1. Welcome and Introductions

• Your name and affiliation
• Name 1 thing you love about Denver
• Name 1 thing you’d change about Denver
• All in 30 seconds! Ready, set, go!
2. Overview of Blueprint Denver

• What is Blueprint Denver?
• How are we doing?
• What has changed?
The Beginning of Blueprint Denver
Land Use Objective #1 in the Denver Comprehensive Plan 2000 is as follows:

Objective 1 – Citywide Land Use and Transportation Plan – “Balance and coordinate Denver’s mix of land uses to sustain a healthy economy, support the use of alternative transportation, and enhance the quality of life in the city.”
What is Blueprint Denver?

Blueprint Denver Introduction

• “to maintain and foster a high quality of life for Denver”

• “the important relationship between land use and transportation and advocates that land-use and transportation decisions be made in conjunction with each other.”
What is Blueprint Denver?

- An **integrated** land use and transportation plan
- Provides **policy direction** on concept land use, transportation, urban design
- Original process informed by the Land Use and Transportation Advisory Committee (LUTAC)
- **Adopted** by City Council in 2002
- Strategy for growth **management**
Existing Key Plan Concepts

• Areas of Stability
• Areas of Change

What is Blueprint Denver?
Existing Key Plan Concepts

- Areas of Stability
- Areas of Change
Existing Key Plan Concepts

- Mixed-Use
- Multi-modal Streets
- Land Use Building Blocks
  - Districts, Corridors, Centers, Residential Areas
- Transportation Building Blocks
- Street types, street functions, regional transit
Blueprint Plan Map
Existing Key Plan Concepts

• Small Area Planning
• Innovative Transit
• Enhanced Bus Transit Corridors
• Need for Zoning Code Update
Goal: Direct Growth to Areas of Change

- 20% of Denver Land Area
- 54% of Total Housing Unit Growth (‘02 – ‘14)
- 27% of Total Job Growth (‘02 – ‘14)
- 5:1 Ratio of Real Estate Investment (‘02 – ’15)
Goal: Encourage Multi-Modal Transportation

- **0.1 percentage point** Increase in Bike, Walk, Transit to Work (2000-2012) (150% increase in Bike)

- **1.9%** decrease in Regional Vehicle Miles Traveled (VMT) per capita. (2002 – 2014)

Denver VMT per capita is 40% lower than Region
Goal: Coordinate Land Use & Transportation

- 84% of City Rezoned to Context Based Code
- 85% of Zoning is now Consistent With Blueprint Residential Land Use Recommendations.

How are we doing?
How are we doing?

Key Implementation Success

- Small Area Planning
- Denver Zoning Code - 2010
- Transportation Strategies
  - Strategic Transportation Plan
  - Denver Moves: Bicycles
  - Strategic Parking Plan
• Denver is one of the fastest-growing large cities in the United States
• Fastracks being implemented
  • Most planned Denver rail stations will be operating by 2018
• Significant build-out of specific Areas of Change
  • Stapleton, Lowry, Gateway
What has changed since 2002?

- Introduction of new business models and communication ideas
  - Sharing economy
  - Start ups
  - Social Media
- Emerging technologies
  - Smart City infrastructure
  - Transportation innovation
• Denver has evolved considerably in the past 15 years and needs policy updates related to land use, mobility, parks and recreation

• Time for a fresh look that accounts for today’s social, environmental, and economic realities
3. Overview of Update Process

- Denveright Citywide Planning
- Coordinated Community Engagement
- Blueprint Denver Update Process Goals
- Process and Methodology Highlights
Why Citywide Planning?

• Establish vision and policy for the entire city
• Community buy-in: citizens of Denver help shape their future
• Identify and integrate overlapping policy issues that impact the entire city
Denver’s Citywide Plans

- Goals & policies
- Longer time horizon
- Adopted by City Council
- General implementation

- Work program/funding priorities
- Shorter time horizon
- Not always adopted by Council
- Implementation strategy
What is **Denverright**?

