

US EPA ARCHIVE DOCUMENT

# Partnership *for* Sustainable Communities

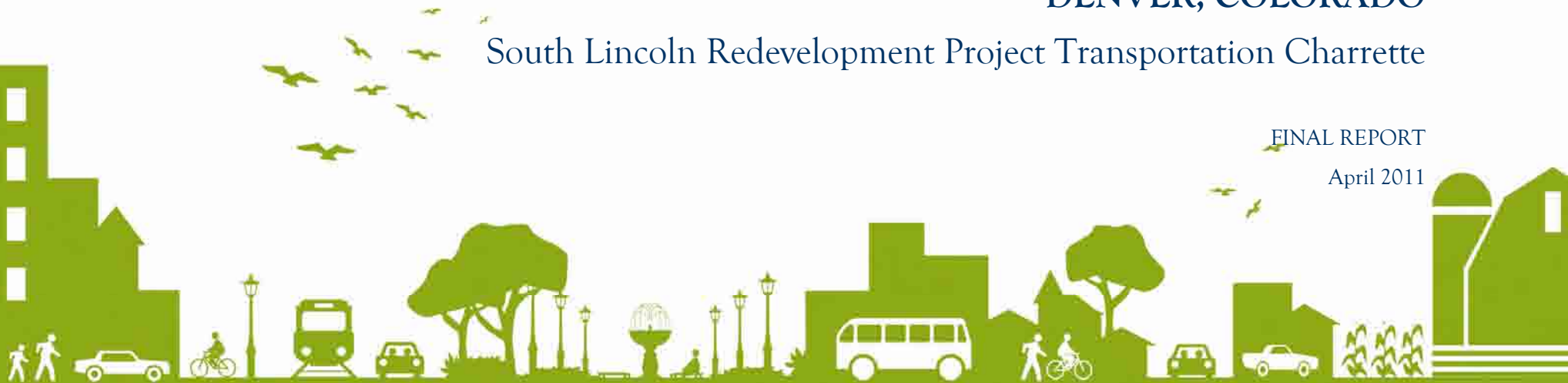


DENVER, COLORADO

South Lincoln Redevelopment Project Transportation Charrette

FINAL REPORT

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# 1 Executive Summary

The Denver Partnership for Sustainable Communities Brownfield Pilot is led by the U.S. Environmental Protection Agency (EPA) Office of Brownfields and Land Revitalization (OBLR) and the Office of Sustainable Communities (OSC), and is comprised of the EPA, the Department of Housing and Urban Development (HUD), and the Department of Transportation (DOT). These agencies are working together to ensure federal resources and policies support the development of sustainable communities. The partnership is based on "livability principles" that guide inter-agency collaboration and support the integration of safe, reliable and economical transportation; affordable, energy-efficient housing; and sustainable reuse of unoccupied or underutilized land. Pilot communities were selected by EPA's Brownfields Program with input from HUD and DOT, and receive technical assistance and support from these agencies to build on past investments, identify opportunities to connect housing, transit and brownfields within the development, and to coordinate resources that can further the integration of sustainability.

The Denver Housing Authority's (DHA) South Lincoln Redevelopment Project (SoLi) was selected as a Partnership for Sustainable Communities Pilot in 2010. In recent years, the SoLi project has received much collaborative support from state, local and community stakeholders and leaders in defining and establishing its concept and goals. In 2008, prior to being selected as a Pilot project, a 3-acre portion of the SoLi site (at 10<sup>th</sup> and Osage, included as part of Phase 1 of the project) received funding from the EPA's Brownfield Cleanup grant to cleanup the area to unrestricted residential use cleanup standards.

In September 2009, The Denver Housing Authority and key project team members finalized a Master Plan for SoLi focusing on land use, energy, transportation and public health. In addition, this Master Plan identifies sustainability goals as integral to the project vision. SoLi is a transit-oriented development (TOD) that has an opportunity to provide excellent transportation choices for residents who walk, bike, drive, and use public transportation while improving the transportation network for residents of the La Alma / Lincoln Park (LALP) neighborhood. EPA has partnered with the DHA to develop an implementation plan focused on providing safe and accessible walking, biking, driving, and public transportation options for South Lincoln residents. Developers, designers, policy makers, and residents participated in an EPA sponsored Transportation Charrette to identify these various transportation opportunities and barriers to their implementation. As part of the Pilot and charrette process, technical assistance was provided under contract by SRA International, Inc., and YRG sustainability (Technical Assistance Team).

