Agenda Overview

1. Process Update
2. Community Input from September Workshops
3. Plan Framework: Update & Discussion
4. Advancing Land Use & Mobility Ingredients
5. Mobility Ingredients: Small Group Activity
6. Questions and Comments
7. Next Steps
1. Process Update
Blueprint Process – What We’ve Accomplished

- Vision Elements
- Goals
- Building Blocks
- Place Framework
- Future Place Mapping
- Blueprint for an Inclusive City
Blueprint Process – What’s Yet To Come

- Finalizing the Preferred Growth Scenario
- More Specific Place Ingredients
  - Land Use
  - Street Types and Modal Priority
  - Built Form
  - Quality of Life Infrastructure
- Transitions
- Nuts and Bolts of Change Management and Evolution of Places
2. Community Input from September Workshops
Community Input Window – Workshops & Online

- “Affordable”
- “Diverse”
- “Walkable”
- “Safe”
- “Mixed-Use”
- “Housing Variety”
- “Healthy Food”
- “Transit Access”
- “Beauty”
- “Parks & Trails”
Community Input Window – Demographics

- ~228 Total Sign-Ins across the Workshops
- ~200 Demographic Surveys Completed

**Age Blueprint Workshop Participants**
- Under 18 (Generation Z), 1%
- 18-34 (Millenials), 27%
- 35-49 (Generation X), 31%
- 50-69 (Baby Boomers), 27%
- 70+ (Silent Generation), 11%

**Ethnicity of Blueprint Workshop Participants**
- Latino/Hispanic, 14%
- African American/Black, 15.6%
- Asian, 3.0%
- Caucasian/White, 62.3%
- Native American, 0.5%
- Other, 4.5%

(2016 Census % Level for Denver)
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.
Complete Neighborhoods

All Neighborhoods are Complete

≠

All Neighborhoods are the Same

• Complete, but Context Sensitive . . .
  • Housing Type and Choice
  • Variety of Shops, Restaurants and Jobs
  • Connectivity and Access
  • Basic Amenities and Infrastructure
  • Culture, Identity and Placemaking
Blueprint for an Inclusive City

- Can we **harness** how and where we grow for **positive change**?
  - All of Denver is evolving – change is more than growth
  - Improve quality of life and access for all residents

- Need to be **strategic and intentional** about directing **growth** to help **achieve our vision of equity** and benefit the entire city, avoiding a future Denver that is uneaffordable and exclusive
Preliminary Results of Future Mapping Discussions

- Healthy Debate
- Corridors/Centers
  - Size and Scale of some Corridors and Centers were debated
  - Strong desire for more Local Centers and Corridors embedded within Residential Areas
Preliminary Results of Future Mapping Discussions

- Residential Area considerations
  - Complete Neighborhoods
  - Access to Centers/Corridors
  - Parking
    - Mixed Opinions
  - Concerns about Displacement and Affordability
  - Allowance for missing middle housing in Single Family Areas

2. Community Input from September Workshops
Preliminary Results of Future Mapping Discussions

- Transition Strategies
  - Mixed Opinions
- Building Height & Scale
- Noise & Lighting
- Safe Crossings
- Landscaping & Buffers
- Land-Use
- Design Quality
Preliminary Results of Task Force Future Mapping

Only 5 Respondents So Far

Below are elements that make complete places. Please select your top three that you feel are most important:

- High quality design
- Trees
- Sidewalks
- Transit (buses and trains)
- Bike lanes
- Urban public spaces (plazas, squares, ...)
- Recreation centers
- Parks, trails and natural areas
- Local shops, grocery and restaurants

On a desktop, move the pin around the map to the desired location. On a touchscreen or mobile device, move the map until the pin is in the desired location. Click on or touch the pin to start and drop it on the map.
3. Plan Framework: Update & Discussion
Plan Framework: Draft Plan Organization

- Introduction
- Vision: Inclusive City
- Complete Neighborhoods
- Complete Networks
- Growth in Denver
- Plan Framework
- Centers & Corridors

- Residential Areas
- Districts
- Implementation Mechanics – Small Area Planning
- Implementation Mechanics - Regulatory
Change Management & Evolution of Places
evolution

1. Improving a center, corridor, district or residential area to become more complete and more inclusive
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
3. Plan Framework: Update & Discussion
3. Plan Framework: Update & Discussion
Case Study Scenarios