- A community-driven planning process to reflect our community values & desires
- An opportunity to plan the next 20 years of land use, mobility, parks and recreation
- It’s about what made Denver great, what we love about Denver today and what we need to do to make our future even brighter
- It will establish a long-term vision with near-term action
Four plans working together to make one great city

**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
Four New Citywide Plans

Blueprint Denver

Game Plan

Denver Moves: Peds/Trails

Denver Moves: Transit
Coordinated Community Engagement

Public Engagement: All Denver residents

Community Think Tank

Blueprint Task Force

Game Plan Task Force

Transit Plan Task Force

Ped/Trails Task Force

Relevant Boards/Commissions

City Council
Coordinated Community Engagement
High Touch

- Blueprint Denver Task Force
- Community Think Tank
- Stakeholder Interviews and Focus Groups
- Community Workshops/Open Houses
- Neighborhood Outreach
- Intercept Events and Pop-Up Workshop/s
Coordinated Community Engagement
High Tech

Website Content and Social Media

Online Surveys
- Survey #1: Vision and Goals
- Survey #2: Place Types
- Survey #3: Growth Scenarios
Coordinated Community Engagement

- Easily identify the initiative & how to get involved
- Reach diverse audiences
- Respect community’s time
- Promote internal coordination and efficiency between city agencies/departments
Share Your Voice: www.denveright.com

Our community is undertaking an effort that builds upon our successes and proud traditions to design the future of this great city. Denveright is a community-driven planning process that challenges you to shape how we want to evolve in four key areas: land use, mobility, parks, and recreational resources.

Share Your Voice
Denveright Internal Coordination Structure

Executive Leadership Team
- Public Works
  - Jose Cornejo
  - Crissy Fangelatto
  - Emily Gloeckner
- Parks & Rec
  - Happy Haynes
  - Gordon Robertson
- CPD
  - Brad Buchanan
  - Caryn Champine

Denveright Coordination Team

Specific Project Teams
- Branding & Communication Strategy
  - Blueprint Denver
  - Game Plan
  - DM: Transit
  - DM: Peds and Trails

Internal Working Group
Consultant Team Structure
Blueprint Denver Update Primary Goal

To guide Denver’s growth, address mobility with a forward-thinking approach to multiple modes of transportation, and lay out an equitable and resilient future for Denver over the next 25 years.
Blueprint Denver Update Additional Goals

- **Balance** Long Term Land Use and Transportation Growth
- Embrace **Innovation**
- Identify Priority **Implementation** Initiatives
- Prioritize Robust, Meaningful **Engagement**
Process and Methodology Highlights

• Visioning and Values
• Employment Lands Analysis
• Areas of Stability and Areas of Change
• Updated Land Use Map
• Place Types
• Street Typologies and Enhanced Transit Corridors
• Implementation Strategy
• Indictors, Targets and Dashboard
• E-Plan
Areas of Stability and Areas of Changes

- Evaluate **effectiveness**
- Refine designations (potentially add gradations)
- Adjust designations on map
- Develop specific strategies for each
Place Types
Place Types

- Apply **urban design** layer to Blueprint
- Further a vocabulary introduced in the **neighborhood contexts**
- Understand **trade-offs** associated with creating great places
- Gauge people’s tolerance or **appetite for change**
- Organize growth and change around walkable (and transit supportive) **amenities**
Neighborhood Contexts

- Suburban Neighborhood
- Urban Edge Neighborhood
- Urban Neighborhood
- General Urban Neighborhood
- Urban Center Neighborhood
- Downtown Neighborhood
- Special Contexts and Districts
Potential Places
Place Type Parameters

- Mix of Uses
- Size/Scale
- Density/Intensity
- Public Space
- Pedestrian Environment
- Transit Connectivity and Amenities
- Bicycle Connectivity and Amenities
- Street Typologies and Streetscape Design
- Parking and TDM
- Transitions
# Street Typologies

