

Blueprint Task Force Meeting #14

9.28.17

MEETING SUMMARY

On September 28, 2017, the fourteenth meeting of the Blueprint Denver Task Force was convened in the CAVEA space at the Metropolitan State University Student Success Building. The purpose of the fourteenth Task Force meeting was to update the Task Force members on the Community Input received through the recently completed Community Workshops, to provide an update on the Plan Framework, and to solicit feedback from the Task Force members on Modal Prioritization and the Emerging Street Typology. The Blueprint Denver team engaged the Task Force members in a small group activity aimed at generating ideas and feedback on the Community Benefits and Potential Trade-offs of specific strategies that could be used to define the various Street Types in the Plan.

To begin the meeting, David Gaspers, Joel Noble & Kimball Crangle welcomed the Task Force members and provided a brief recap of Task Force Meeting #13. Jay Renkens from MIG provided a meeting overview and gave a process update of work done to date as well as what will be coming up in the process. Following this recap was a summary of initial takeaways from the Community Workshops that had taken place over the last couple weeks, and a follow up on emerging plan direction that has been evolving with additional community input. Jay then presented an update to the theme of Growing an Inclusive City and how that, coupled with a strategy for how our future Places within the City can evolve, can help ensure that Denver's growth is inclusive, equitable and well-designed. A large format Task Force discussion, also led by Jay, followed this presentation to gain feedback on the Plan Framework. Following the discussion, Charlie Alexander from Fehr & Peers presented an overview of the emerging Street Typology framework and how that will correspond with the Place Framework. The Task Force then worked for the remainder of the meeting in small groups, facilitated by the Blueprint Denver team, engaging in conversations about modal prioritization and the community benefits and potential trade-offs associated with the Street Types that will be defined in the Plan.

The full agenda for the meeting is included on page 13 of this summary and the meeting presentation is posted online at: <http://www.denvergov.org/content/denvergov/en/denverright/land-use-transportation.html>

Community Input Window – Workshops & Online

- “Affordable”
- “Diverse”
- “Walkable”
- “Safe”
- “Mixed-Use”
- “Housing Variety”
- “Healthy Food”
- “Transit Access”
- “Beauty”
- “Parks & Trails”



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2. Community Input from September Workshops

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Common Themes from the Citywide Community Workshops in September

Community Input from September Workshops

Jay Renkens provided the Task Force with a brief overview of the Community Input that has been received from the public who attended one of the five Community Workshops throughout the City over the course of the last couple weeks. At those meetings, the public was asked to provide feedback on a preliminary version of a citywide Future Places map. The Future Places map illustrated strategies for where Centers, Corridors, Districts and Residential Areas may be located in Denver in 2040. Included in the preliminary feedback that Jay presented from those Workshops was the following:

- ~ 250 total participants with ~228 sign-ins across all Workshops
- The themes of a Blueprint for an Inclusive City and Complete Neighborhoods were well received and supported by the community
 - How to harness potential growth for positive change was a point of emphasis
- The community had healthy debates over the size, scale and location of the mapped Future Corridors and Centers

- There was consistently a strong desire expressed for more Local Centers and Local Corridors to be embedded within the various Residential Areas
- In terms of key Residential Area considerations, some of the consistent themes were:
 - Complete Neighborhoods
 - More equitable access to Centers & Corridors
 - Concerns about Involuntary Displacement and Affordability
 - Parking – how much and where it should be located
 - A greater allowance for “missing middle” housing in single family residential areas
- Transitions between Centers/Corridors and Residential Areas were also a key focus, and some consistent themes of what should be considered in enhancing those transitions were:
 - Parking
 - Building Height & Scale
 - Noise & Lighting
 - Safe Crossings
 - Landscaping & Buffers between uses
 - Land-Use variety
 - Design Quality

Jay then explained that while the public input on the preliminary Future Places maps provided through the Workshops is a great start, the Blueprint Denver team hopes to receive even more input through the online version of the exercise – found at <https://app.maptionnaire.com/en/3238/>. David Gaspers then gave the Task Force a brief tutorial of the online interface and fielded questions from the Task Force about how to most effectively provide input, and asked the Task Force to help spread the word to their friends and families to participate online.

Additional information can be found in the meeting presentation slides posted online (via the link provided on page 1 of this summary).

