



March 18, 2009

Mr. Brad Buchanan and members of Planning Board

RE: WWPNA Position on Alameda Station Plan

Dear Board Member:

We are writing to you in reference to Alameda Station Plan.

West Washington Park is situated in District 7 and is primarily composed of R-1 and R-2 zoning, with some R-3 zoning on our northern boundary and near the Alameda Station area. West Washington Park is characterized primarily by stable, single family homes in a residential neighborhood near certain transit corridors, including 2 light rail stations (Broadway and Alameda) and one kiss-and-ride station (Louisiana-Pearl).

Members of WWPNA have been studying Transit Oriented Development (TOD) and participating in TOD planning for over 5 years. The Alameda Station plan marks the fifth TOD project in which we have participated during that timeframe.

WWPNA generally supports the Alameda Station Plan for the following reasons:

- TOD is appropriate at this site. While it has physical boundaries that pose an access problem for communities to the west, this Area of Change is appropriate for high density, infill development.
- The creation of commercial and residential uses at this site makes sense for this area.
- This type of development would be a strong addition to the overall transit system en route to and from the downtown area.

We continue to have concerns in the following areas:

- We believe the Alameda Station planning process has been too intertwined with development efforts for the Denver Design District (DDD). As a result, the public process often has been very confusing, particularly as it relates to which discussions were discreet to the Alameda Station Plan or the DDD, respectively, and which discussions were, or should have been, relevant to both plans. We believe planning for the Alameda Station should have been separate from private initiatives for the DDD.

- One of the primary intersections at this site is the Alameda-Broadway intersection. Both of these streets are very busy, yet there is no planned pedestrian experience from the corner of this intersection into the interior of the Core Station Area. Pedestrians must continue either west on Alameda or south on Broadway. Both Baker and WWP have requested on numerous occasions that a pedestrian entrance at this corner be included in the Plan, to allow access for those who are not comfortable walking along such busy streets.
- Transition areas between large TODs and adjoining Areas of Stability have never been well-defined, so it is left to each separate planning effort to attempt to repeatedly construct a solution. While we are very appreciative of the step downs along Broadway, the Plan still contemplates two buildings allowable at the 8-story level at the intersections of Alameda/Broadway and Ohio/Broadway. These drew very passionate and negative comments from residents at the December 2008 public meetings. Many nearby residents do not think that 8 story buildings so close to Areas of Stability are appropriate. While partial attempts have been made to shield the neighborhoods from the effects of these buildings through the use of gradually reduced heights for surrounding buildings, and enforcement of City step back guidelines, the majority of near neighbors are in disagreement with these heights.
- At the suggestion of the DDD developer, CPD has made a fundamental shift in the definition of Open Space without any reference to this issue in the Plan document. The decision to define Open Space as sidewalks has met with opposition, both from immediate neighborhood groups and INC. Yet the decision has not been publically or legislatively vetted, nor has it been widely disseminated to the public. If CPD wants to change the definition of Open Space, this change deserves a proper public forum and discussion by representative City residents and City Council.
- There is a suggestion in the document for the City and RTD to consider the possibility of Bus Rapid Transit and streetcars near this development to further expand means of public transportation. WWPNA has residential streets less than one block from the entire eastern border of the Core Station Area. Before any such consideration is given to an expansion in service beyond the current buses, we would expect an extensive public process to be held engaging nearby businesses and neighbors, and that the effects of such a change on nearby homes and enjoyment of personal property be considered.

Respectfully submitted,

Cheryl "Charlie" Busch, President
West Washington Park Neighborhood Association

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