



# West 38th Avenue

## Alternative Concept Streetscape Design Summary Booklet - Phase II - Preferred Design

Wheat Ridge, CO June 2014





# Acknowledgements

## City of Wheat Ridge

The following departments were involved with the process:

- Public Works
- Community Development
- Economic Development
- Parks and Recreation

## Consultant

Entelechy - Denver, CO

Thanks to the Ridge at 38 Leadership Committee, property and business owners, Wheat Ridge 2020, and the general public for their input through this process.

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# Introduction

## Purpose

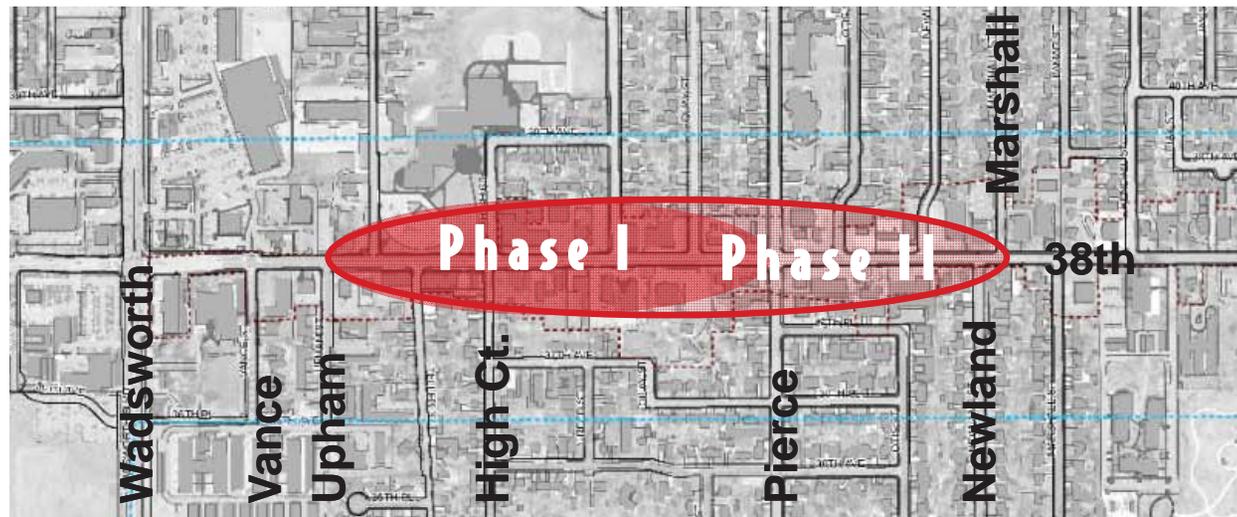
The West 38th Avenue Streetscape Concept Design Project (Project) focuses on refining the planning level design strategy for 38th Avenue as outlined in the 38th Avenue Corridor Plan adopted by the City of Wheat Ridge in 2011. The Project focuses on 38th Avenue within the greater “Main Street Sub-District” identified in the Corridor Plan.

The Project presumes a full rebuild of 38th Avenue from Upham Street to Marshall Street to support the continued renewal of this corridor as the community’s downtown. The Project’s starting point was the preferred street sections identified in the Corridor Plan. These preferred street sections are based on a three-lane roadway section with a significantly improved pedestrian environment that accommodates a continuous sidewalk and an



West 38th Avenue Corridor Plan

amenity zone along the street. The three-lane roadway section has been in place in a retrofit condition (restriping of the street without moving the curbs) since summer of 2012.



## Process

Phase I of the Project occurred between July and December 2013. The first phase concentrated on creating alternatives for the design of 38th Avenue in Wheat Ridge from Upham Street to Pierce Street. (See Phase I Summary Booklet.)

Phase II of the Project focuses on a preferred design direction as identified by City Council in December 2013. This design direction favored the ‘flexible’ alternative identified in Phase I. The second phase also included an expanded geographic area—from Pierce Street to Marshall Street—to include the entire Main Street sub-district.

The design process was a partnership between a consulting firm (Consultant) and City staff, led by the Public Works department and in collaboration with the Community Development, Parks and Recreation and Economic Development departments.

After the preferred design has been approved by City Council and a schedule for desired implementation is established, a formal civil survey of the Project area needs to be completed. This survey will provide the detailed existing conditions base from which schematic design, design development and construction documentation of the street and streetscape design can take place.

Please refer to the Phase I Summary Booklet for more information on design inspiration, signage, public art, and on-street parking.

# Community Input Process

## Block-by-Block Meetings

Block-by-block meetings were held with business and property owners for the area east of Pierce Street on Friday, March 4th, 2014. Two sessions were scheduled to provide more intimate conversations between participants, City staff and the Consultant. Twelve owners attended. Block-by-block meetings were held previously with owners and tenants west of Pierce Street during Phase I.

Input from participants was documented and modifications to the layout plans were made as a result.

## Ridge at 38 Leadership Committee

A meeting with the Ridge at 38 Leadership Committee, which was created after adoption of the Corridor Plan, was held on Thursday, May 8th, 2014. The City provided an overview of the purpose of Phase II and the Consultant presented the preferred concept design information. Participants asked questions on items such as:

- Locations of bike parking
- Availability of signage/wayfinding directing bicyclists to the area
- Locations for art
- Impacts of amenities on business visibility
- Construction timing and cost
- Next steps

The committee members were supportive of the preferred direction of the streetscape design.

