 Building Height: Maximum 10 stories, Minimum 2 stories
 Total Square Footage: 312,906
 FAR = 2.42
 Dwelling Units Per Acre (120 units divided by 6 acres): 22.4 DU/Acre
- 3. Mixed Use Development #1:**
 Retail Square Footage: 76,846
 Office Square Footage: 76,846
 Approximately 100 units designed for students or young professionals (2-3 bedroom units 1,000 sq ft.)
 TOTAL Square Footage: 265,316
 FAR = 2.05
 DU/Acre = (100 units divided by 2.97 acres) 34 DU/Acre
- 4. Mixed Use Development #2:**
 Retail Square Footage: 41,580 square feet
 Building Height: 3 stories
 Approximately 103 units of senior oriented housing (1-2 bedroom units at 800 sq. ft.)
 TOTAL Square Footage 124,738 square feet
 FAR = 1.93
 DU/Acre = (103 units divided by 2.97 acres) 35 DU/Acre
- 5. Mixed Use Development #3:**
 Retail/Office Square Footage: 77,684
 Building Height: 3 stories
 Approximately 97 Family Rental Units (2,3, and 4 bedroom units at 1600 sq. ft.)
 FAR = 1.79
 DU/Acre = (97 units divided by 2.97 acres) 33 DU/Acre
- 6. Industrial/Artist Live/Work Units:**
 Retail/Office Square Footage: 42,087 square feet
 Building Height: 3 stories
 Approximately 52 units of live/work facilities (1,2 and 3 bedroom units at 1600 square feet)
 FAR = .98
 DU/Acre = (52 units divided by 2.97 acres) 17 DU/Acre
- 7. Multi-Family Rowhomes:**
 Building Height: 2 stories
 Approximately 49 units of rowhomes (1, 2, and 3 bedroom units at 2000 square feet)
 FAR = .78
 DU/Acre = (49 units divided by 2.97 acre) 17 DU/Acre
- 8. Parking Structure:** While parking has been added along the streets, we are anticipating the need for more parking with the retail and office components added into this development. A sky bridge connects the first mixed use development block to this garage, where residents and workers will be able to park. The first floor can be reserved for the future grocery store development as well as a park and ride for RTD.
- 9. Inca Streetscape:** With the development of Inca Street, the streetscape itself would need vast improvements. From 38th to 43rd, on street parking, landscaping and bike paths have been added. We have aligned the light rail lines to flow along Inca and have placed a 10 foot high berm planted with trees on the eastern side of the light rail to block the view of the industrial section of the community.