## 1.1 Transportation Priorities

While the Transportation Charrette focused equally on four modes of transportation, walking, biking, driving, and public transit, many of the participants acknowledged that the LALP neighborhood has a car dominated transportation network. In several key locations, automobile transportation is prioritized over other modes of transportation. As the South Lincoln Redevelopment Project strives to be a national model for transit-oriented development, the project and neighborhood infrastructure and resident programs aim to shift from standard practice and strive to create a more balanced transportation network by prioritizing walking and biking.

STANDARD PRACTICE



SOUTH LINCOLN DEVELOPMENT



Aerial transit map for La Alma / Lincoln Park neighborhood



SoLi transit-oriented development map



South Lincoln Redevelopment Master Plan rendering

## 1.2 Summary of Key Findings

The following report is a detailed summary of the discussions, working group sessions, and presentations that occurred at and after the Transportation Charrette. The key findings below are a summary and synthesis of the major issues that were identified during the charrette.

- The South Lincoln Development and LALP neighborhood lack strong connectivity to the larger Denver transportation network because railroads to the west, Speer Blvd. to the east, and several major roads divide the neighborhood and isolate SoLi. Future transportation infrastructure will need to respond to these barriers in order to enhance connectivity.
- Infrastructure developments that prioritize pedestrian and bicycle amenities will promote a balanced transportation network with safe and accessible walking, biking, driving, and public transportation options for all residents.
- Recent development plans including the SoLi Master Plan and La Alma / Lincoln Park Neighborhood Plan identify several key issues that were addressed in the charrette but do not provide a clear implementation plan. Implementation of the priority transportation strategies identified during the charrette will require strong partnerships and ongoing communication and coordination with key agencies and stakeholders. Many of these agencies are identified below.
- These transportation strategies will need to embrace the unique characteristics and culture of the LALP neighborhood in order to be successful. There is no “off the shelf” formula for developing successful transportation connectivity.

### Master Plan Transit Goals

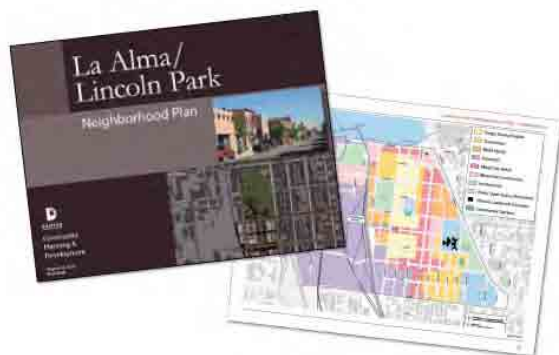
- Reducing vehicle speeds
- Improving pedestrian safety
- Enhancing neighborhood-serving transit service
- Ease of bike use for all residents



## 2 Introduction

The South Lincoln Redevelopment Project is a 17.5 acre development that seeks to revitalize South Lincoln homes by enabling residents the opportunity to enjoy the unique advantages of a holistic, transit-oriented development realized through the core attributes established during the design process: a highly green mixed-use community, focused on a healthy lifestyle, increased non-auto mobility, an integration of the resource conservation and management systems, and a diverse mix of new and existing residents. The redevelopment will include new residential units and a mix of retail, commercial and community services at the ground floor to encourage and promote activity along the streets. The project also includes planned outdoor amenities, including a new plaza and promenade, and a variety of open spaces, to enrich the neighborhood.