Blueprint for an Inclusive City

- Create a Denver with complete neighborhoods that have quality housing and great places accessible to **everyone**, regardless of age, ability or income



Emerging Plan Direction – Blueprint for an Inclusive City

evolution

1. Improving a center, corridor, district or residential area to become more complete and more inclusive
2. Directing and shaping growth to benefit all neighborhoods and residents
 1. Establishing new centers and corridors to serve more residents closer to home
 2. Growing centers and corridors to provide greater access, diversity and opportunity
 3. Identifying context-sensitive ways to create more diversity and choice within existing residential areas [i.e., Accessory Dwelling Units, appropriately scaled multi-family buildings or tandem houses, etc.]
3. Managing the transition of places over time and the transition between Centers, Corridors, Districts & Residential Areas

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3. Plan Framework: Update & Discussion

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Plan Framework – Change Management and Evolution of Places

Plan Framework: Update and Discussion

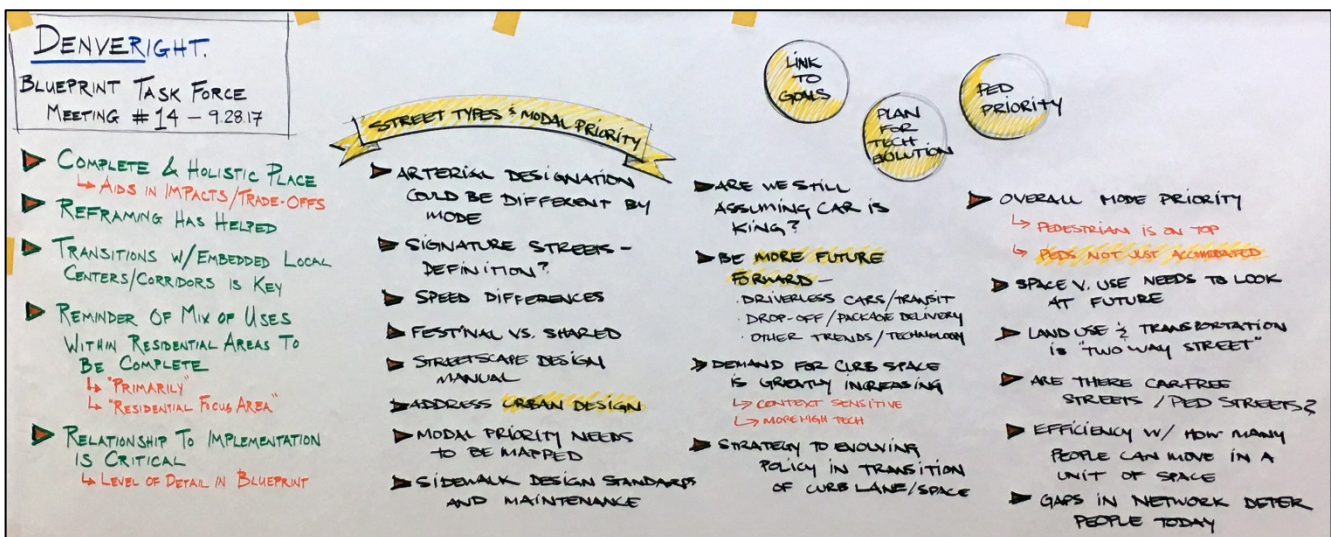
Following the summary of initial public feedback on the Future Places mapping, Jay Renkens presented a draft outline of the Plan Organization, highlighting key topic areas, which of those topics have been addressed through the process to date, and which will be forthcoming. Next, Jay highlighted the emphasis on Change Management and the Evolution of Places through this Blueprint update effort, as opposed to the more binary Areas of Change and Areas of Stability in the 2002 Blueprint Denver. A common theme in the community feedback that has been received throughout the process so far, has been the desire for Complete Neighborhoods, and an appropriate mix of Land Uses, Built Forms, Mobility Options and Quality of Life Infrastructure within those neighborhoods. To achieve those Complete Neighborhoods, Jay explained, all Places in Denver will need to evolve in certain aspects. Given time constraints, Jay focused some of the presentation on the Future Place Designations and the diversity of Future Land Uses rather than presenting it prior to the Emerging Street Typology. This was intended to illustrate the Land Use variety that would be anticipated in the various scales of Centers and Corridors. Jay then walked through the various types of evolution that would be expected through this Plan effort, and discussed how those have been received positively by the community thus far. These types of evolution included:

- Improving a center, corridor, district or residential area to become more complete and more inclusive
- Directing and shaping growth to benefit all neighborhoods and residents

- Establishing new centers and corridors to serve more residents closer to home
- Growing centers and corridors to provide greater access, diversity and opportunity
- Identifying context-sensitive ways to create more diversity and choice within existing residential areas [i.e., Accessory Dwelling Units, appropriately scaled multi-family buildings or tandem houses, etc.]
- Managing the transition of places over time and the transition between Centers, Corridors, Districts & Residential Areas