SITE PLAN

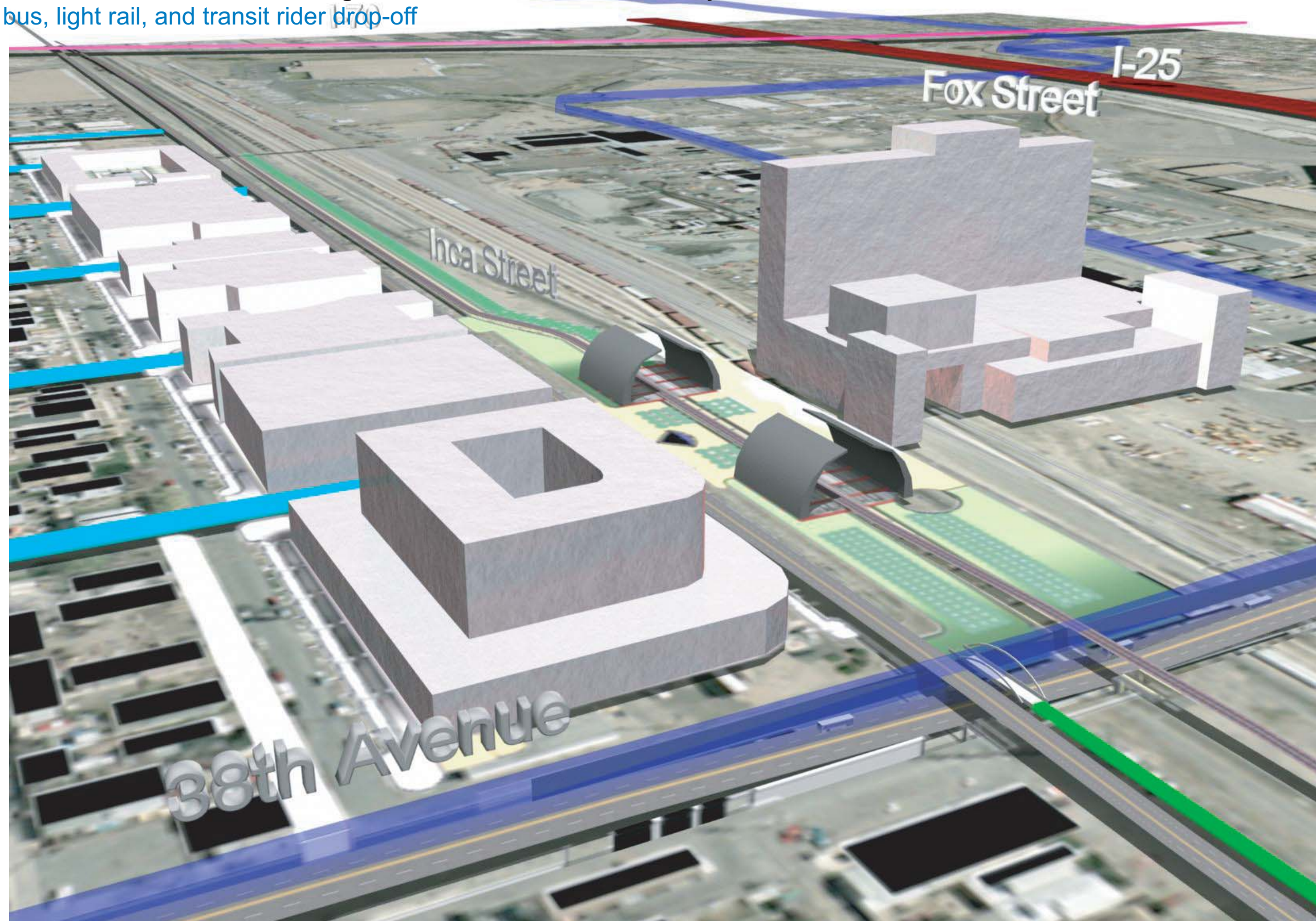
It is often said that Form shall follow Function. In the case of the 38th Avenue Redevelopment Plan, Form Has Followed Function. November 8th, the Citizens of the Denver Metro Area passed FasTracks, a 7.4 Billion Dollar Initiative to build 119 miles of new light rail and commuter rail connecting all of Denver's major suburban regions to downtown. 38th Avenue and Inca have been selected as a site for the Gold Line. This stop will be the first out of Union Station, or the last before Union Station depending on which way one may travel. Using this, we have developed a strategic plan that will not only create a unique Light Rail station, but also rejuvenate an urban neighborhood. Surrounding the Station, a variety of mixed uses and high density buildings provide a framing of the station itself, letting passengers know they have arrived somewhere. This helps create a community icon for travelers and not just another stop on the line itself. Our concept is to follow the line north development wise, designing several mixed use structures, each that will provide for a different "niche" market, but all that can benefit from the use of the station. This development process is slated at a build out of 12 years, the time it will take to develop the Gold Line itself, our views were that opening day of the station meant opening day of the new look of Sunnyside/Highlands/Globeville.

This plan finds 38th Avenue is a key element for revitalization and improvements

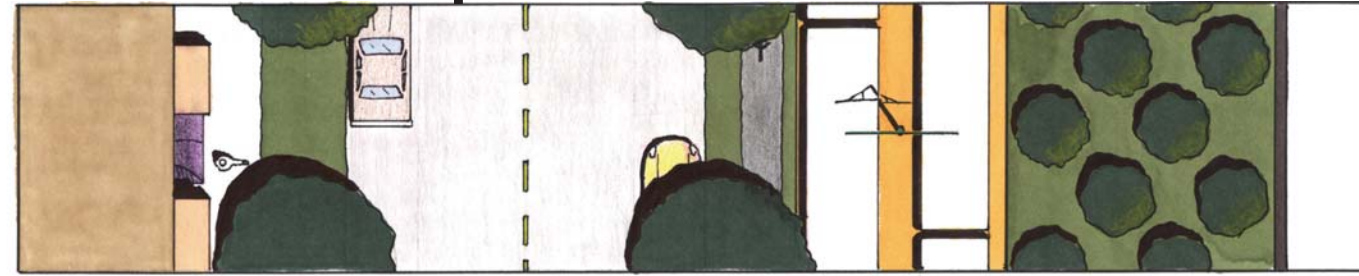
- An economic opportunity



Multi modal connections are coordinated, and converge at the transit station seamlessly
---Bike, ped, bus, light rail, and transit rider drop-off