<table>
<thead>
<tr>
<th>Roadway Infrastructure</th>
<th>Local</th>
<th>Collector</th>
<th>Minor Arterial</th>
<th>Major Arterial</th>
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<tbody>
<tr>
<td>Expected ADT</td>
<td>≤ 10k</td>
<td>10k - 25k</td>
<td>25k - 40k</td>
<td>&gt; 40k</td>
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<tr>
<td>Roadway Width</td>
<td>20ft</td>
<td>42ft</td>
<td>66ft</td>
<td>≥ 72ft</td>
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<td>Lane Count</td>
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<td>2 - 4</td>
<td>4 - 6</td>
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<td>10.5ft</td>
<td>11ft</td>
<td>12ft</td>
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<tr>
<td>Center Median</td>
<td>○</td>
<td>□</td>
<td>□</td>
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<table>
<thead>
<tr>
<th>Roadway Width (minimum required)</th>
<th>76 ft</th>
<th>≤ 10k</th>
<th>10k - 25k</th>
<th>25k - 40k</th>
<th>&gt; 40k</th>
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<tbody>
<tr>
<td>Total Width</td>
<td>80 ft</td>
<td>≤ 10k</td>
<td>10k - 25k</td>
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<td>&gt; 40k</td>
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<tr>
<td>Dedicated Width (curb-to-curb)</td>
<td>49 ft</td>
<td>≤ 10k</td>
<td>10k - 25k</td>
<td>25k - 40k</td>
<td>&gt; 40k</td>
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<td>Travel Lanes</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
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<tr>
<td>Lane Width</td>
<td>11 ft</td>
<td>11 ft</td>
<td>11 ft</td>
<td>11 ft</td>
<td>11 ft</td>
</tr>
<tr>
<td>Curb &amp; Fan (par side)</td>
<td>2 ft</td>
<td>2 ft</td>
<td>2 ft</td>
<td>2 ft</td>
<td>2 ft</td>
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<td>On-Street Parking</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>○</td>
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<tr>
<td>Dedicated Transit Lane</td>
<td>--</td>
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<tr>
<th>Minor Collector Bike</th>
<th>Width (minimum required)</th>
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<th>≥ 5 ft</th>
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<tr>
<td>Buffered Bike Lane</td>
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<td>●</td>
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<td>●</td>
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<tr>
<td>Painted Bike Lane</td>
<td>■</td>
<td>■</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>●</td>
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<tr>
<td>Marked Shared Lane</td>
<td>○</td>
<td>●</td>
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<td>●</td>
<td>●</td>
<td>●</td>
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<tr>
<td>Detached Multi-use Path</td>
<td>◯</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
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<tr>
<td>Bike Boxes (at intersections)</td>
<td>◯</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
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<table>
<thead>
<tr>
<th>Pedestrian</th>
<th>Width (minimum required)</th>
<th>≥ 13 ft</th>
<th>≥ 13 ft</th>
<th>≥ 12 ft</th>
<th>≥ 12 ft</th>
<th>≥ 9 ft</th>
<th>0 ft</th>
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<tbody>
<tr>
<td>Style</td>
<td>attached</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Walkway Width</td>
<td>≥ 8 ft</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Amenity / Planting Width</td>
<td>≥ 5 ft</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Detached Multi-use Path</td>
<td>●</td>
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</table>

<table>
<thead>
<tr>
<th>Lane</th>
<th>Width (minimum required)</th>
<th>0 ft</th>
<th>0 ft</th>
<th>0 ft</th>
<th>0 ft</th>
<th>0 ft</th>
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</thead>
<tbody>
<tr>
<td>Raised Median</td>
<td>◯</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Painted Median</td>
<td>○</td>
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<table>
<thead>
<tr>
<th>Legend</th>
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<td>■</td>
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<tr>
<td>●</td>
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<tr>
<td>○</td>
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</tbody>
</table>

* Denotes the shared use within ≥ 15 ft width for a multi-use path that serves both the pedestrian and bike infrastructure zones.
Scenario Planning

Honolulu Transit Oriented Development Study Scenarios Results

Honolulu TOD Study Scenarios Overview

Each of the scenarios represents a different way of accommodating projected housing and job growth on Oahu to approximately the year 2050. Each includes the same total number of people, homes, and jobs, but varies in terms and how these are located on the island. The scenarios also vary in terms of the types of homes that will be built in the coming decades, and the extent to which these mix of housing types meet the demands of Oahu's current and future residents.

Business as Usual

This scenario reflects the land development and transportation investment choices of the past decades forward to 2050. It accommodates about half of projected housing growth—about 41,000 homes—within the one-mile transit corridors. It does not include the planned Honolulu Rail Transit. More new growth (14%) trends toward suburba, auto-oriented development, and more than half of growth occurs on previously underdeveloped land, much of that outside of the rail corridor. The majority of new housing is single-family detached, about 44% of new housing is multifamily.