Invitation Created for the Block-by-Block Meetings



### Save the Date: 38<sup>th</sup> Avenue Block-by-block Meetings

You are receiving this invitation because you are a property owner or business owner on the Ridge at 38 between Pierce and Marshall Streets. The City of Wheat Ridge Public Works Department invites you to join us to discuss the next phase of the 38<sup>th</sup> Avenue plan implementation and the potential improvements to the street frontage at your property.

Over the course of the morning, we will focus on one block at a time to review initial design concepts adjacent to your property. Please consider attending in order to provide input related to the parking, sidewalk, amenity zone, and potential opportunities for curb cut consolidation. Please refer to the schedule below for your appropriate meeting time:

<b>Where</b>	Vectra Bank (the office location of Wheat Ridge 2020) 7391 W. 38 <sup>th</sup> Avenue, Suite 130	
<b>When</b>	<b>Friday, April 4, 2014</b> Meeting time based on property/business location:	
<b>Location</b>	<b>Meeting Time</b>	
Pierce to Otis (6700-6799 W. 38 <sup>th</sup> Ave)	10:00 am – 11:00 am	
Otis to Marshall (6595-6695 W. 38 <sup>th</sup> Ave)	11:00 am – 12:00 pm	



### RSVP Requested

Please RSVP to

<b>Mark Westberg</b> Public Works, Project Supervisor mwestberg@ci.wheatridge.co.us phone: 303-235-2863	or	<b>Lauren Mikulak</b> Community Development, Planner II lmikulak@ci.wheatridge.co.us phone: 303-235-2845
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If you are unable to attend during your scheduled time slot, please contact Mark or Lauren.



### Public Meeting

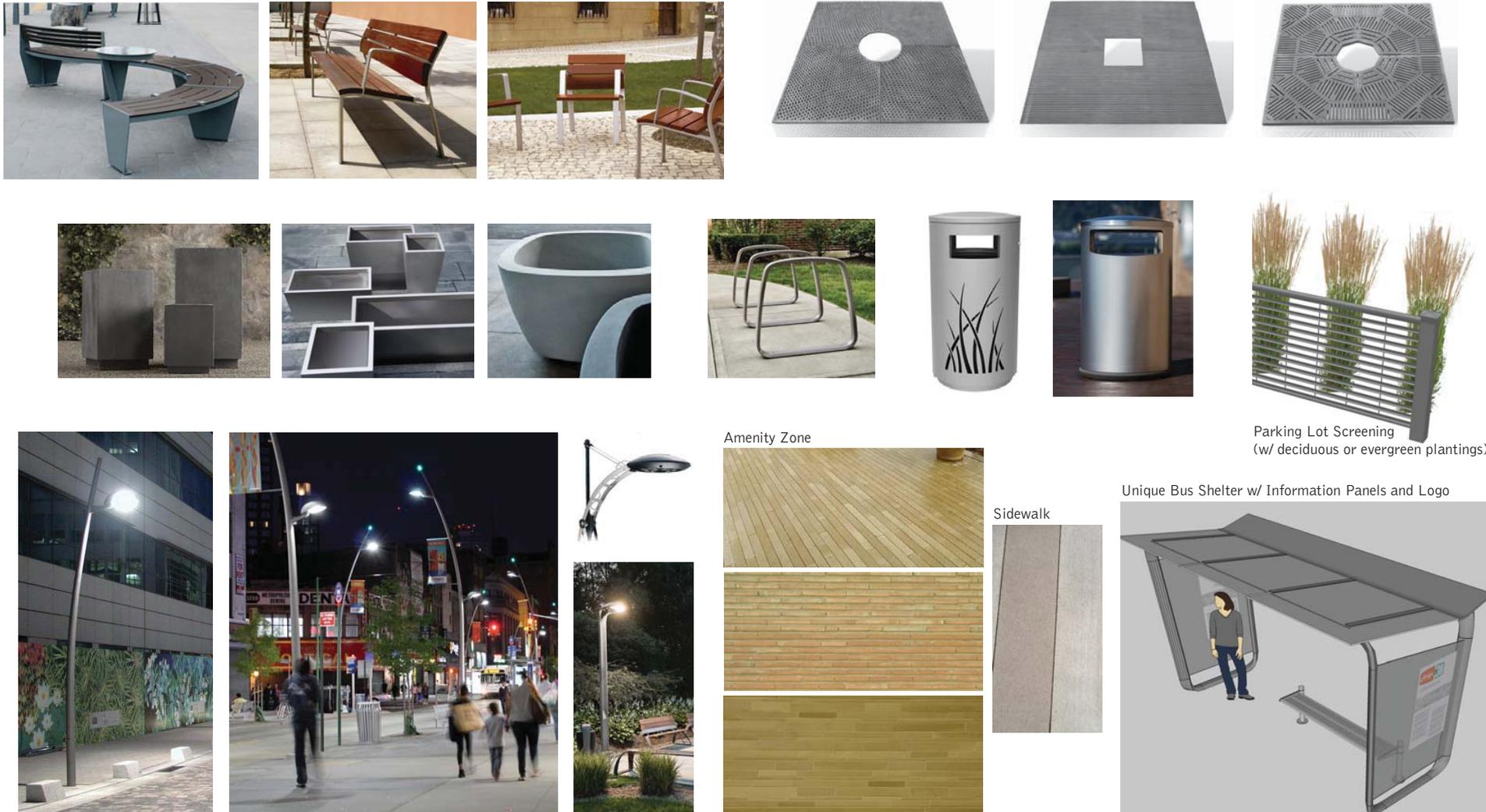
Approximately 45 individuals attended a public meeting held on Wednesday, May 14, 2014 from 5-7 p.m. at Council Chambers within City Hall. City staff provided an overview of the purpose of the meeting. Next, the Consultant provided an overview of the Phase II process and the preferred direction of the streetscape design. Questions from the audience were answered and an open house followed. More one-on-one conversations took place during the open house as attendees reviewed the layout boards, kit-of-parts board, or the illustrative image boards available at the meeting.