Following this presentation, Jay asked the Task Force to engage in a large group discussion to provide feedback on the Plan Framework, and how they feel it has evolved given the community feedback. Key takeaways from that discussion included:

- The Task Force felt that the reframing of a Blueprint for an Inclusive City as being about leveraging potential growth, rather than focusing on the growth itself is a positive change
- Complete & holistic places, including a mix of uses within Residential Areas is important to the success of an Inclusive City
 - Transitions along the Local Centers and Corridors would be key
- Determining the level of detail that will be found in Blueprint is critical, so that implementation of the vision can be efficiently and effectively realized



Wall Graphic Notes from Plan Framework Discussion and Street Types & Modal Priority Discussion

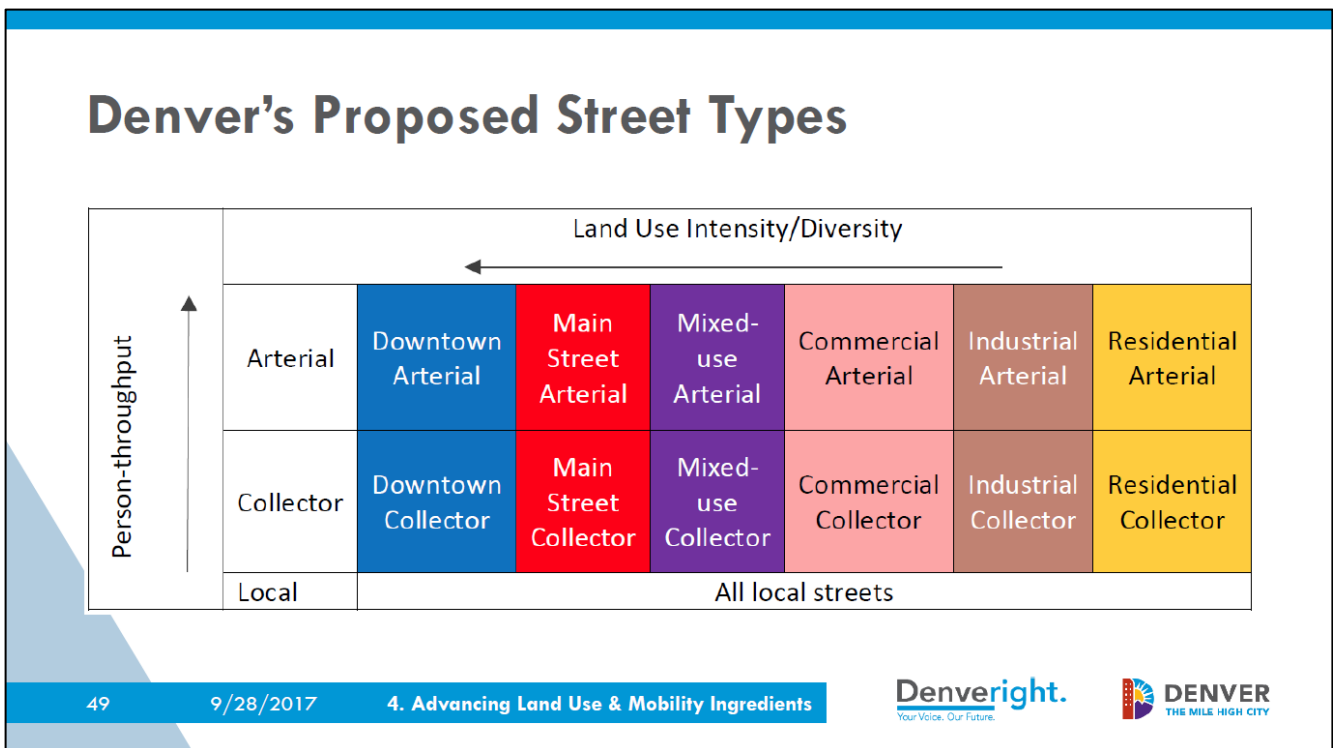
Modal Prioritization and Emerging Street Typology

Charlie Alexander from Fehr & Peers gave a presentation updating the Task Force on progress being made toward developing the street typology for the City of Denver that will be incorporated into the Blueprint Denver Update. Street typology is a systematic classification of streets to provide decision makers, residents and staff with clear direction on reasonable expectations regarding street design and

operations. The three primary goals (gathered from community and stakeholder input) of developing the street types in Denver are:

- Safety for all users
- Clear modal priorities
- Context sensitive (land use, urban design, economic development, person throughput vs. access)

Charlie then presented Denver’s proposed street types (see slide below). These were developed through extensive collaboration with the Department of Public Works and Community Planning and Development to achieve a typology that is effective at meeting the needs of both departments in achieving Blueprint’s overarching goals. The primary challenge in this process is to define a street typology system that strikes the right balance of providing enough flexibility to be adaptive to different situations/contexts, but provides enough specificity to provide clear guidance.