Development Intensity and Mix

Housing Type Mix

Transit Investment

2040 Population

Baseline 2040

A Limited Development

B Expand City Center

C Multiple Urban Centers

D Corridors and N’hood Centers

E Leverage Growth

- Baseline 2040: 857,000 Medium
- A Limited Development: 812,000 Low
- B Expand City Center: 857,000 Medium
- C Multiple Urban Centers: 857,000 Medium
- D Corridors and N’hood Centers: 857,000 Medium
- E Leverage Growth: 934,000 High
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. Plan Framework: Update & Discussion
Transitions

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3. Managing the transition of places over time and the transition between Centers, Corridors, Districts & Residential Areas
Transitions

3. Plan Framework: Update & Discussion
Transitions

3. Plan Framework: Update & Discussion
Change Management & Evolution of Places

• Large Group Discussion
4. Advancing Land Use & Mobility Ingredients
Future Place Designations & Future Land Use

CORRIDORS

Corridors are places that are oriented along a street and are supported by people from the local neighborhood and/or the larger community. These places provide spaces for people to engage in social activities and entertainment, such as shopping and dining.

LIVE - Corridors offer a variety of housing options that are well connected to the places where the community works.

WORK - Corridors offer diverse employment options, ranging from restaurants and shops to office space.

PLAY - Corridors provide options for dining, entertainment and shopping.
Future Place Designations & Future Land Use

Centers are places of different scales that are typically oriented around a shared space or set of spaces where people go to engage in social activities and entertainment, such as shopping and dining. Some centers are well-connected to the local neighborhood and supported by neighborhood residents; other centers are larger and less connected and may require residents to take a bus or a car to visit them.

**LIVE** - Centers offer a variety of housing options that are well connected to the places where the community works.

**WORK** - Centers offer diverse employment options, ranging from restaurants and shops to office space.

**PLAY** - Centers provide options for dining, entertainment and shopping.

A Active Ground Floor    B Open Space    C Pedestrian Amenities    D Parking    E Major Circulation
Future Place Designations & Future Land Use

RESIDENTIAL AREAS

Residential Areas are the places that make up the rest of our City. These places are primarily residential, but are supported by parks and recreation assets, as well as nodes of commercial and office spaces.
**Future Place Designations & Future Land Use**

**Downtown Areas** are predominantly mixed-use with multifamily residential, office, and ground floor retail in large scale buildings.

- **The street pattern** is a diagonal grid with alleys and supports a well-connected pedestrian and frequent transit network.
- **Parking** is generally on-street or in garages.
- **Open spaces** are limited and usually in the form of urban plazas.

**Urban Center Residential Areas** are predominantly multifamily residential in medium to large scale buildings.

- **The street pattern** is a grid with alleys, with occasional diagonal streets and supports a well-connected pedestrian network with frequently served transit centers.
- **There are mixed-use commercial areas embedded into the neighborhood as well as dedicated commercial areas.**
- **Parking** is generally on-street or in garages.
- **Open spaces** tend to serve multiple uses.
Future Place Designations & Future Land Use

General Urban Residential Areas are predominantly multi-family residential with buildings that range from half-block to smaller infill parcels.

- The street pattern is a highly walkable grid with alleys that support a well-connected pedestrian network.
- There are embedded commercial nodes and dedicated commercial areas.
- Parking is generally on-street.
- Open spaces tend to serve as dedicated recreation spaces.

Urban Residential Areas are predominantly single-unit and two-unit homes on medium-sized lots, but also include small-scale multi-unit residential buildings.

- The street pattern is a highly walkable grid with alleys that support a well-connected pedestrian network.
- There are embedded commercial nodes.
- Parking is primarily a mix of on-street and off-street.
- Open spaces tend to serve as multi-functional recreation spaces.
Urban Edge Residential Areas are predominantly single-unit and two-unit homes on medium to large-sized lots.

- The typical street pattern is generally a walkable and well-connected grid that supports small scale.
- There are integrated commercial amenities.
- Parking is a mix of on-street, off-street and surface lots.
- Open spaces are typically single-use (sports fields) with complimentary amenities (e.g. Playgrounds or trail network).

Suburban Residential Areas are predominantly single family residential on larger-sized lots.

- The typical curvilinear street pattern tends to result in poor pedestrian connections.
- Commercial and retail destinations are often isolated in shopping centers or along car-oriented corridors.
- Parking is a mix of on-street, off-street and surface lots.
- Open spaces tend to be single-use and dispersed throughout the area.
Districts are places with a specially designed purpose, such as educational campuses or industrial areas. These places can be mixed-use and offer a diverse range of amenities and complementary services to support the District’s purpose.
Emerging Street Typology
What is a Street Typology?