# Preferred Kit-of-Parts

The preferred Kit-of-Parts recalls mid-century design themes and has a modern/contemporary and forward thinking flavor. The kits explore items such as different finishes, color palettes, and approaches to lighting. Generally, the preferred kit includes a focus on gentle, sloping lines, use of wood, lighter toned or 'wheat color' inspired paving colors, and streamlined detailing.

The images in the kit represent a general 'family' or character of streetscape features being considered for the street. Final fixtures, materials, colors, and finishes will be determined in the next phase of the project.



# Preferred Streetscape Design Components

## Overview

The Preferred Streetscape Concept Design of Phase II focused on refining the 'flexible' alternative from Phase I. With that, the Consultant completed the following tasks:

1. Refined the Kit-of-Parts reflected on page 4,
2. Modified some access strategies for parcels west of Pierce based on input from property owners,
3. Created layout plans for the expanded geographic area,
4. Updated, refined, and expanded the three dimensional model/visuals illustrating the preferred concept, and
5. Provided cost estimating for the area east of Pierce Street.

## An Overview of the Streetscape Design: Looking East Near Upham Street



## The Primary Design Components

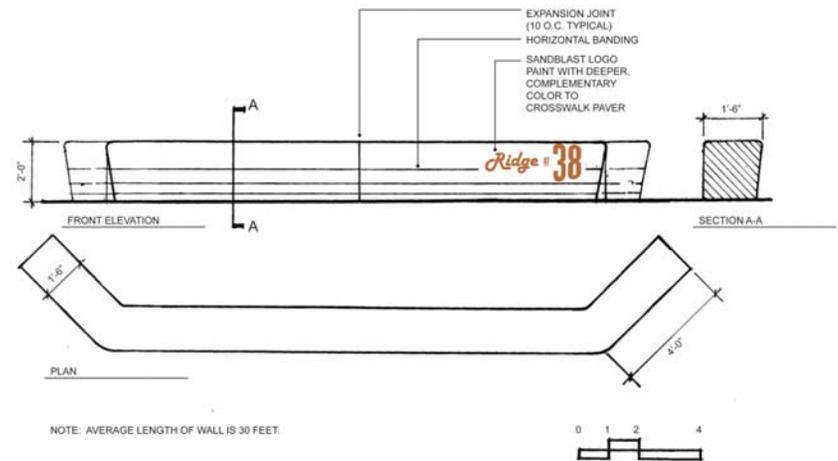
The major design components of the Preferred Design are outlined below. These components are based on community input, corridor plan recommendations, best practices, and Phase I design preferences. The plans, sections, and three dimensional drawings on the following pages illustrate these essential design elements.

The primary design components include:

- Vehicular travel:
  - Three lanes of travel, including one through lane traveling eastbound, one through lane traveling westbound, and a center turn lane, accommodates vehicular traffic in the Main Street Sub-District of 38th Avenue.
- Access enhancements:
  - Access enhancements reduce the width of long curb cuts, encourage shared use of existing or relocated curb cuts, and may close underutilized or unsafe curb cuts. Access enhancements allow for a more continuous sidewalk and for greater predictability for drivers as they enter and leave parking areas, and for pedestrians walking along the street.
- Amenity zone:
  - The amenity zone is the space between the sidewalk and the curb. The design includes a lighter toned (wheat/mid-century blonde inspired color), thin and elongated, running bond paver, installed with long edge of paver parallel to the curb. This area will accommodate amenities such as seating, lighting, trees, and planters.
- Bus stops:
  - Enhanced bus stop locations include a unique shelter with information incorporated into the design of the shelter rather than having a separate kiosk. This will reduce visual clutter along the street. The information should include items such as a location map, a list of businesses and landmarks, a QR code, and possible reservoir for traditional paper pamphlets.
- Bicycle parking:
  - Public bicycle racks will be located within the amenity zone, parallel to the curb, with clusters of racks at High Court and Teller and Pierce Streets.