SoLi is a large multi-phase development project that is currently constructing the Phase 1 building and site plan in the Northwest corner of the development. Active and continuous community involvement and support has contributed to the development of the Master Plan that was created in September 2009 and the Neighborhood Plan that was approved in September 2010. An ongoing group of committed stakeholders have focused on defining the project goals and vision, and have begun to identify the design elements of the project. As the SoLi project has been selected to receive support by the Partnership agencies (HUD, DOT, and EPA), DHA plans to utilize this interagency support to execute the vision and ideals for the project. Although future phases of the project included in the SoLi Master Plan are awaiting funding and have not been designed, the scope of the Transportation Charrette focused on the full development of all future phases of the SoLi development and surrounding neighborhood areas. The charrette utilized the efforts and progress to date, and allowed opportunity to further define the project’s vision and next steps.



## 2.1 Framing the Problem

Although a shuttle does exist for Santa Fe Arts District First Fridays and for the hospital, there is a need to expand the accessibility and connectivity to neighborhood resources and amenities. Even though the LALP neighborhood has a light rail stop and is well served by several major streets and bus routes, there are a number of barriers that constrain transportation connectivity within the neighborhood. One major barrier within the neighborhood is the Kalamath / Santa Fe couplet which acts as a “feeder road” for regional transit but limits pedestrian and bicycle connectivity within the neighborhood and access to the 10<sup>th</sup> & Osage light rail stop. Other barriers include the railroad tracks to the west and Speer Blvd. to the east that isolate the neighborhood and limit connectivity to the broader Denver transportation network. In addition, many of the existing streets are missing adequate sidewalks, there is a lack of safe and secure bike storage, and poor signage limits awareness and usage of non-auto transportation options.

## 2.2 Charrette Process

DHA is committed to making the South Lincoln Redevelopment Project a successful transportation oriented development that supports residents who walk, bike, drive, and use public transportation. DHA, with the support of EPA, decided to engage local, state and federal government agencies, the LALP community, non-profit organizations, and private entities in a highly interactive multi-day meeting, also called a charrette.

The “Leadership Team” below was responsible for planning the charrette. This effort included defining the overall charrette goals, identifying the scope of any analysis needed, and ensuring that charrette outcomes and lessons learned are distributed throughout the Partnership agencies to support implementation on the SoLi project. This team included representatives from each of the Partnership agencies as well as the design and technical assistance team. The members of this team included the following:

David Beckhouse, DOT  
 Devon Bertram, YRG sustainability  
 Aaron Bustow, DOT  
 Cindy Cody, EPA Region 8  
 Kimball Crangle, DHA  
 Stacey Eriksen, EPA Region 8

Rebecca Fox, SRA International  
 Jim Godwin, Vision Land  
 Narada Golden, YRG sustainability  
 Will Haas, DOT  
 Josh Radoff, YRG sustainability  
 Jay Peters, Vision Land

The Transportation Charrette was an 8-hour session that occurred on October 21<sup>st</sup> and 22<sup>nd</sup> of 2010 at the La Alma Recreation Center in the heart of the neighborhood. A charrette is an interactive meeting with a large group of stakeholders that is intended to generate innovative design ideas, identify barriers to and strategies for implementation, and build key partnerships. Transportation Charrette participants were asked to focus on IMPLEMENTATION in the working groups and discussions by first discussing barriers to implementation (Day 1), then solutions and partnerships to overcome those barriers (Day 2). The following report is a summary of these discussions and working groups.

## 2.3 Transportation Charrette Goal

The Transportation Charrette goal was developed to guide the charrette agenda, discussions, and working groups. Charrette participants discussed and agreed to this goal at the beginning of the charrette.

*Identify priority strategies for creating safe and accessible walking, biking, driving, and public transportation options for South Lincoln residents and develop an implementation plan to overcome the anticipated barriers to each of those strategies.*



Intersection at 10<sup>th</sup> Ave. and Santa Fe St.



Charrette working group presentation



### 3 Priority Strategy Overview

Charrette participants divided into the following four self-selected working groups to identify and discuss priority strategies, major barriers for each of those strategies, and develop an implementation plan focused on addressing the major barriers and partnership opportunities for each priority strategy. Below are the priority strategies, barriers, actions, and partnerships identified by each working group.



