East Area Plan

Steering Committee Meeting

September 27, 2018

Art Gym Denver
# East Area Plan

Steering Committee Meeting  
September 27, 2018  
ArtGym Denver, 1460 Leyden Street  
AGENDA

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<th>Time</th>
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<tr>
<td>1</td>
<td>6:00-6:05</td>
<td>Approval of August Meeting Summary</td>
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<td>2</td>
<td>6:05-6:15</td>
<td>Overview of draft Denveright plans and opportunity mapping exercise</td>
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<td>6:15-7:45</td>
<td>Opportunity mapping exercise</td>
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<td>7:45-8:00</td>
<td>Focus groups</td>
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Visioning Process

Expressing the Vision
- Words
- Examples
- Geography

COMMUNITY INPUT → DATA → ASSETS ISSUES TRENDS → OPPORTUNITIES

VISION ELEMENT

DRAFT EAST VISION STATEMENT
- Long term view (20yr)
- Is achievable/city can influence
- Guiding principle
- Provides focus
- Can be measured

Expressing the Vision
- Words
- Examples
- Geography

STEERING COMMITTEE INPUT

FOCUS TOPICS
- FOCUS AREAS
- OBJECTIVES
Denveright Overview

Parks & Recreation
Fun Activities in Beautiful Surroundings

Transit
Creating an Easily Traversable City

Land Use & Transportation
Neighborhood Character and Quality of Life

Pedestrians & Trails
Connecting People and Neighborhoods

Denveright
Comprehensive Plan 2040

DENVER COMMUNITY PLANNING & DEVELOPMENT
WHAT IS THE COMPREHENSIVE PLAN?

A holistic and sustainable vision to guide the future of Denver

Comprehensive Plan 2040 creates a vision and goals to tie together the city’s plans and policies

CITYWIDE PLANS

- Generated by multiple departments
- Contain detailed goals, objectives and strategies
- Reflect the vision and advance the goals established in the comprehensive plan
Public Review on all Denveright Plans: August 6 - October 31

Ways to review and comment:
- Plans Online: Full plan, executive summaries, and short videos
- Surveys Online: Quick survey for big ideas, more in depth surveys for each plan
- Five Office Hour Events held in different parts of the City – Sept/October

Provide feedback on the drafts
www.denvergov.org\denveright
Blueprint Denver Public Review Draft

Land use and transportation plan for growing an inclusive city:
• Creating complete neighborhoods and networks
• Measured, common-sense approach to growth
• Consideration of social equity factors to tailor solutions by neighborhood
Complete Neighborhoods and Networks

- Pedestrians
- Bicycles
- Transit
- Auto and Goods Movement
Growth Strategy

Measured, common-sense approach to growth

- Guide most growth to:
  - Regional centers
  - Community centers and corridors
  - High intensity residential areas in downtown and urban centers
Neighborhood Contexts
Centers

**Local**
- Generally up to 3 stories in Urban and Urban Edge context; 3-5 (sometimes 8) in General Urban context

**Community**
- Generally up to 3 stories in Urban and Urban Edge context; 5-8 in General Urban context

**Regional**

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**Active Ground Floor**
- Active ground floors in centers engage patrons with glass storefronts and other design details to provide interest and to advertise goods and services.

**Parking Location**
- Parking needs in local centers are typically met with managed on-street parking. Larger centers, especially at the regional scale, use parking garages.

**Pedestrian Amenities**
- Pedestrian amenities in centers include benches for patrons to rest, lighting, and covered transit shelters.

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**Open Space**
- Open space in centers should be integrated into the center and be connected to public streets with activated edges where possible. These spaces should include trees and plants and provide opportunities for social engagement and interaction.

**Major Circulation**
- The circulation network in centers should offer people and vehicles multiple and varied paths to reach their destinations.
Corridors

**Local**
- Generally up to 3 stories in Urban and Urban Edge context; 3-5 (sometimes 8) in General Urban context
- More height at mobility hubs

**Community**
- Generally 3-5 stories in Urban and Urban Edge context, 5-8 in General Urban context

**Transitions**
Transitions between corridors and lower-scale residential neighborhoods are important due to shorter lot depths. Special attention may be needed in terms of lot coverage, bulk and scale.

**Active Ground Floor**
Active ground floors create interest and engage patrons as they walk by. Shops and restaurants may use the space in front of their establishment for sidewalk sales or cafe seating.

**Major Circulation**
The circulation network along corridors is more linear and directs vehicles from one side of the corridor to the other.

**Open Space**
Open spaces are typically adjacent to the street and located next to active uses such as restaurants and retail. These spaces provide opportunities for social engagement or a respite from the activity of the corridor.

**Parking Location**
Parking needs in corridors are typically met with a combination of managed on-street parking, off-street surface lots and structured lots.