- Special crosswalks:
  - Special crosswalk treatments utilizing a similar paver to the amenity zone, but approved for streets and slightly deeper in color—both saturation and tone—are planned. They are to be located at the intersections (all directions) of 38th and High Court and Pierce and Upham Streets, as well as crosswalks parallel to 38th including: Teller, Reed, Quay, Newland, and Marshall.
- Sidewalk pavement:
  - A subtle brush finish difference in the clear walk zone provides additional texture. This should be in the form of differing width bars in the concrete, perpendicular to the amenity zone paver.
- Bulb outs:
  - Bulb outs are accommodated where space allows to provide for seating, landscaping, art, and other amenities, as well as to minimize the crossing distance of the street for pedestrians (where crosswalks exist).
- Seating:
  - Grouping individual chairs and tables provides for a unique and more intimate environment for lingering on the street.
  - A select amount of traditional benches can be placed in the amenity zone where on-street parking exists or in larger bulb-outs where a mix of chairs and a bench could be configured (e.g. by Wheat Ridge Cyclery).
  - The seating is envisioned to be a metal and wood combination to both support the warmth and intimacy desired for the seating areas.
- Lighting:
  - Curved pedestrian and high level light fixtures with a relatively flat luminaire is envisioned. This may include a curved pole, or simply a curved luminaire.
- Traffic signal lights:
  - New traffic signal lights with pedestrian push buttons and count down indicators will be installed at currently signalized intersections.
- Planting:
  - Plants primarily in pots will be placed along the amenity zone and in bulb-out areas to create the outdoor rooms around seating. Some planting in ground level beds at key places such as the intersection of Pierce will also occur. Planting should be reflective of the natural landscape of Colorado and include native and drought tolerant materials. No annuals should be utilized in the planter pots or at-grade beds.
  - Annuals may be utilized in hanging planters to provide seasonal color and add additional softscape along the street (not accounted for in cost estimates). A unique approach may be to have 'vertical planters'

- attached to the pedestrian poles that provide a variation from the hanging planters seen in most locations.
- Street trees will be placed in a regular cadence within the amenity zone to provide comfort, shelter, and identity for the corridor.
- Tree grates:
  - Tree grates will be located at each street tree to protect the tree, allow for pedestrian movement while providing water and air to the tree.
- Trash/recycling:
  - Trash and recycling containers will be placed in the amenity zone near, but not immediately adjacent to seating. Containers should be separated from seating areas by planter pots and a street tree.
- Finishes:
  - Finishes for the components should be of a grey/silver powdercoat. Care should be taken when utilizing different manufacturers to check similarity in finishes between companies.
- Low Walls:
  - Low walls are restricted to all four corners of the intersection with Pierce Street as a gateway intersection, as well as on the south side of 38th near Upham Street as a western gateway (see sketch on this page). These are meant to be subtle gateway walls, but are designed for seating if access is available to do so (at Pierce Street planting is located between the walls and the sidewalk).
- Signage:
  - The existing over-the-street banner will remain in its currently location. The column for this banner on the north side of the street will intersect



with the planned sidewalk.

- The Ridge at 38 logo will be integrated into the over-the-street banner, on banners fastened to pedestrian light poles, into the low walls as a simple sandblasted logo, within the information board on bus shelter, and other locations as appropriate.
- Parking directional and regulatory signage should be simple and consistent in design (whether for public or private parking) and placed as appropriate (off-street parking availability/locations will change as the corridor redevelops).

#### An Overview of the Streetscape Design: Looking West at Marshall Street



- Public art:
  - Public art can be integrated at bulb-outs where extra room exists while accommodating seating/planting arrangements. Refer to the Phase I Summary Booklet for possible public realm locations.
- Parking:
  - On-street parallel parking will be on both sides of the street from Upham to High Court, and on the south side of the street east of High Court for approximately 150 feet. Refer to the layout sheets herein or the Phase I Summary Booklet for exact locations.
- Private property amenities:
  - The streetscape design allows, where width is available, for outdoor cafes to be installed by private property owners. These cafes support a vibrant main street environment.
  - Art and bike racks may also be installed on private property.
  - Private property owners with off-street parking should participate in signage/wayfinding to identify such parking.

#### Estimated Costs

Conceptual level cost estimates show that to complete a survey, design, and full street reconstruction with the streetscape improvements would cost:

- From Upham Street to just west of the Pierce Street intersection: estimated \$5.3 million.
- From Pierce Street intersection to Marshall Street: estimated \$2.7 million
- Changes to/improvements on private property:
  - Upham Street to Pierce Street: estimated \$.7 million
  - Pierce Street to Marshall Street: estimated \$.6 million

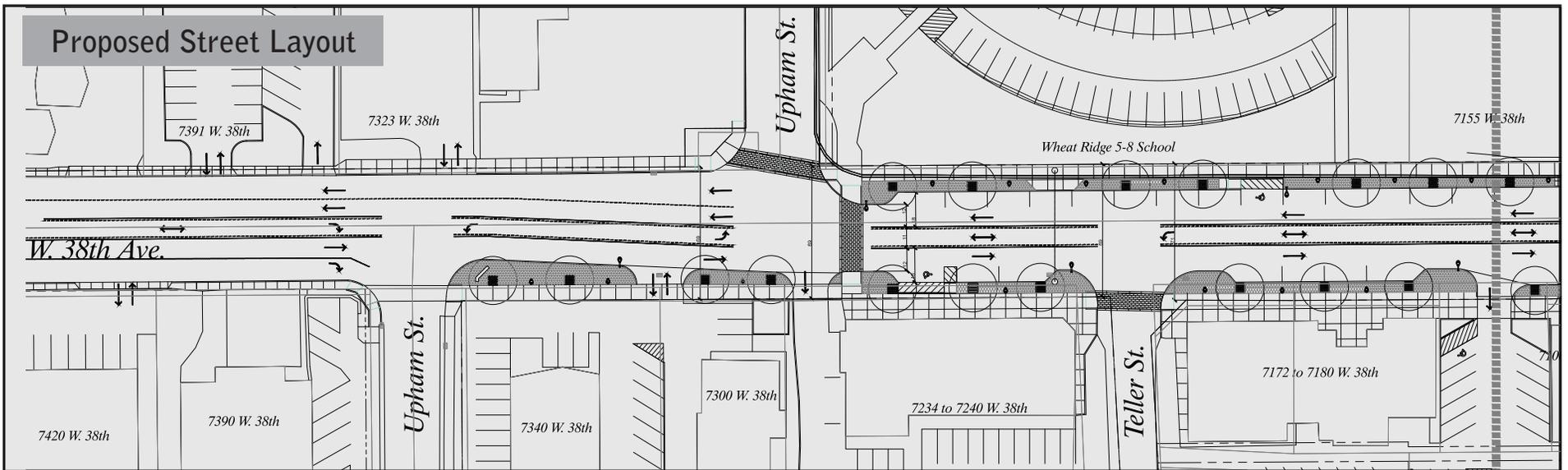
#### Visualizing the Street:

The following pages of this summary booklet include images of the streetscape design.