Forecast Future

This scenario represents the housing and job distribution forecast on official state and county projections. It is very close to the distribution used in the rail corridor planning for the Honolulu Regional Environmental Impact Statement. The forecast assumes that 17% of growth occurs on the corridor, amounting to about 15,000 new homes. While the majority of new growth occurs in auto-oriented patterns and locations, there is somewhat more mixed-use walkable and urban infill development in this scenario. Nearly 50% of growth occurs on underdeveloped land, and most new housing remains single-family detached in this scenario. There is more financially development than in Business as Usual.

Consider Focus

This scenario takes greatest advantage of the planned rail investment, while also seeking to meet projected housing demand by type. It accommodates about 58% of new homes, about 62% of new jobs, along the rail corridor, with more than 50% of new homes located outside the corridor. Growth along the corridor is slower, with more emphasis on infill and brownfield development. More new housing is single-family detached, with a greater proportion of homes located outside the corridor. Growth along the corridor is slower, with more emphasis on infill and brownfield development. More new housing is single-family detached, with a greater proportion of homes located outside the corridor.
Scenario Planning

- **Land Consumption**: Includes all previously undeveloped land that will be urbanized in a scenario.
- **Vehicle Miles Traveled (VMT)**: Miles driven in passenger vehicles on Oahu.
- **Highway and Arterial Roadway Costs**: Capital and ongoing operations and maintenance costs of additional roadway capacity needed to accommodate VMT increases.
- **Building Energy Use**: Energy (electricity and gas) consumed by new and existing residential and commercial buildings.
- **Water Consumption**: Water used to serve new and existing homes.
- **GHG Emissions**: CO₂ emissions from passenger vehicles, and residential and commercial buildings.
- **Fiscal Impacts of Development**: Capital and ongoing operations and maintenance costs for new local roads, sewer, water, and wastewater infrastructure.

### Key Figures

- **21.8** square miles (cumulative in 2050)
- **6.2** billion miles (cumulative in 2050)
- **10.2** billion $ (cumulative in 2050)
- **22.2** billion $ (cumulative in 2050)
- **1,515** billion gallons (cumulative in 2050)
- **4.58** billion $ (cumulative in 2050)
- **18.6** billion $ (cumulative in 2050)

### Breakdown by Sector

- **Transportation**
  - **12,720** miles/year (per new household, 2050)
  - **230** tons/mile (to 2050)
  - **5,800** MWh/year (per new household, 2050)
  - **105,700** gallons/year (per new household, 2050)
  - **1.53** billion $ (annual in 2050)
  - **2.86** billion $ (cumulative in 2050)

- **Buildings**
  - **16.8** square miles (cumulative in 2050)
  - **5.8** billion miles (cumulative in 2050)
  - **9.4** billion $ (cumulative in 2050)
  - **21.7** billion $ (cumulative in 2050)
  - **1,500** billion gallons (cumulative in 2050)
  - **101,850** gallons/year (per new household, 2050)
  - **176,300** billion $ (cumulative in 2050)
Welcome to the Hayward General Plan 2040, a community-based vision for the future of Hayward.
The Land Use and Community Character Element establishes goals and policies to strategically accommodate future growth while preserving and enhancing the qualities and characteristics that make Hayward a desirable place to live, work, learn, and play.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>LEARN MORE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Growth and Sustainable</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Development</strong></td>
<td></td>
</tr>
<tr>
<td><strong>2. Priority Development</strong></td>
<td></td>
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<tr>
<td><strong>Areas</strong></td>
<td></td>
</tr>
<tr>
<td><strong>3. Complete Neighborhoods</strong></td>
<td></td>
</tr>
<tr>
<td><strong>4. Corridors</strong></td>
<td></td>
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<tr>
<td><strong>5. Centers</strong></td>
<td></td>
</tr>
<tr>
<td><strong>6. Industrial Technology</strong></td>
<td></td>
</tr>
<tr>
<td><strong>7. Hillside Development</strong></td>
<td></td>
</tr>
<tr>
<td><strong>8. Historic Districts</strong></td>
<td></td>
</tr>
<tr>
<td><strong>9. Public and Quasi-Public</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Uses</strong></td>
<td></td>
</tr>
<tr>
<td><strong>10. Land Use</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Diagram and Designations</strong></td>
<td></td>
</tr>
</tbody>
</table>
new development. With the exception of the Downtown City Center, the policies within this section support the implementation of these plans and codes to guide future development and infrastructure improvements within the Priority Development Areas. The adopted plan for the Downtown City Center is relatively dated and new policies, strategies, and regulations are needed to support Downtown investment and revitalization. As a result, this section provides more policies for the Downtown City Center than the other Priority Development Areas. A policy is also provided to support the development of an updated Specific Plan for the Downtown City Center.