### 3.1 Pedestrian Strategies

#### 1. Wider Pedestrian Sidewalks / Narrower Streets

Generous sidewalks and narrow streets support increased pedestrian activity and traffic calming in commercial and residential areas. Existing property boundaries and fire codes currently limit the width of sidewalks and city streets. New standards for street widths and access will need to be created for SoLi and LALP if this strategy is to be implemented. Exploring the possibility of getting variances for street width as well as using smaller fire trucks that are more reflective of the height of the buildings in the development should also be considered.

Barriers	Actions	Partnerships
Fire standards prevent narrow streets	Different street design (sidewalk one side; parking removal; urban streetscape on one side)	Public Works (PW); Denver Fire; Private Developers
Existing property lines		
a. Priorities (Auto oriented/political environment)	a. Segregated pedestrian paths (Campus design)	a. DHA
b. City sidewalk standards are not ideal	b. Closing 10th to autos	b. Denver Fire; Denver Water, PW
c. Pedestrians outside of street grid (separate pedestrian paths?)	c. Elevated pedestrian bridge over rail yard	c. Public Utilities Commission (PUC); Regional Transportation District (RTD); Denver Water

#### 2. Pedestrian and Bike Crossing with Traffic Signals at Santa Fe and Kalamath on 10<sup>th</sup> Ave.

Developing 10<sup>th</sup> Ave. as a pedestrian promenade from Osage to Santa Fe will create stronger pedestrian and bicycle access to the 10th & Osage light rail station and support future development. Adding traffic signals at Santa Fe and Kalamath at 10<sup>th</sup> Ave. will be essential for developing a successful promenade. Traffic impacts on these two feeder streets will need to be analyzed and evaluated before traffic signals can be added. Additionally, the use of variances to allow these traditional traffic stops will need to be explored.

Barriers	Actions	Partnerships
Additional traffic stops not currently allowed	Compete corridor study / assessment to evaluate impacts	PW
Traffic speed and volume	Resident engagement / buy in	Neighborhood, Santa Fe Arts District, PW
Road width at crossing		
a. Design speeds vs. posted speeds	a. Signage	a. Neighborhood, Santa Fe Arts District, PW
b. Current use / state hwy / one way	b. "Flow of interest" / pedestrian experience	b. PW
c. Perceived safety concerns	c. Enhance "protected" crossing w/ wider sidewalks	c. PW, Auraria, High School

#### 3. Improving 13<sup>th</sup> Ave. for Bikes and Pedestrians

The railroad and Barnham Yards create a significant barrier for pedestrian and bicycle access to the west of the SoLi development. 13<sup>th</sup> Ave. is one of the few roads that provide access to the west but 13<sup>th</sup> Ave. is in poor condition and needs significant improvements to adequately support pedestrian and bicycle traffic.

Barriers	Actions	Partnerships
No sidewalks exist	<ul style="list-style-type: none"> <li>Improve sidewalk (curb, gutter, lighting, pedestrian barrier)</li> <li>Improve appeal, make more inviting</li> </ul>	Union Pacific (UP) PW, Businesses on 13 <sup>th</sup> , Public Utilities Easements (PUE)
Cost / Funding	<ul style="list-style-type: none"> <li>Denver Regional Council of Governments (DRCOG) options, Incite development by creating a "quiet zone"</li> <li>TOD bond (west of Consolidated Main Line (CML) only)</li> </ul>	City of Denver, DRCOG, HUD, Colorado Department of Transportation (CDOT), railroads, developers
Design feasibility (railroads)	<ul style="list-style-type: none"> <li>RTD Burnham Lead rebuild</li> <li>Feasibility study - use Mariposa approved cross-section</li> </ul>	RTD, UP, Burlington Northern Santa Fe (BNSF) Railway, Auraria
Train tracks make street less desirable for biking and walking	Create alternative route (11 <sup>th</sup> at Grape or pedestrian bridge)	UP, PW, Businesses on 13 <sup>th</sup> , PUE

#### 4. Access to Grocery and Convenience Stores

LALP does not have a central grocery store that can provide healthy and reasonably priced food options for neighborhood residents. The only major grocery store in the neighborhood is King Soopers (13<sup>th</sup> and Speer), which is not easily accessible for people traveling by bike, bus, or on foot.