**Pedestrian Amenities**
Pedestrian amenities include trees, plants, public art, benches and enhanced transit stops.
Residential Areas

Low
- Predominantly single- and two-unit with limited other uses
- 2.5-3 stories

Low-Medium
- Mix of low- to mid-scale multi-unit residential with limited other uses
- 2.5-3 stories

High-Medium
- Mix of low- to mid-scale multi-unit residential with some neighborhood-serving uses
- 8 stories

High
- Predominantly multi-unit residential, though compatible commercial uses may be interspersed
- Up to 20 Stories
Districts

Airport

Campus

Civic

Heavy Production

Value Manufacturing

Innovation / Flex

Regional Park
Places
Places

- Community & Local Corridors
- Community & Local Centers
- Low – High-Medium residential
- Campus
Blueprint Denver Place Map

Draft Blueprint Denver Place Map

• Review the draft place maps
• Mark any areas you think have the wrong designation
• Mark any areas you think need more specific guidance
  • Design details (character preservation, etc.)
  • Transitions
Land Use Opportunities for Mixed Use Areas

Today’s meeting:
Focus on the corridors, centers, and neighborhood nodes
Best Practice Examples

Adaptive Reuse

Resource Center

Mid-Rise Mixed-Use

Resource Center

Plaza

Non-profit grocery with educational programs

Park

Food cooperative
Land Use Opportunities for Mixed Use Areas

- Reference the draft vision statements and best practice examples
- Draw and label on the map where you envision some of these elements occurring
  - Mixed use/multi-story buildings
  - Adaptive reuse
  - Plazas / Small open spaces
  - Grocery stores
  - Businesses incubators
  - Community center
  - Health care
Game Plan

High Park and Recreation Facility Demand
- Car ownership
- Ethnic and racial diversity
- Population density
- Income
- Health

NPI role:
Identifying clear action steps to address existing and projected deficits in recreation, social space, and nature experiences, in underserved, high needs areas.
Parks & Open Space Opportunities

Identify the following on the map:

• New park opportunities
  • New open spaces, recreation centers, plazas
• Improvements to existing park/park facility
• Other ideas
  • Joint Use
  • Access improvements
DenverMoves Transit

High-Capacity Transit Corridor

Speed and Reliability Corridor

Transit Capital Investment Corridors
Denver Moves: Pedestrians & Trails

**Sidewalks Prioritization**

Denver Moves: Pedestrians & Trails’ development established a community-driven prioritization for sidewalks in the city. In general, the city intends to complete missing sidewalks across all tiers before widening sidewalks that are too narrow. This approach is based on values identified by the community and pragmatically recognizes that having some amount of sidewalk is better than none at all.

Priority tiers are assigned in this order:

- **Tier 1 projects** – projects along the Vision Zero High Injury Network (HIN): the HIN accounts for five percent of streets in Denver, but 50 percent of traffic deaths.

- **Tier 2 projects** – high-frequency transit access projects; projects that are within 600 feet of a rail station, bike share station, or high-frequency bus stop or station (15 minute or better frequencies throughout the day) and have a high-priority destination (school, park, grocery store or health care center) within that 600 feet.

- **Tier 3 projects** – remaining high-frequency transit access projects.

- **Tier 4 projects** – remaining transit access projects (bus stops and stations not on the high-frequency bus network).

- **Tier 5 projects** – remaining high-priority destination (school, park, grocery store or health care center) access projects.

- **Tier 6 projects** – all remaining projects.

**Prioritized Projects (Missing Sidewalks) - Tiers**

- Tier 1
- Tier 3
- Tier 5
- Tier 2
- Tier 4
- Tier 6
Denver Moves: Pedestrians & Trails

Prioritized Projects (Sidewalks That Are Too Narrow) - Tiers

- Tier 1 projects – projects along the Vision Zero High Injury Network (HIN); the HIN accounts for five percent of streets in Denver, but 50 percent of traffic deaths.
- Tier 2 projects – high-frequency transit access projects; projects that are within 600 feet of a rail station, bike share station, or high-frequency bus stop or station (15 minute or better frequencies throughout the day) and have a high-priority destination (school, park, grocery store or health care center) within that 600 feet.
- Tier 3 projects – remaining high-frequency transit access projects.
- Tier 4 projects – remaining transit access projects (bus stops and stations not on the high-frequency bus network).
- Tier 5 projects – remaining high-priority destination (school, park, grocery store or health care center) access projects.
- Tier 6 projects – all remaining projects.
East Area: Bicycle Facilities

Bicycle Facilities
- Protected Bikeways
  - Existing
  - Proposed
- Separated Bikeways
  - Bike Lane
  - Shared Parking/Bike Lane
  - Buffered Bike Lane
- Shared Roadway
  - Neighborhood Bikeway
  - Needs Further Study

Map of bicycle facilities in the East Area of Denver, Colorado, showing existing and proposed bicycle lanes, separated bikeways, and shared roadways.
East Area: Pedestrian & Bike Crashes
Mobility Opportunities

Identify the following on the maps:

- Connections missing
- Additional sidewalk widening
- Intersection improvements
- Design details
- Different priorities
Focus Groups

- Topic-specific groups that will do a “deep dive” in 2-3 intensive work-sessions

- A mix of professionals and interested residents

- Conversation will be more technical than a typical community meeting.
Preliminary Focus Groups

1. Design Quality
2. Pedestrian and Bicycle Safety
3. Affordable Housing and Services
4. Small Businesses, Healthy Food, and Financial Stability
5. Green Infrastructure, Recreation, Open Space, Trees and Landscaping