## East Area Plan
### Steering Committee Meeting
#### August 23, 2018
**ArtGym Denver, 1460 Leyden Street**

**AGENDA**

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<td>Approval of July Meeting Summary</td>
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<td>Review of Vision Statements</td>
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<td>Draft Guiding Principles</td>
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<td>Draft Focus Topics &amp; Areas</td>
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<td>Performance Measures &amp; Best Practices</td>
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Draft Guiding Principles
What are Guiding Principles?

• Shared community values that provide guidance for decision-making when ideas come into conflict.

• Are intended to apply generally, acknowledging that there are situations with unique circumstances.

• Help clarify and confirm the Vision by articulating the trade-offs and priorities needed to achieve it.
Pedestrians should be the top priority, especially children, seniors, and those with special needs. When pedestrian safety comes into conflict with convenient driving conditions, such as higher traffic speeds or multiple driveways across sidewalks, pedestrian safety should take precedence.

- Considerations for unique situations:
  - Heavy traffic corridors with the potential to significantly redirect vehicle traffic onto residential streets.
  - Identified mode-priority corridors, such as high capacity transit or protected bike routes.
Draft Guiding Principle #2

New construction should be high quality with design elements such as durable materials, pedestrian orientation, a scale that is compatible with surrounding buildings, and a variety of architectural details and frequent entryways that avoid monolithic or homogeneous buildings.

- Considerations for unique situations:
  - Where more intensive growth is desirable, such as transit corridors, larger buildings should incorporate scale transition measures to avoid sharp juxtapositions with adjacent buildings.
  - Civic buildings, such as churches, schools, museums and libraries, that are intended to stand out from the surrounding context.
Draft Guiding Principle #3

More housing, businesses, and community events should be encouraged in the right locations to help improve walkability, housing affordability, successful businesses, and the sense of community when thoughtfully located and well-designed.

- Considerations for unique situations:
  - Low intensity residential areas should have appropriately-scaled land use intensities.
  - Locations where there is a desire to preserve existing buildings, businesses, and cultures.
Draft Guiding Principle #4

New buildings, infrastructure, and open space should minimize **impermeable surfaces** and be encouraged to incorporate green infrastructure elements, such as tree wells, green roofs, and permeable paving in order to mitigate the storm water and water quality issues in the East area.

- Considerations for unique situations:
  - Small lots or buildings with limited room for open space and landscaping
Draft Guiding Principle #5

Social Services should be well-managed and comprehensive to meet the needs of residents while minimizing negative impacts on neighborhoods.

- Considerations for unique situations:
  - Locations that already have a concentration of a social service.
Focus Topics

- Land Use
- Design Quality
- Transit-Oriented Development
- Community Diversity
- Housing Affordability & Diversity
- Housing Quality
- Supportive Housing
- Pedestrian & Bicycle Safety
- Transit
- Vehicles
- Parking
- Jobs
- Education
- Small Businesses
- Arts & Culture
- Financial Stability
- Storm Water
- Trees & Landscaping
- Heat
- Impervious Surfaces
- Energy
- Waste Management
- Healthcare
- Food Access
- Parks & Open Space
- Crime
- Pollution
Focus Areas
Focus Topics & Areas

• Are these the right Focus Areas for each Focus Topic?
• Any other questions or comments?
Colfax Corridor

- Transit Oriented Development
- Design Quality
- Small Businesses
- Trees and Landscaping
- Impervious Surface
- Pedestrian & Bicycle safety
- Transit
- Food Access
- Parks & Open Space
- Housing Affordability & Diversity
- Supportive Housing
9th & Colorado

- Transit Oriented Development
- Small Businesses
- Trees and Landscaping
- Impervious Surface
- Pedestrian & Bicycle safety
- Public Transit
- Housing Affordability & Diversity
Mayfair Town Center

- Transit Oriented Development
- Design Quality
- Small Businesses
- Trees and Landscaping
- Impervious Surface
- Pedestrian & Bicycle safety
- Housing Affordability & Diversity
Neighborhood Nodes

- Small Businesses
- Trees and Landscaping
- Pedestrian & Bicycle safety
- Transit
- Food access
- Parks & Open Space
Hale

- Design Quality
- Financial Stability
- Trees and Landscaping
- Impervious Surface
- Pedestrian & Bicycle safety
- Food Access
- Housing Affordability & Diversity
South Park Hill

- Design Quality
- Pedestrian & Bicycle safety
- Trees & Landscaping
- Impervious Surface
- Food access
- Parks & Open Space
- Housing Affordability & Diversity
Montclair

- Design Quality
- Trees and Landscaping
- Impervious Surface
- Pedestrian & Bicycle safety
- Food Access
- Housing Affordability & Diversity
East Colfax

- Design Quality
- Financial Stability
- Trees and Landscaping
- Pedestrian & Bicycle safety
- Transit
- Food access
- Parks & Open Space
- Housing Affordability & Diversity
- Supportive Housing
Performance Measures

- Percentage of housing units and jobs in centers and corridors
- Urban Quality Tool score
- Housing shortage
- Cost burdened households
- Ped and bike crashes per 100k residents
- Mode split
- Sales tax
- Poverty rate
- Jobs per household
- Percentage of Impervious Surface
- Percentage of Tree Canopy
- Residents within 10 minute walk to a park
- Percentage of households with limited food access
Best Practices

• Do the best practices depict the vision?
• Are there other example projects we should research?
Design Quality

Appropriate Infill

Contextual design

• Scale / Proportion relationship to existing buildings
• Window to wall ratio, fenestration
• Street facing orientation
• Entry features: porch, stoop, balcony, etc.
• Materials: brick or wood cladding
Design Quality