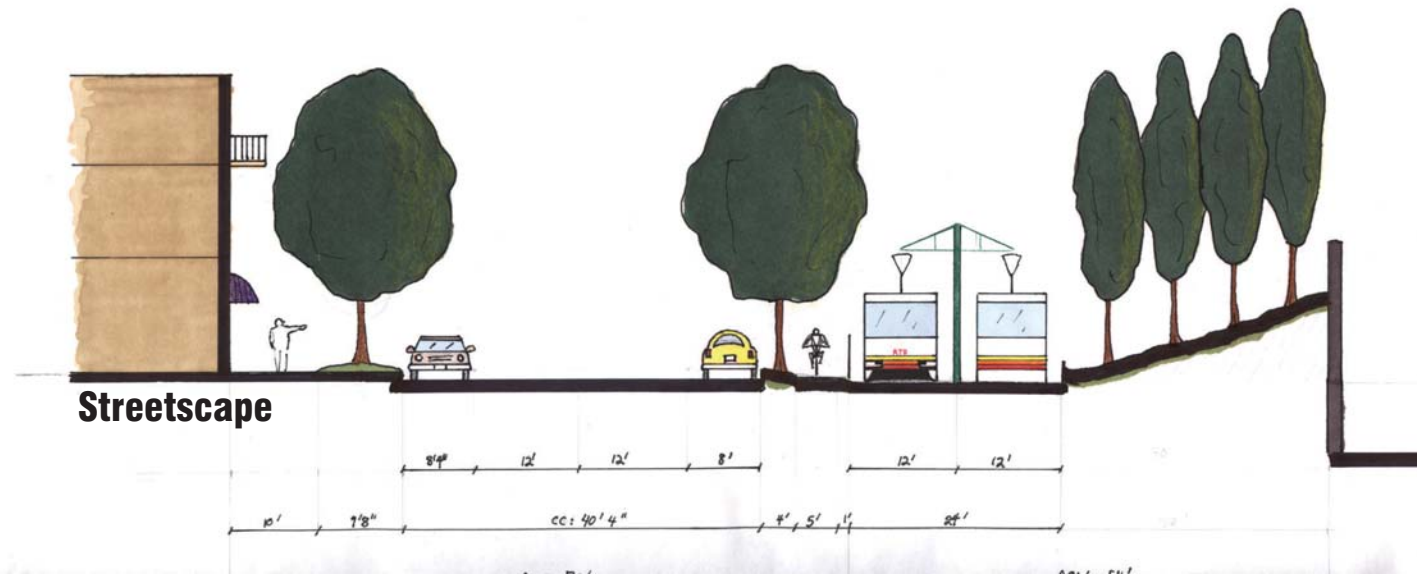


Proposed Inca Street Improvements



Plan View

Inca St.

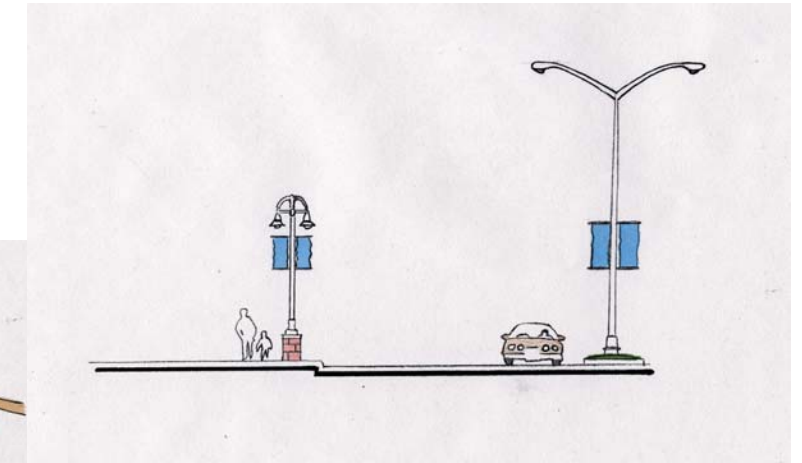
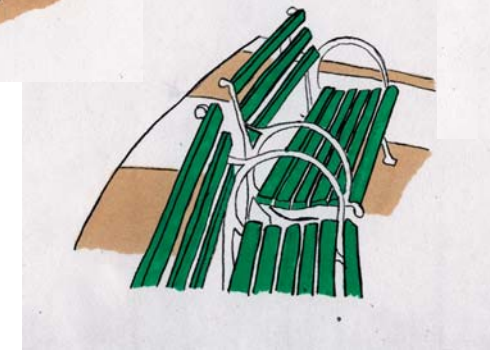