A systematic classification of streets to provide decision makers, residents and staff with clear direction as to reasonable expectations regarding street design and operations.
Conventional Street Types

• Mobility (throughput) vs. access
• What about context-sensitivity to land use?
• Does this achieve quality of life, economic vitality goals?
Foundation of Denver’s Street Types

• Strategic Transportation Plan
• Denver Moves
• Mayor’s Mobility Action Plan
• Living Streets Initiative
Goals for Denver’s Street Types

• Safe for all users
• Clear modal priorities
• Context sensitive:
  – Existing and planned land use
  – Urban design
  – Economic development
  – Person throughput vs. access
Informing Design & Operations Variables

- 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
Striking a Balance

Where do you want to be?
Context-sensitivity

• Existing and planned land use: Predominant land use vision for a corridor

• Person throughput: Arterial-Collector-Local
Overlays for Additional Context-sensitivity

- Neighborhood context
- Parcel-level land use
- Modal priority
Downtown Streets & Main Streets

- No parking between the edge of right-of-way and buildings
- Low operating speeds
- Driveways rarely occur
- Prioritized for pedestrian circulation
- Curb space is highly managed
Mixed-use Streets

- Parking between the edge of right-of-way and buildings is rare
- Low-medium operating speeds
- Driveways occur but are minimized where possible
- Prioritized for pedestrian circulation
- Curb space is highly managed
Commercial Streets

- Parking between the edge of right-of-way and buildings is common
- Medium operating speeds
- Driveways occur but are minimized where possible
- Pedestrians accommodated but not prioritized
- Curb space is somewhat managed where parking and stopping are allowed
Industrial Streets

Similar to Commercial Streets but designed to accommodate needs of industrial land uses (trucks, etc.)

- Parking between the edge of right-of-way and buildings is common
- Medium operating speeds
- Driveways occur but are minimized where possible
- Pedestrians accommodated but not prioritized
- Curb space is somewhat managed where parking and stopping are allowed
Residential Streets

• Parking between the edge of right-of-way and buildings depends on neighborhood context
• Low-medium operating speeds
• Driveway expectations depend on neighborhood context
• Pedestrian priority depends on neighborhood context
• Curb space management depends on neighborhood context
Model Priority Networks

• Streets that will be prioritized for a particular mode (or modes)
  – Design
  – Operations
• Each modal network should provide a reasonable degree of mobility and access
• Together, the modal networks should create a complete system
Model Priorities & Customer Experience

• For people biking & walking:
  – comfort, safety

• For people riding transit:
  – fast, reliable (on-time), comfortable, safe

• For people driving:
  – fast, reliable, safe
Transit Priority Network & Tradeoffs

• Example: East Colfax Ave.
  – Weekday transit ridership: 23,000
  – Average Daily Traffic (ADT): 27,000
    Assume 1.2 people/vehicle = 32,000 people
  – % of people currently moving via transit: 42%
  – % of right-of-way required for exclusive transit lanes: 30%
    *Easy to justify more traffic congestion for the sake of moving people.*

• Example: Colorado Blvd.
  – % of people currently moving via transit: 7%
  – % of right-of-way required for exclusive transit lanes: 24%
    *Harder to justify more traffic congestion for the sake of moving people.*
Transit Priority Network & Tradeoffs

Exclusive Lanes Require a High % of ROW

- Quebec St
- Sheridan Ave
- Mississippi Ave
- E. Colfax Ave
- E. 12th Ave
- W. Colfax Ave

Transit Moves a Low % of People

- Colorado Blvd
- Speer Blvd
- Broadway/Lincoln N. of 6th
- Broadway/Lincoln S. of 6th

Exclusive Lanes Require a Low % of ROW

Colorado Blvd
Speer Blvd
Broadway/Lincoln N. of 6th
Broadway/Lincoln S. of 6th

Transit Moves a High % of People

- Quebec St
- Sheridan Ave
- Mississippi Ave
- E. Colfax Ave
- E. 12th Ave
- W. Colfax Ave

4. Advancing Land Use & Mobility Ingredients
Transit Priority Network & Tradeoffs

• Where the right-of-way required for exclusive travel lanes is high compared to the forecasted percentage of 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?
5. Mobility Ingredients: Small Group Activities
Mobility Ingredients: Small Group Activity

- Identifying “best examples” of the Street Types
- 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?
- Compatible & incompatible street types and place designations
6. Questions & Comments
7. Next Steps
Upcoming Engagement

• Task Force Surveys regarding Place Ingredients and Key Considerations
  – Expect the first survey via email by mid-October

• Community Workshop focusing on Place Ingredients (Land Use, Mobility, Built Form and Quality of Life Infrastructure)
  – Late Fall/Early Winter

• Tentative: Task Force Meeting #15 on December 7th
8. Meeting Close