Blueprint Denver Preliminary Proposed Street Types

The top design and operational variables that various departments of the City are hoping the street types will define include:

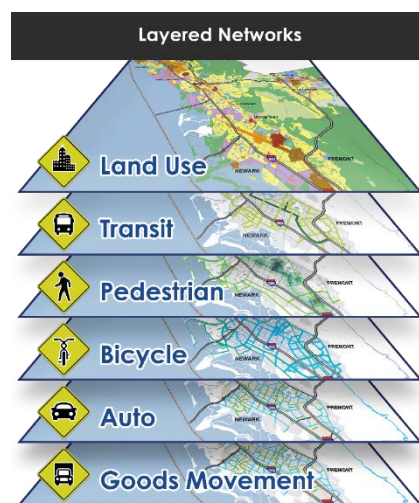
- Building orientation & parking relationship
- Café seating & build-to lines
- Target operating speed
- Travel lane width

- Driveways
- Turning movement restrictions
- Median presence & character
- Sidewalk curb/buffer zone
- Pedestrian Priority Area
- Festival streets
- Water quality features
- Parking & stopping
- Curb space management
- Non-resident parking

Charlie gave specific examples of how these variables would vary among the proposed streets types.

Lastly, Charlie presented the layered framework concept proposed for the modal priority street network. In the proposed network, the design and operation of specific streets would be prioritized for a particular mode (or modes) in order to provide each modal network with a reasonable degree of mobility and access. Together the modal networks would create a complete system. Charlie also outlined some of the potential tradeoffs that the street typology will address:

- Transit priority network & tradeoffs
 - ROW needed for exclusive lanes vs. people moving via transit
 - Are exclusive lanes necessary to keep the buses moving fast and on-time?
 - Are there significant regional destinations within the City or the region?
 - Will land use regulations and the market bear transit-oriented development?
- Bicycle & Pedestrian Priority Networks & Tradeoffs
 - Through travel lanes
 - Turn lanes at intersections
 - On-street parking
 - Others?



Mobility: Large Group Discussion

Following the presentation by Charlie, the Task Force was given the opportunity to ask questions and provide general comments. Below is summary of comments/questions received:

- Do we identify arterial, collector and local for each mode?
- “Festival-street” would be more effectively described as a shared-street
 - What about signature streets?

- Incorporate the Streetscape Design Manual into the Street Typology development
- Identify speed expectations for each street type
- Many of the variables appear too car-focused
- Commercial Streets appear too focused on what is instead of what it could be
- Be sure to consider automated vehicles
- Curb space management is a high priority for Blueprint Denver; provide more definition
- There should be an overarching modal priority citywide
- The transit decision-making framework should be based on future ridership, not existing
- The language of how we discuss pedestrian priority needs to be clearer
- Street typology needs to address streets that operate primarily for pedestrians – essential as we continue to have planning efforts for such streets



Small Group Activity: Mobility Ingredients

After the presentation and large group discussion, the Task Force was divided into four small groups. In order to get more specific feedback on the street typology framework, each group was provided with two large maps – one showing arterial streets and one showing collector streets – of the City with the proposed street types illustrated, and was tasked with the following questions/assignments:

- Community benefits & potential trade-offs

- How can we effectively communicate benefits of Priority Streets?
- What trade-offs will cause most concern with your friends and neighbors?
- Identifying “best examples” of the Street Types

The following comments were provided during the small group exercise:

Community Benefits & Potential Trade-offs

- **Benefits**
 - Use safer community as communication platform for street typologies
 - Focus on multi-modality for streets
 - Communicate that ROW is public space that is shared; not just for cars – there are more effective uses of existing ROW space
 - Enhanced street aesthetics and more pleasant environment
 - Increased safety
 - Health
 - Equity in residential areas with safer sidewalks
 - Freedom of mobility for all
 - Incremental steps can lessen change – i.e.. Transit lanes only during peak hours and on-street parking still allowed at certain times
 - More efficient movement of people in existing ROW with different modes being prioritized
 - Could work well with Vision Zero
- **Trade-offs**
 - Parking
 - ROW space
 - Lane widths
 - Speed
 - Convenience of getting from point A to point B – highways, major arterials, the mountains
 - Funding
 - Complete networks versus complete streets
 - Need to plan for autonomous vehicles
- **Other Comments**
 - Concern that commercial streets will not have adequate sidewalk widths – all typologies should have wider than five foot, unimpeded sidewalks



"Best Example" of Street Types Comments

[Due to time constraints, feedback received on "Best Examples" was primarily derived from two of the four small groups.]