- Street layout plans (pages 8-11) show the basic layout of the travel lanes, amenity zone, sidewalk, crosswalks, and access points to private property along the length of the Main Street Sub-district, from Upham Street to Marshall Street.
- Prototypical enlargement plans and street sections (page 12) are annotated and illustrate the major differences between the design as applied to the two different existing right-of-way widths.
- Three dimensional images (pages 13-22) show the proposed streetscape from various locations along the entirety of the Main Street Sub-district.

# Street Layout Plans

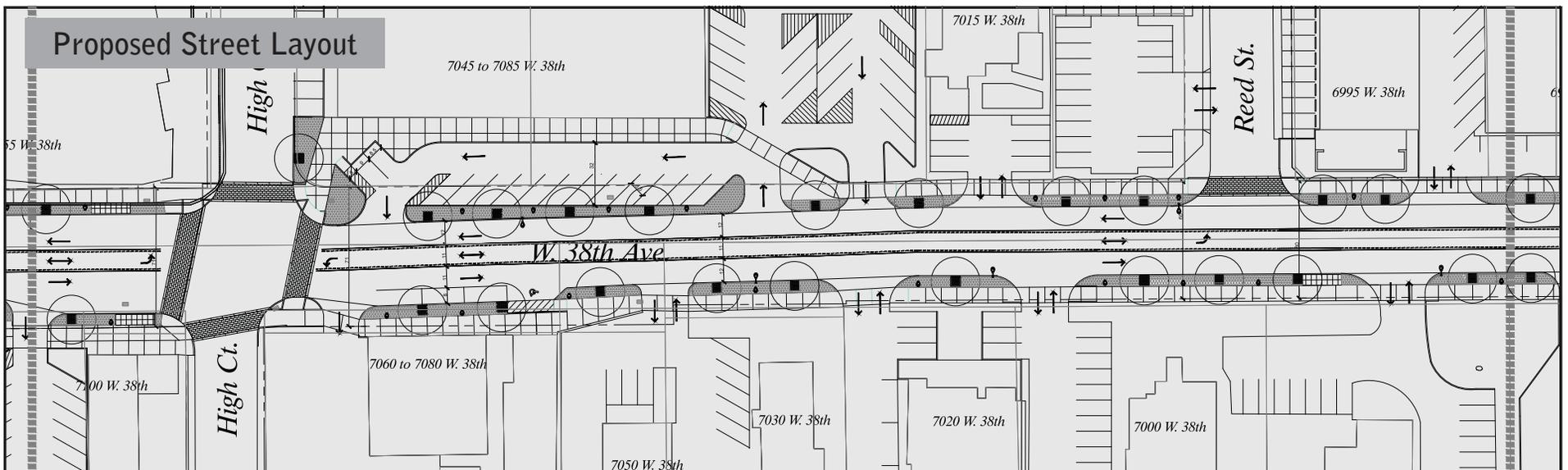
Conceptual Layout - Segment A: 7400 to 7100 West 38th Avenue (Approximately Upham Street to High Court)



Note: This segment has the wider right-of-way. The west limits of the project are at Upham Street.