Downtown Arts and Entertainment

The City shall encourage private-sector investment in Downtown to transform it into a safe, vibrant, and prosperous arts and entertainment district that offers enhanced shopping, dining, recreational, and cultural experiences and events for residents, families, college students, and visitors.

City Master Plans, Strategies, and Programs (MPSF)

Downtown Activities and Functions

Downtown Pedestrian Environment

Downtown Retail Frontages

Downtown Housing

Downtown BART Station

Downtown Specific Plan
GUIDE TO ACTION TOOL ICONS

The City will implement the goals and policies of the General Plan through many actions and tools that can be grouped according to the eight categories listed below. The two- to four-letter identifiers (italicized and in parentheses) are used in the General Plan to indicate how each policy will be implemented. The identifiers are also used in the Specific Implementation Programs to indicate the type of specific implementation program:

- Regulation and Development Review (RDR)
- City Master Plans, Strategies, and Programs (MPSP)
- Financing and Budgeting (FB)
- Planning Studies and Reports (PSR)
- City Services and Operations (CSO)
- Inter-governmental Coordination (IGC)
- Joint Partnerships with the Private Sector (JP)
- Public Information (PI)
4. Role of Blueprint Denver Task Force (BDTF)

- Charge
- Roles and Responsibilities
- Co-Chairs
- Communications
Task Force Roles and Responsibilities

The **Charge** of the **Task Force** is to guide the advancement of the update to **Blueprint Denver** and inform the overall **process**.
Task Force Roles and Responsibilities

- Task Force provides a continuous feedback loop
  - Meet 10+ times
  - Every 1-2 months
- Flexibility on how we utilize the Task Force
  - Information gathering
  - Work sessions and small group breakouts
  - Shape community outreach efforts
  - Vetting and refinement of plan principles and policy recommendations
  - Safe space to explore ideas – this is a working group
Task Force Roles and Responsibilities

• Task Force Co-chairs:
  • Conduct meeting agendas
    • Ensure group stays on topic and task
  • Guide conversation
  • Clarify Task Force direction to staff
  • Apply good meeting decorum
Task Force Roles and Responsibilities

• Task Force members are expected to:
  • **Invest** in the process and provide constructive insight
  • Bring personal, professional, and community **expertise**
  • **Report** back to peer group(s) at regular intervals
  • Be **champions** of the plan and the process
Task Force Roles and Responsibilities

Task Force **input leads** to Planning Board approval and City Council adoption:

- Planning Board
  - Informational Item(s)
  - Public Hearing – Public comment is taken
  - Approval
- City Council
  - Neighborhoods and Planning Committee
  - Public Hearing – Public comment is taken
  - Adoption

6/23/2016
Task Force Roles and Responsibilities

Communications Protocol

• If asked to speak for the Task Force (sound bite, quote, speaking engagement, etc.) please contact the Task Force Co-chairs.

Andrea Burns, CPD Marketing and Communications Manager

– 720.865.3186
– Andrea.Burns@denvergov.org
5. Facilitated Discussion

• Assets, Challenges and Opportunities

• Key Stakeholders and Audiences
6. Next Steps

• New survey in early July

• 2nd Task Force meeting in July
  • July 28th - Keep the 4th Thursday?
  • Keep 1-3 pm or move to 3-5 pm?

• Community Think Tank tentatively planned for August

• Community Visioning planned for September
Share Your Voice: [www.denvergov.org/denveright](http://www.denvergov.org/denveright)
7. Questions and Comments

Any questions or thoughts from the Task Force or audience?