- **Arterials**
 - Brighton Boulevard – will be a good example of mixed-use arterial when completed
 - East 14th Avenue, east of Quebec Street – good example of residential arterial
 - Santa Fe Drive – OK example of a main street arterial if speeds were slower
- **Collectors**
 - W 44th Avenue, Tejon to Sheridan – good example of a main street/residential collector
 - Tennyson Street, 38th to 46th – good example of main street/mixed-use collector
 - Tennyson Street, 46th to 52nd – good example of residential collector
- **Other Comments**
 - Need street design guidelines, not just street standards
 - What are expected road blocks and how can they be addressed in the future
 - West Colfax Avenue between Federal and Auraria Campus is a very important connection to downtown
 - Downtown streets should be encouraged to switch from one-way to two-way where possible in the plan

- “Need a time machine to go back to see how the existing main streets operated multimodally”
- 16th Street should be identified as a multimodal arterial
 - We shouldn’t only have arterials for automobiles
 - Illustrate streets that are pedestrian, bike or transit arterials, as well

Next Steps

To conclude the meeting, the following next steps were discussed, with additional details to follow:

- Upcoming Task Force-specific Surveys regarding Place Ingredients and Key Considerations for the Place Framework
- A Community Workshop focused on calibrating the proper ingredients for Places (Land Use, Mobility, Built Form, and Quality of Life Infrastructure) will be scheduled later this year
- Task Force Meeting #15 will be scheduled following coordination with other Denverright planning efforts and the Task Force will be notified

TASK FORCE MEETING #14 ATTENDEES:

Task Force: Joel Noble, Co-Chair, Kimball Crangle, Co-Chair, Angelle Foucher, Andrew Abrams, Andrew Sense, Annie Levinsky, Caitlin Quander, Chris Hinds, Councilwoman Mary Beth Susman, Gabriel Guillaume, Heather Noyes, Jeff Walker, Jesse Adkins, John Desmond, John Hayden, Julie Underdahl, Leo Carosella, Margie Valdez, Norma Brambila, Perry Burnap, Paul Aldretti, Stewart Tucker Lundy, Tim Baldwin, Trini Rodriguez

Other: Jill Locantore, Gosia Kung,

Staff/Consultants: David Gaspers, Sarah Showalter, Brandon Shaver, Sara White, Mallory Bettag, Courtney Livingston, Jay Renkens, Andy Rutz, Charlie Alexander, Patrick Picard, Caryn Champine, Brad Buchanan, Gretchen Armijo, Afor Chavez

Date: 9/28/17	Time: 1:00 – 3:00 pm	Location: CAVEA at Metropolitan State University 890 Auraria Parkway, Student Success Building Room 420 - CAVEA
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Item	Topic	Time
1.	Welcome, Meeting Overview and Process Update <ul style="list-style-type: none"> • Task Force #13 Review 	1:00 – 1:05 pm
2.	Community Input from September Workshops <ul style="list-style-type: none"> • Community Input Window – Workshops and Online Exercise • Complete Neighborhoods and a Blueprint for an Inclusive Denver • Preliminary Results of Future Place Mapping Discussions 	1:05 – 1:15 pm
3.	Plan Framework: Update and Discussion <ul style="list-style-type: none"> • Draft Plan Organization • Change Management and Evolution of Places 	1:15 – 1:45 pm
4.	Advancing Land Use and Mobility Ingredients <ul style="list-style-type: none"> • Future Place Designations and Future Land Use • Modal Prioritization and Emerging Street Typology 	1:45 – 2:10 pm
5.	Mobility Ingredients: Small Group Activity <ul style="list-style-type: none"> • Identifying “best examples” of the Street Types • Community Benefits and Potential Trade-offs • Compatible and Incompatible Street Types and Place Designations 	2:10 – 2:50 pm
6.	Questions and Comments	2:50 – 2:55 pm
7.	Next Steps <ul style="list-style-type: none"> • Task Force Survey regarding Place Ingredients and Key Considerations • Community Workshop focusing on Place Ingredients (Land Use, Mobility, Built Form, and Quality of Life Infrastructure) in late Fall/early Winter • Tentative: Task Force Meeting #15 on December 7th 	2:55 – 3:00 pm
8.	Meeting Close	3:00 pm