## Street Layout Plans

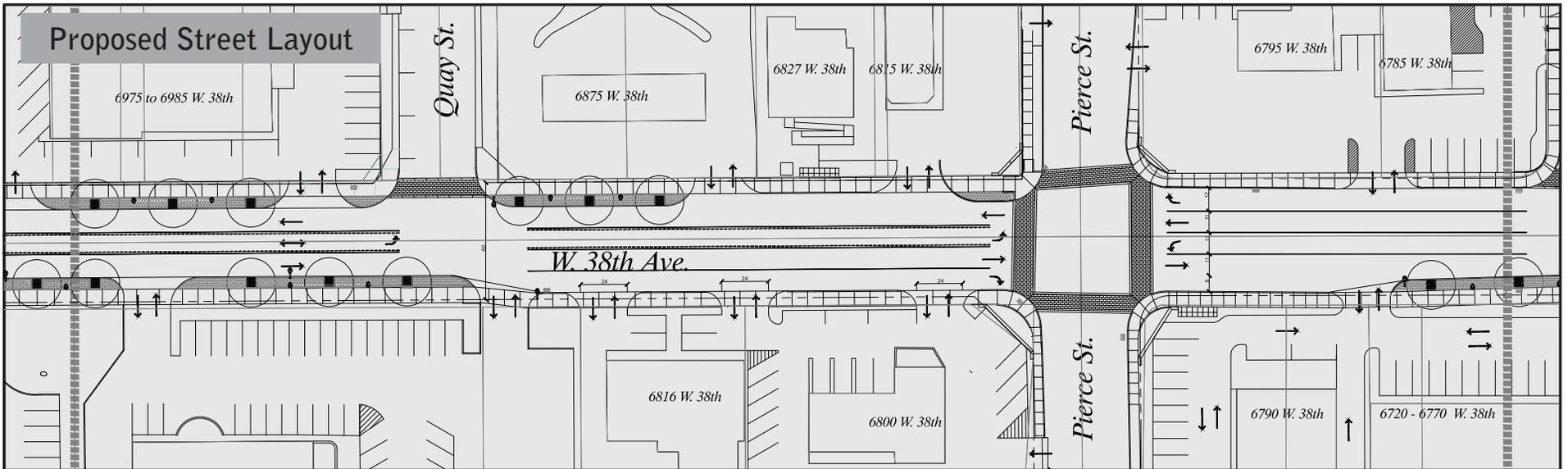
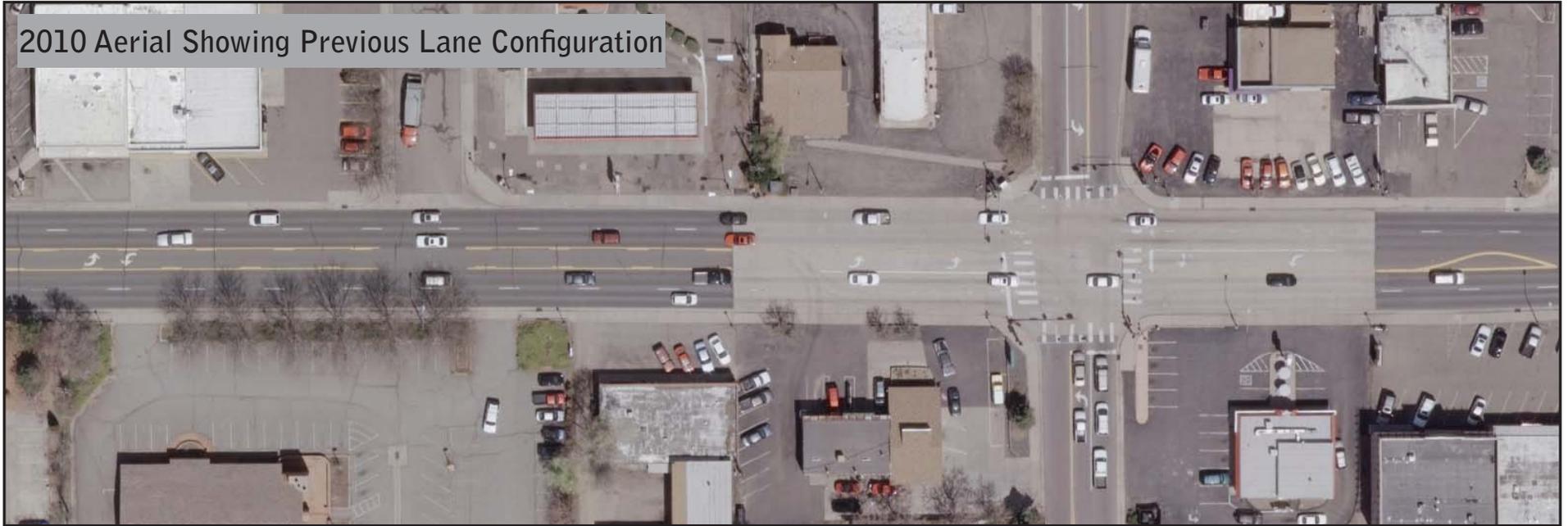
Conceptual Layout - Segment B: 7100 to 6980 West 38th Avenue (approximately High Court to Reed Street)



Note: This segment has the narrower right-of-way starting just east of High Court. On-street parking is not included from this point to the east.

# Street Layout Plans

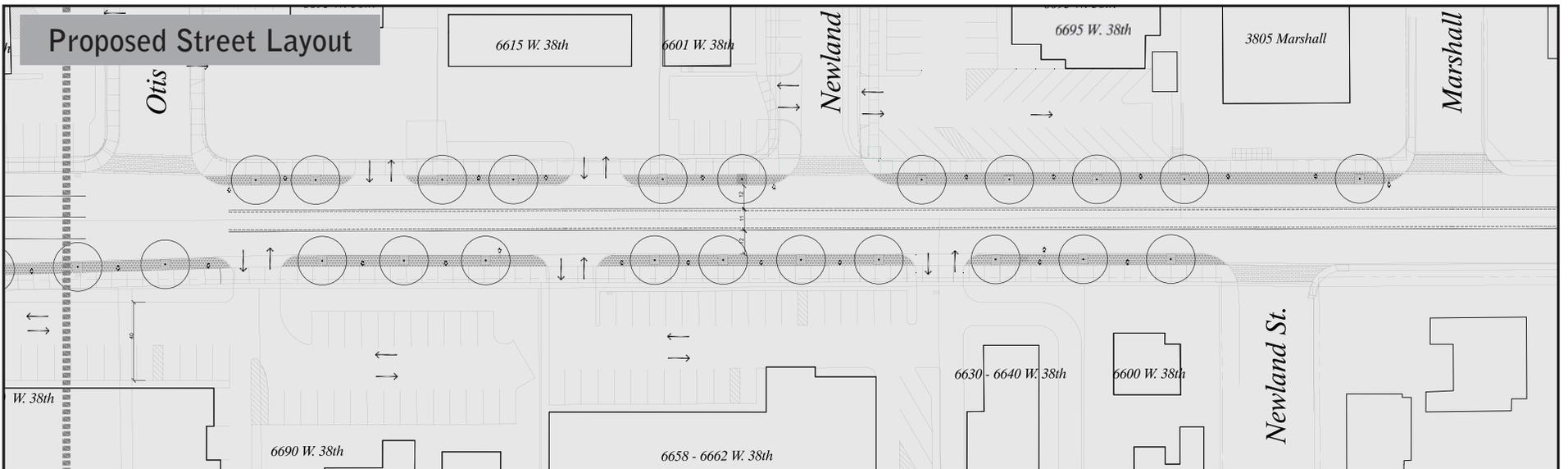
Conceptual Layout - Segment C: 6980 to 6750 West 38th Avenue (approximately Reed Street to Otis Street)



