Project

INTRODUCTION
Look at opportunities to revitalize Reed Avenue as a vibrant multiuse corridor that spurs investment throughout Downtown.
Create a regional greenway that interconnects Downtown and its many destinations.
Area Wide Plan: DHM Design Renderings
The West Edge Process

Zoning & Design Guideline Change

Infrastructure:
- Pump House Park
- Civic Center Commons
- 19th and 26th Street Drainage Improvements

Reed Avenue

The Vision

The Plan

The West Edge Process

Actions
The Process
Our Process: April - October

UNDERSTAND
Define Challenges

COLLABORATE
Create Prototype Solutions

DELIVER
Test + Reframe
Confirm + Implement
Document Findings
Understanding The Market
Rino: Denver, CO, Warehouse Arts District: Lawrence, KS, and the Granary District in Salt Lake City, UT  
Adjacent to vibrant downtowns...spillover benefit  
Extensive neighborhood planning  
Arts were a catalyst in all areas  
Special district financing:  
• Urban renewal  
• General Improvement District  
• Business Improvement District  
Catalytic private sector development  
• Creative office space  
• Affordable housing
Challenge is slow downtown growth

- 630 residential units in the downtown area
- No significant downtown office development in last 10 years

Residential can be a catalyst

- 2015 Housing Assessment identified need for additional housing options beyond single family detached.
- Potential for 70-160 attached units in 10 years ... Need for affordable options
- Artspace identified need for 30 affordable artists’ housing units with 20,000 sf of creative space

Employment

- Cheyenne area is forecast to grow at a 1.1% annual growth rate
- 25,000-100,000 square feet of employment space in 10 years as West Edge reinvents into a “cool” place to be
Retail

- Shift nationwide towards restaurants, experiential retail
- Huge growth in Eating and Drinking in Laramie County; greatest source of sales tax revenue
- 15,000-45,000 square feet of restaurant and retail uses in 10 years
- Liquor laws an impediment?

Need to focus investment areas
A City’s Role in Implementing a Vision:
Creating Motivation, Certainty, and Security in the Private Market

- **Traditional Role**
  - Infrastructure
  - Regulations

- **"Jump Start" Special Places**
  - Incentives
    - Physical
    - Regulatory
    - Financial
  - Directed Growth w/ Powers to Assemble
    - "The City gets the land into the right hands at the right time"

- **Active Role**

- **Participatory Role**
  - Catalytic Developer
    - The City becomes an active partner in the redevelopment

The Market

Strong ➔ Weak
Understanding
The Rail Road
• Provide for Continued Rail Operations
  • Drainage – Away from the Track
  • Signals and Gates need to be maintained but can be adjusted
  • Signal Cabins can be relocated but need adjacent access
  • Potential track maintenance needs
    • Gate(s) in parallel fencing
    • Ability to remove fence panels for broader access

• Detail Improvements and the Benefits
  • Fencing along track decreases potential conflict points
  • Height of Fencing allows for emergency egress from track corridor while deterring trespassing
  • Positive Drainage Conveyance
  • Sustainable Features such as Streetside Stormwater Planters (SSP)
• 14’ either side of Track CL (typically provides a dedicated walkway for switchman)
• 14’ adjacent access road for performing track inspection and maintenance
• 6’ high fence to prevent any trespass into the track area
• Fencing at 9’ Offset from Track CL
• Drainage Considerations
• Design pavement section of trail to support heavy vehicles
• Track location varies relative to the ROW
• Café Zone and other amenities will be developed on a block by block basis
San Diego

Similar Projects

Columbus SC Trail

Charlotte
Understanding the Community
## Understanding: The Community

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>A place to drive through</td>
<td>A place to Live, work, and play</td>
</tr>
<tr>
<td>Pioneers</td>
<td>Place of investment</td>
</tr>
<tr>
<td>No support for Businesses or residences</td>
<td>Many partners</td>
</tr>
<tr>
<td>Abandoned buildings</td>
<td>New Investment</td>
</tr>
<tr>
<td>Barriers</td>
<td>Seams</td>
</tr>
<tr>
<td>Nobody lives here</td>
<td>Vibrant neighborhoods</td>
</tr>
<tr>
<td>Wide asphalt</td>
<td>Wider sidewalks</td>
</tr>
<tr>
<td>Narrow sidewalks</td>
<td>Spaces that support</td>
</tr>
<tr>
<td>Streets for cars</td>
<td>Streets for People</td>
</tr>
<tr>
<td>Hostile</td>
<td>Inviting</td>
</tr>
<tr>
<td>Few open spaces</td>
<td>Great experiences</td>
</tr>
<tr>
<td>Kids can’t enjoy</td>
<td>Kids can cross the street</td>
</tr>
<tr>
<td>Nothing to do</td>
<td>Food and entertainment</td>
</tr>
<tr>
<td>Unsustainable</td>
<td>Sustainable</td>
</tr>
</tbody>
</table>
Understanding
The Corridor
Property Access Today
Property Access in the Future
Property Access
Near-term
- Character Rich
- Private Ownership
- Adaptive Reuse & New Construction
- Active Investment Interests

Longer-term
- Character Poor
- Public Ownership
- New Construction
- Low Development Interest

Development Opportunities
Near-term
- Character Rich
- Private Ownership
- Adaptive Reuse & New Construction
- Active Investment Interests

Longer-term
- Character Poor
- Public Ownership
- New Construction
- Low Development Interest
Design Charrette
The objective of the charrette is to present the realities of the Reed Avenue Rail Corridor and initiate a design dialog to understand the community’s expectations for the corridor and its role in catalyzing investment in the West Edge District and all of Downtown.
What is a Charrette?
Reed Avenue Opportunity
30% Design

LANDSCAPE AND AMMENITY ZONE

PEDESTRIAN CIRCULATION

RAIL

PEDESTRIAN CIRCULATION
Reed Ave: btw 20th and 21st (Option 1 Alternative)

- 20' RAIL EASEMENT
- SHADE TREES
- PEDESTRIAN CORRIDOR AND AMENITY ZONE; MINIMUM 8' WIDTH
- SEATING AND AMENITY AREA
- LOW PROFILE WATER EFFICIENT LANDSCAPE
- MULTI-USE TRAIL AND TRACK MAINENANCE ACCESS MINIMUM 10’ WIDTH
PEDESTRIAN CORRIDOR AND AMENITY ZONE; MINIMUM 8’ WIDTH

20’ RAIL EASEMENT

SHADE TREES

PERMEABLE PAVEMENT

SEATING AND AMENITY AREA

LOW PROFILE WATER EFFICIENT LANDSCAPE

MULTI-USE TRAIL AND TRACK MAINTENANCE ACCESS MINIMUM 10’ WIDTH

Reed Ave: btw 20th and 21st (Option 2)
Reed Ave: btw 20\textsuperscript{th} and 21\textsuperscript{st} (Option 2 Alternative)

- 20’ RAIL EASEMENT
- SHADE TREES
- PEDESTRIAN CORRIDOR AND AMENITY ZONE; MINIMUM 8’ WIDTH
- SEATING AND AMENITY AREA
- LOW PROFILE WATER EFFICIENT LANDSCAPE
- MULTI-USE TRAIL AND TRACK MAINTENANCE ACCESS MINIMUM 10’ WIDTH
Walls and Fences
Our Process: April - October

UNDERSTAND
Define Challenges

COLLABORATE
Create Prototype Solutions

DELIVER
Test + Reframe
Confirm + Implement
Document Findings