Streetscape

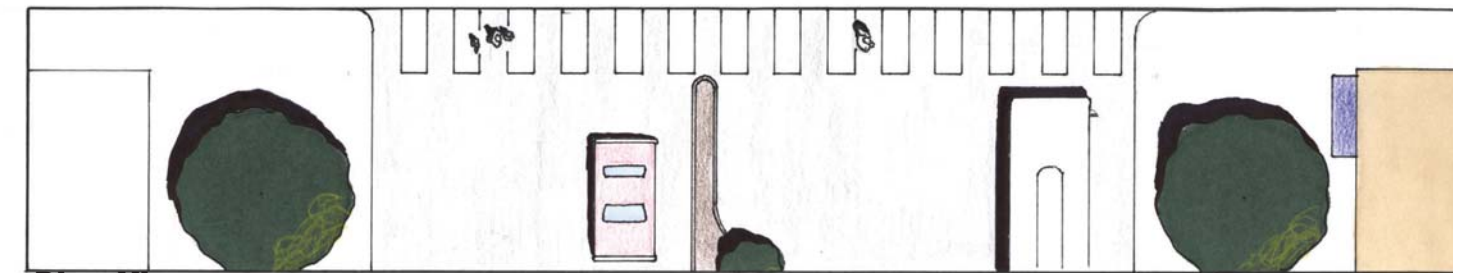
Inca Street Looking North



Hardscaping Elements

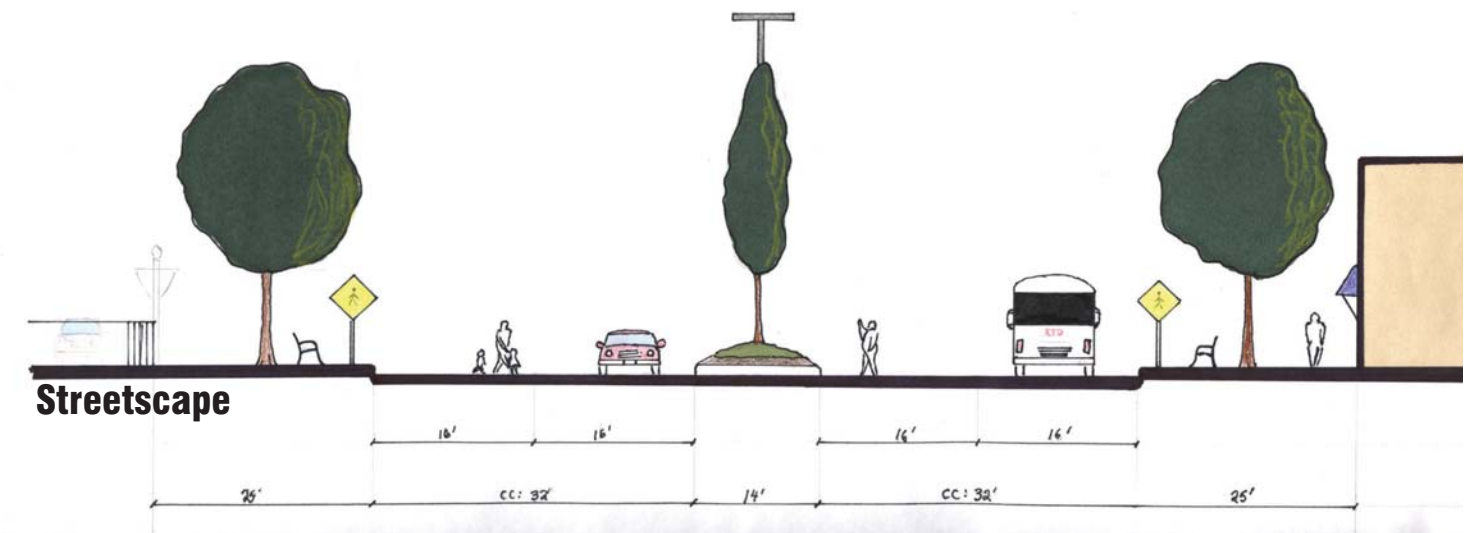


Proposed 38th Avenue Improvements



Plan View

38th Ave.



Streetscape