Note: This segment has the narrower right-of-way.

## Street Layout Plans

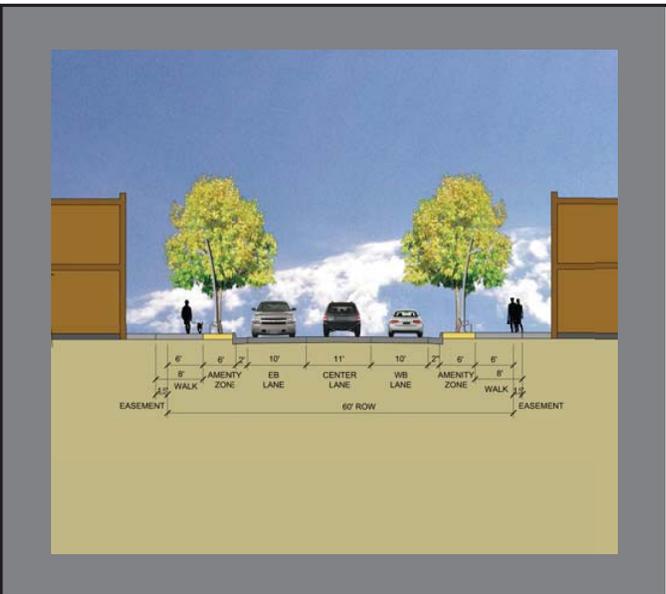
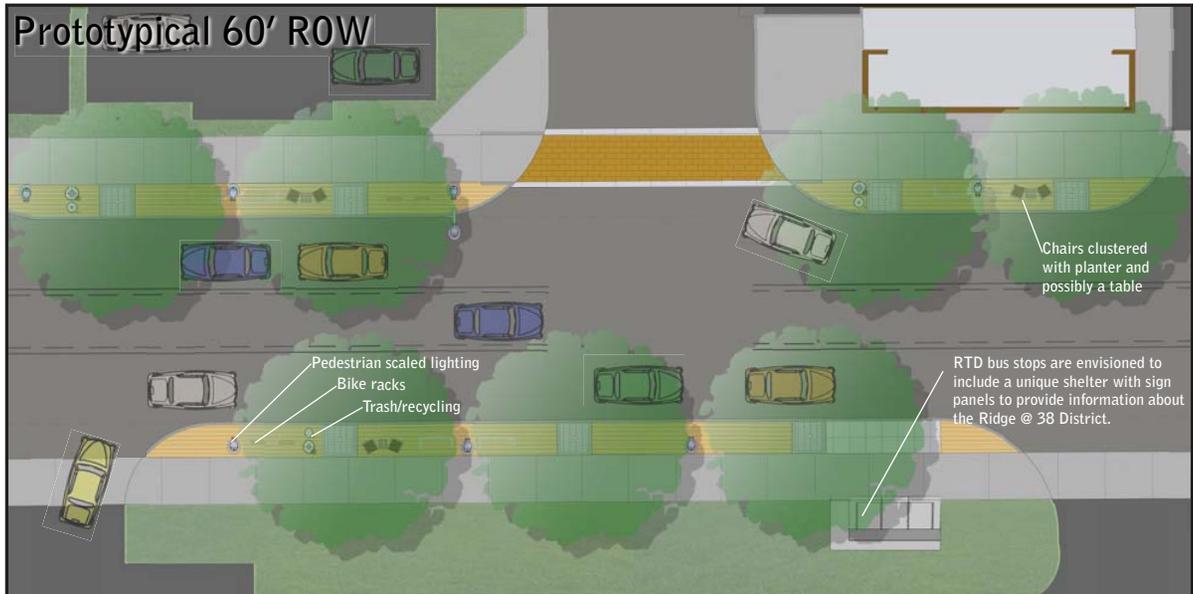
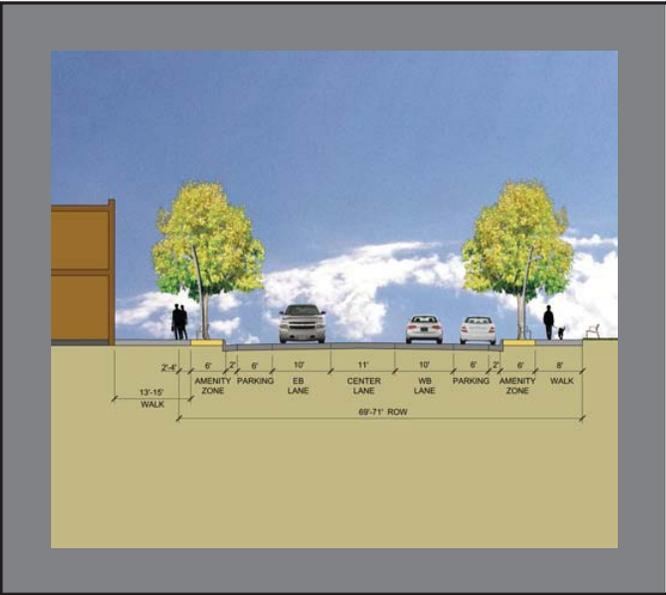
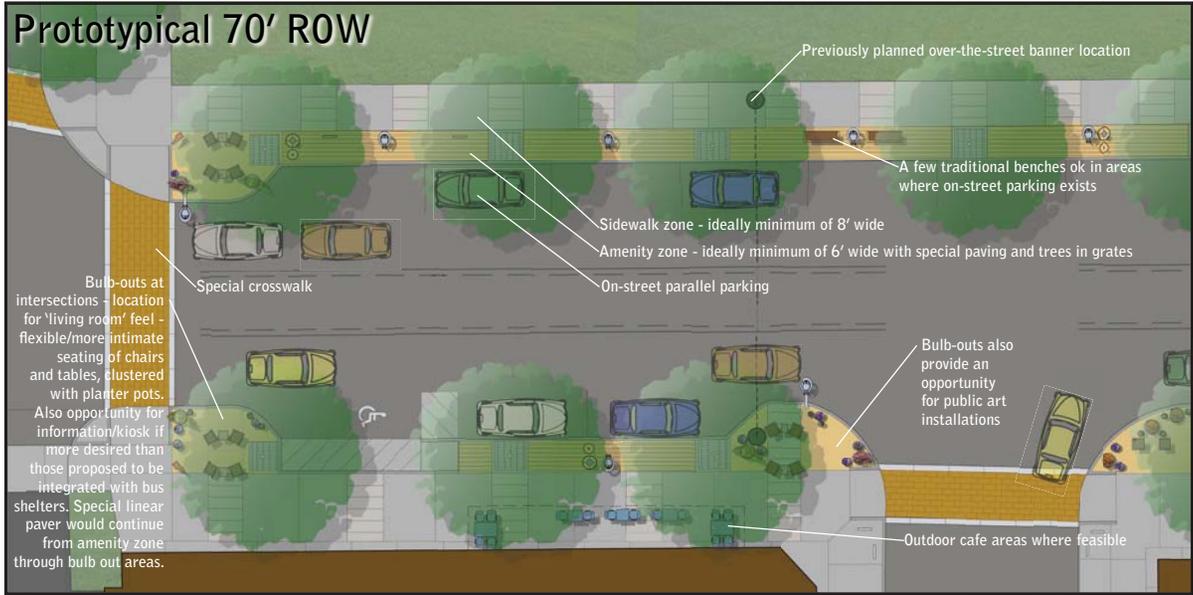
Conceptual Layout - Segment D: 6750 to 6600 West 38th Avenue/3805 Marshall Street (approximately Otis Street to Marshall Street)