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Design Quality

Motel Adaptive Reuse

- 1957 Mid-century Modern Architecture
- Office and Retail mixed use
- 30 Suites
- Vintage Signage
- 2016 Mayor’s Design Award
Housing Affordability

Phoenix on the Fax – South Park Hill

Mixed Use Housing & Retail

- Target population: Households with income below 30-60% area median income
- 50 income-restricted rental apartments
- 1, 2, and 3 bedroom units
- Ground floor retail uses
- Opened in 2011
- Received City financing
Homelessness

Sanderson Apartments — S. Federal Boulevard

Permanent Supportive Housing

- 60 one-bedroom apartments
- Target population: people experiencing homelessness and high utilizers of public safety net programs
- On-site staff and services, including clinical case manager, psychiatrist, nurse, clinical supervisor, and therapists
- Owned/Operated by Mental Health Center of Denver
- Includes Good Neighbor Agreement
  - Staff on site 24-7, available to answer questions/address issues
  - Security
  - Noise
  - Maintenance, screening of outdoor areas
  - Adequate Parking
  - Annual meeting with neighbors and with DPD
- Financed through LIHTCs, Social Impact Bond, OED, Colorado Division of Housing, and Mental Health Center

https://mhcd.org/sanderson-apartments
Homelessness

Warren Village – Cheesman Park

Transitional Housing

- Target population: low-income, single-parent families experiencing homelessness or housing instability
- Established in 1974
- 2-year transitional program
- 1, 2 & 3 bedroom apartments
- Career, education and financial counseling
- Life skills and parenting classes
- Wellness initiative
- Child care, learning center, and pediatric clinic
- Income-based rent

https://warrenvillage.org/
Pedestrian & Bicycle Safety

14th Street downtown

- Retained one-way
- Added a separated bike lane (parking protected where feasible)
- Planted buffer
- Wide sidewalks
Pedestrian & Bicycle Safety

Updated sidewalks

- Adjacent to new development (Carla Madison Rec Center)
- New residential sidewalk construction (Corey-Merril, Washington Park neighborhoods)
Transit

Dedicated Transit Lanes

• Separate transit vehicles from general purpose traffic with signs and pavement markings

• A Business Access and Transit (BAT) lane is primarily for transit but general-purpose traffic is allowed to enter the lane to make turns
Transit

Transit Signal Priority

- Modify traffic signal phases to advance transit vehicles through intersections, helping to reduce delays and increase transit speeds

Queue jumps and bypass lanes

- Short segments of dedicated transit lane with Transit Signal Priority

- Make it easier for buses to move past traffic congestion at key locations
Transit

First and final mile options

- Bike share
- Micro transit
- Car share
Small Businesses

Mi Casa Resource Center — West Denver

A non-profit organization with the goal of advancing the economic success of Latino and working families and a focus on helping residents start and grow businesses.

- Business Counseling
- Entrepreneurial Training
- ESL Classes
- Legal Clinic
- Financial Coaching
- Free Tax Prep
- Career Development Training Programs
Financial Stability

Focus Points Family Resource Center — Elyria Swansea

A non-profit resource center that provides services and meeting space to help build community wealth.

• School Readiness
• Adult Education
• Health & Wellness
• Workforce & Economic Development
• Community Engagement
**Impervious Surfaces / Stormwater**

**NE Siskiyou Green Street** – Portland, Oregon

- Green street project **carves out a portion of the street’s parking zone** and converts it into two landscaped curb extensions.
- The design provides **water quality treatment** but also maximizes infiltration of the runoff.
- The existing street curb was left intact and no modifications were made to the stormwater collection system. The design also provides for **traffic calming and pedestrian safety**.
- The design integrates well with its surroundings and the adjacent neighbors have played a major role in maintaining the two facilities, providing seasonal watering and weeding.
Trees & Landscaping

NoMa Neighborhood Green Street – Washington, D.C.

- Landscape improvements integrate a series of stormwater gardens and retention areas with new trees and landscape beds. Native plants and trees are sustained by stormwater runoff from adjacent streets and buildings.
Parks & Open Space

**Thriftway Pocket Park**—Westwood

An interim park transformed from an abandoned Thrift-way building. The park is part of a multi-step goal of creating a healthier neighborhood as set by the community visioning processes by Westwood Unidos & Healthy Places and the Westwood Neighborhood Plan.

**Goals:**

- Transform Morrison Road from auto-oriented street to a people-oriented space and a cultural destination.
- Expansive partnerships between organizations and stakeholders: Urban Land Conservancy (ULI), Office of Economic Development (OED), Wells Fargo, Healthy Places Westwood, Business Culture West (BuCu), and more.
Parks & Open Space

Columbia Heights Civic Plaza — Washington D.C.’s Commercial District

A high quality, streetscape improvement of a 12,000 sq. ft., publicly owned parcel connecting a Metro station and adjacent development.

- Committed to inclusivity and cultural and economic diversity
- Functional art installations
- Paving patterns of surrounding nodes/street create a unique, unifying, and flexible space that can accommodate 800-3,000 people with street closures.
- Managed by the Civic Plaza Partnerships (CPP)—an expansive organization of stakeholders dedicated to support the plaza with maintenance, fundraising, and programming.
Food Access

Westwood Food Cooperative

• A grocery store (for members and non-members) owned by and built to serve the community

• Goal: to increase access and affordability of fresh, healthy, and culturally-relevant food, while empowering community ownership and increasing community wealth
Food Access

DMG Foods

• Salvation Army’s non-profit grocery store in Baltimore
• Provides nutritional guidance, shopping education, workforce development, and meal planning
• Loyalty program with special offers and discounts