Barriers	Actions	Partnerships
No central grocery store, King Soopers on edge	<ul style="list-style-type: none"> <li>Start urban gardens and/or a local market (farmer's market)</li> <li>Start "share cost program"</li> </ul>	Office of Economic Development (OED), Denver Urban Gardens (DUG) w/ High School
Social barriers to closer farmers market	Develop community shopping options (food collaborative)	Grocery stores
No safe pedestrian crossing at Santa Fe and 14 <sup>th</sup> and unsafe parking and building at King Soopers	Add neighborhood shuttle with a stop at the grocery store	H.S., Auraria, Santa Fe, RTD, Denver Health

### 3.2 Bicycle Strategies

#### 1. Improving 13<sup>th</sup> Ave.

See *Improving 13th Ave. for Bikes and Pedestrians* above.

#### 2. Bicycle Routes and Signage

Clear and safe bike routes are important for providing viable biking options for SoLi and LALP residents. Bike signage and access to information about bike routes and amenities in the neighborhood will help raise general awareness about these options.

Barriers	Actions	Partnerships
Limited education about bike options	Develop signage plan for neighborhood with destinations and distances	City and County of Denver (CCoD), PW, residents
Lack of bike advocates	Identify community biking advocate	Mayor's Bicycle Advisory Committee (MBAC), Bike Denver
Poor signage and connections to grocery stores	Engage Denver Moves effort – 14th	CCoD

#### 3. Secure Bike Racks

Secure, safe, and well-distributed bike racks for daytime and nighttime use throughout the neighborhood are essential for supporting biking as an alternative form of transportation. Bike racks that are visible and well lit will support community policing and improve bike security.

Barriers	Actions	Partnerships
Theft, limited security, and poor lighting	<ul style="list-style-type: none"> <li>Promote bike registration</li> <li>Add lighting where bike racks are installed</li> <li>Promote neighborhood safety programs, "eyes on street"</li> </ul>	Local businesses and property owners, Denver Police Department (DPD)
Cost / Funding	Identify local businesses and sponsors to install bike racks	Schools, Crash Data Improvements Program (CDIP), Churches, Denver Health, B-Cycle, Santa Fe Arts District, Denver Water, Auraria, Bike Denver, DeRailer Collective, DPD
Coordination with RTD, permitting / row clearance	---	---

4. Bike Share / Bike Library

Biking is not possible without first having a bike. Creating a bike sharing program and bike library would ensure that most if not all SoLi residents would have access to bikes for regular use. Installing B-Cycle stations in the neighborhood and starting a bike library in the SoLi development where residents share bikes and support services could meet this need.

Barriers	Actions	Partnerships
Limited community support and participation	Survey residents to better understand pros, cons and general interest level	Schools, CDIP, Churches, Denver Health, B-Cycle, Arts District, Denver Water, Auraria, Bike Denver, DeRailer
Education about biking options	<ul style="list-style-type: none"> <li>Identify bicycle advocacy champion and organization</li> <li>Promote Safe Routes to Schools approach (administered by CDOT)</li> </ul>	Bicycle Collective, DPD, CDOT
Logistical challenges	---	
<ul style="list-style-type: none"> <li>Location – need physical space and sponsor</li> <li>Management and administration of program</li> <li>Community buy-in to sharing program</li> <li>Membership / access – participants need credit cards</li> </ul>		

3.3 Automobile Strategies

1. Sustainable Materials and Construction Practices for Automobile Infrastructure

Road construction and maintenance requires a large amount of natural resources and has a significant environmental impact. The use of sustainable materials and methods can contribute to energy and materials savings, especially if the roads are as durable or more durable than typical.