Note: This segment has the narrower right-of-way. The east limits of the project are at Marshall Street.

# Prototypical Enlargement Plans and Street Sections

These Prototypical Plans and Sections Show the Kit-of-Parts Applied in the Existing Wider and Narrower Right-of-Way Sections



## Three Dimensional Images

Looking East at Upham Street



This view highlights parallel parking along both sides of the street, as well as flexible seating and planting options within 'bulb out' areas, or enlarged amenity zones.

## Three Dimensional Images

Looking West Near Teller Street



This view shows how a wider sidewalk can accommodate an outdoor cafe. It also shows street trees in grates, new pedestrian lights with banners, the special paving for the amenity zone, and subtle finish texture in the concrete sidewalk.

## Three Dimensional Images

Looking West at Teller Street



This view highlights the flexible seating and planting arrangements at the bulb outs.

## Three Dimensional Images

Looking West at High Court



This view highlights the intersection treatment with special paving in the crosswalk, American's with Disabilities (ADA) ramps connecting crosswalks to sidewalks, and an example of an opportunity location for public art.

## Three Dimensional Images

Looking East Near Reed Street



This view shows possible elements within the hardscape amenity zone, such as planters, bike racks, and seating.

## Three Dimensional Images

Looking West Near Quay Street



This view also highlights amenity zone elements and shows an example of parking lot screening across the street.

## Three Dimensional Images

Looking West at Pierce Street



This view highlights the important Pierce Street intersection with special crosswalk treatment, the 'Ridge at 38' logo simply sandblasted into a low wall to provide identity, and the opportunity for landscaping at grade at the corners.

## Three Dimensional Images

Looking East at Pierce Street



This view also highlights the important Pierce Street intersection with special crosswalk treatment, the 'Ridge at 38' logo simply sandblasted into a low wall to provide identity, and the opportunity for landscaping at grade at the corners. It also illustrates how a bus stop with unique shelter and information/wayfinding would be integrated into the streetscape.

## Three Dimensional Images

Looking East at Pierce Street



This view focuses on how a bus stop with unique shelter and information/wayfinding would be integrated into the streetscape, along with the unique crosswalk paving to clearly identify the pedestrian crossing zone.

## Three Dimensional Images

Looking East Near Newland Street



This view illustrates amenity zone components as well as how parking lot screening would be incorporated between an existing parking lot and the sidewalk.