

# Blueprint Denver Task Force Meeting Notes

July 12, 2018

## I. **Upcoming Schedule**

Equity training opportunity is focused around implementation. e.g. identify outreach necessary when starting to think about implementing recommendations in the plan or making sure recommendations are implemented in a way that advanced equity goals.

Are comment logs planned? While we understand that this is important, however we don't have that planned in the scope. Task force member felt this would make a stronger document. With a SAP, we typically show draft and revised draft and list of changes based on comments.

Opportunity for TF to review prior to public review draft? Due to time constraints, challenging. Task Force members request the public review draft prior to public release.

Summary of what we've heard from each of those group, provide to task force.

## II. **Comprehensive Plan 2040**

Task Force had questions surrounding incorporating Mayor's mobility action plan metrics, food action plan.

## III. **Public Comment on Blueprint**

Piep van Heuven from bicycle community. Spoke about complete bicycle and pedestrian network. Concerned about language in transportation piece. Deliberately vague. If this is a guiding document about how we invest over the next 20 years, we need to provide more specific guidance supporting our mobility goals. Page 60 – concerned about “can” not “will” language.

## IV. **Task Force Discussion on draft pages of complete networks and neighborhoods chapters**

Question regarding if these chapters are intended to be more descriptive rather than recommending... David: Yes, these help set the foundation and general policy guidance. Provides guidance on aspirational state.

How do places concept evolve us from 2002 Blueprint Denver? This is a more holistic approach of how places are replacing concept land use. Existing BP does not have layered network included.

Andrew - Page 34. Add employers and businesses to description... activate the public realm. Expanding to 1-4 units. Add condo's whenever the word apt. appears. We are not set up for driverless cars. Trend of less parking, more info tee-ing up this policy and future state. Does not understand how maps will be implemented. Outside of 6<sup>th</sup>, medium-low intensity. Every neighborhood should add density and we've gotten away from that. We need to start looking at

low neighborhoods and seeing where can we push up those neighborhood areas to medium-low.

Trini –DDP 5280 loop -converts our way of thinking about the public realm. Blurred lines of transportation, amenity zones, ect. High-quality public realm that accommodated multiple uses. Quality spaces in between buildings for socializing. The 5280 loop could be integrated into planning for suburban or urban edge contexts on how we use the public realm. We have a movement of shallower setbacks of buildings, and the acknowledgements of interplay of ground floor activation, 0 lot line, but then not providing space for trees. We need to put a policy forward saying how we feel about emerging technology. Setting forth our policy that technology integration needs to advance and be compatible with our goals. What happens to median housing costs and median rents once this is released? Does the plan influence the housing market? Bringing together the concepts to achieve our overall goals of affordability.

Jerry – Include speed conversation on travel lanes “ travel speed prioritizes safety first, convivence second” page 36 under travel lanes (Mobility). Green infrastructure makes strategic use of open space, plants and animals, to make our city cleaner, healthier safer, more efficient and more enjoyable.- use the term ecosystem services. Complete neighborhood def. = live near what you need.

Paul – page 76 pedestrian priority map is not clear. Areas above and beyond standard. Are we creating something so complex with all the references. Even the technology conversations are good, but are they tied to how they meet the goal. Regarding India, their goal was advanced communication. Did they lay phone cables? No. they went straight to cellular. We need to think how things move us towards our goals.

Genevia- BP needs to be more explicitly regarding connection to vision zero. Serious conversation about speed in Denver and high injury network. This document needs to speak to. Page 70, “prioritizing people above all modes” it is not clear if its pedestrian first on pedestrian priority streets or everywhere? The plan talks about high capacity transit, we should be focusing on frequency not capacity. Global change in document to reflect frequency vs. capacity. Technologies of tomorrow vs. today. This plan seems dated, how do we plan for 2040 in terms of technology. Body of document needs to have stronger ties to the fifth policy and technology. Recommendations around curb management and language around “highest and best use” – can we clarify and not use this? After map say... this map achieves these goals by explicatedly reiterating this many people can be accommodated... Does not see any strategies related to freight.

Heather – In neighborhoods we see a lot of civic uses fire stations, library, ect. As our population increases, we will need more. We need to say what we mean. “ corridors – social spaces plazas often occur in discreet moment.” Revise language to say what we mean because developers can take advantage of that. Definitions of open spaces, plazas, and green infrastructure need to be coordinated. Policy discussion of green space is critical infrastructure.

Annie – references to design quality and historic preservation carried thru in the more descriptive areas.

Joel – Need to acknowledge trade-off conversation more thruout document in the complete Networks section. Complete Neighborhood needs better visuals. 20 is plenty, or 25 everywhere is becoming best practice around the nation. Spell out what will result in design standards and guidelines. We will have design standards that meet these goals. There is a gap, as we don't regulate the design and requirements of the amenity zone. Can BP Denver provide the policy guidance to provide the regulatory implementation to regulation of the amenity zone ROW. Heather – why can't PW resurrect the Street Scape standards and guidelines.

Streetscape design manual – old, created by CPD. Issue that if it is in the ROW technically only PW can regulate it. A comprehensive regulatory tool suite of standards and guidelines. How can we break down silos of who owns what regulations. CIP budget proposal for rules and regs. BP street types is the foundations,

Ean – New parkways constructed. Gulches. 47 in the corridor renderings. Voters in Denver voted for green roofs and solar panels. Renderings need to show green roofs and solar panels.

Implementing and moving healthy transportation forward. We still have neighborhood and networks as separate chapters, we should combine. Many references to Denver Moves Bikes, which was a 2011 incremental plan...we will assess to see if it gets us within a quarter of a mile. Connections between modes. Map for cars.

Speed of transit. Lost ridership on mall because its unreliable. Pedestrian access is important for all and some areas need more attention.

John Hayden – We need the plan to discuss at a policy level saying that the streets will be designed for this... We have a city that is reluctant to redesign existing streets so we get people to move slower. Not only speed reduction but saying our city will re-design and retro fit streets to be designed for those streets.

Concerned how separated out all modes are. Thought conversation was all modes integrated. Complete streets language vs complete networks language. All streets work for everybody. Policy for us to share space better

Parry – climate change discussion. Description of Q of L I in each section needs to be magnified in the description. Access to food, access to gardens.

Gabriel – Insists on seeing the draft before the public. This provides policy guidance which allows us to start on next steps study, or implementation. What are the actions going to be taken?