Barriers	Actions	Partnerships
Construction feasibility	<ul style="list-style-type: none"> <li>Identify latest research, best practices, and case studies</li> <li>Clarify the City of Denver's regulations and specifications</li> <li>Use alternative methods for roads and other concrete or asphalt surfaces. (e.g. recycled shingles, hot mix asphalt, building demolition practices to reuse materials)</li> </ul>	CCoD, PW, CDOT, DRCOG, RTD, Denver Water
Limitations of codes and regulations, unproven technology	<ul style="list-style-type: none"> <li>Provide general education about benefits of alternative systems</li> <li>Develop SoLi as a test pilot program</li> <li>Research best practices</li> </ul>	CCoD, PW, CDOT, DRCOG, RTD, Denver
Durability in extreme weather conditions	Research best practices	University of Colorado Denver (UCD) sustainability (IGERT), City of Fort Collins, Urban Drainage, Urban Watershed Research Institute

## 2. Enhance Pedestrian and Bicycle Access

Improving the pedestrian and bicycle network could reduce congestion and make the roads safer for all. Solutions to enhance access could include the creation of “transportation zones” that prioritize pedestrian and bicycle access, car share programs that provide automobile options without ownership, and dedicated bike lanes. Most of these strategies will require broad neighborhood support to be successful.

Barriers	Actions	Partnerships
Coordination with Denver transit network and other sites	<ul style="list-style-type: none"> <li>• Car share</li> <li>• B-Cycle stations</li> <li>• Bike Parking</li> <li>• Clear neighborhood network for pedestrian and bikes, destinations within neighborhood</li> </ul>	<ul style="list-style-type: none"> <li>• Developers, car share companies</li> <li>• B-Cycle, Bike Denver, CCoD, developers</li> <li>• City of Denver, developers, La Alma Lincoln Park Neighborhood Association (LPNA), Auraria, Denver Health, Santa Fe Arts District</li> </ul>
Limited regulations to support safety	<ul style="list-style-type: none"> <li>• Create “pedestrian zone” district w/ in 0.5mi light rail (prioritize pedestrians in this zone)</li> <li>• Create physically separated lanes from cars</li> </ul>	CCoD, LPNA, residents, land owners, Denver Moves
Feasibility of community support	---	---

## 3. Enhanced Parking Options

Enhanced parking options such as shared parking and parking reduction “credits” could allow the SoLi development to “right size” parking for the entire development while supporting multi-modal transportation options. City codes and administrative challenges would need to be addressed and negotiated in order to implement the strategy successfully.

Barriers	Actions	Partnerships
Code limitations (zoning, parking % requirements, limited flexibility for locating a parking structure)	<ol style="list-style-type: none"> <li>a. Transit “in-lieu of” bucket, pay fee into fund if you can’t / don’t want to build parking at your building (Inclusionary Housing Ordinance (IHO) Fund)</li> <li>b. Shared parking Transportation Discrepancy Reports (TDRs)</li> <li>c. Parking “credits” to reduce stalls required (example: car share on site = x % parking reduction)</li> <li>d. TOD to have parking maximums</li> <li>e. Make parking expensive and hard</li> </ol>	<ol style="list-style-type: none"> <li>a. Private market, bucket administrator</li> <li>b. CCoD, TDR administrator</li> <li>c. CCoD</li> <li>d. CCoD</li> <li>e. Density (re-develop SoLi); 0 supply (CCoD), convenience (retail, grocery, schools from SoLi re-development)</li> </ol>
Community support (getting people comfortable w/ using alternative forms of transit)	---	---

### 3.4 Public Transit Strategies

#### 1. Extend Osage South from 10<sup>th</sup> Ave. to 9<sup>th</sup> Ave.

Extending Osage south from 10<sup>th</sup> to 9<sup>th</sup> will enhance connectivity and access to the 10th & Osage light rail station for all modes of transportation. This extension will improve bus access and make it easier for RTD to add new bus stops at this light rail station.

Barriers	Actions	Partnerships
Costs / funding Would need to acquire private land	<ul style="list-style-type: none"> <li>Identify program funding, competitive grants, and a model to leverage the prototype approach</li> <li>Does Hope VI include transportation infrastructure? Is it a possibility?</li> </ul>	<ul style="list-style-type: none"> <li>Road and stormwater CCoD developer, RTD, EPA, HUD, Federal Transit Association (FTA)</li> <li>CCoD</li> </ul>
Impact of extending land	<ul style="list-style-type: none"> <li>Re-evaluate if the extension should extend to 8th (Phase 1 to 9th, Phase 2 to 8th)</li> <li>Stormwater approach should include impacts of extending road</li> </ul>	<ul style="list-style-type: none"> <li>City of Denver, developer</li> <li>City of Denver, developer, EPA, RTD</li> </ul>

#### 2. Reorganize Transit / Improve Connectivity

The LALP neighborhood has a transportation network with a number of “broken links” that could be connected to create better transportation options to and from the neighborhood as well as within the neighborhood. Leveraging the support of large organizations and employers such as Denver Health, Denver Water, and the Auraria Campus could create opportunity for funding and support of neighborhood-wide solutions.

Barriers	Actions	Partnerships
Pre-existing configuration at Osage	A new model for Denver to strategically increase transit ridership in a neighborhood (through National Transportation Management Association (NTMA))	UCD, Metro
No neighborhood transportation advocates	Leverage neighborhood involvement	CCoD
Disparate locations / destinations (DPS, Denver Health, Denver Water)	Engage large employers in a focused dialogue	Denver Health/Human Services, Auraria, Denver Water
No Transportation Management Association (TMA)	TMA precursor study – seed money	CCoD, DRCOG

#### 3. Improve Safety, Lighting, Access and Amenities

General safety is important for ensuring good access to public transportation. Adequate lighting and safety measures along with general education about the neighborhood public transit options will help to develop better awareness, access to and support for bus and light rail use.

Barriers	Actions	Partnerships
Limited ridership at 10th & Osage station	<ul style="list-style-type: none"> <li>Coordinate private development toward specific outcomes</li> <li>Employ a regional approach to streetscape and transit supportive amenities / routes</li> </ul>	RTD, developers, City of Denver
Lack of transportation advocates for neighborhood	Develop regional approach to streetscape and transit amenities	
Limited funding (allocated / headed to other areas)	Identify discretionary funding sources	
Lack of plan / strategy for implementation	Develop plan and phasing strategy for infrastructure critical to safety and access (e.g. lighting, signage, and sidewalks)	

#### 4. Improve Identity, Visibility, and Marketing of Transportation Options

As a transit-oriented development, the SoLi project has established an identity as a transit centric neighborhood. Public art and expanded marketing and education campaigns can enhance this identity so residents and visitors have an increased awareness of the options for all modes of transportation.

Barriers	Actions	Partnerships
No central agency to support station or transit	Strategic marketing of transit (focus on kids, younger generations)	Denver Public Schools (DPS)
Unclear bus stops	<ul style="list-style-type: none"> <li>• Improve bus stop signage to make more visible</li> <li>• Create neighborhood transportation map</li> </ul>	RTD, LPNA, Bike Denver, Denver Parks and Recreation
No art or “eye catching” features at transit nodes	<ul style="list-style-type: none"> <li>• Create program to extend art into neighborhood</li> <li>• Extend art at stations with “adopt a flair” program (new art partners)</li> </ul>	CCoD, Denver Office of Cultural Affairs (DOCA), RTD
No central resource for neighborhood transit amenities	Prepare a resource assessment guide for the neighborhood amenities, service providers, employers, etc.	RTD, CCoD





## 4 Conclusions and Recommendations

The South Lincoln Redevelopment Project has an opportunity to become a national model for innovative and exceptional transit-oriented development practices and programs. Some of the major elements that will make this project a successful national model are already in place at the project site and in the La Alma / Lincoln Park Neighborhood but more work needs to be done. The South Lincoln Redevelopment Master Plan and the La Alma / Lincoln Park Neighborhood Plan have already identified a number of transportation issues and challenges. The Transportation Charrette discussions and working groups reinforced many of these same issues and challenges, and identified priority transportation strategies that were considered by the participants to be essential for the project to become a successful national model. The high level recommendations below are a summary of key outcomes of the charrette.

### 4.1 Recommendations

- Developing a successful pedestrian promenade along 10th Street will strengthen pedestrian access to the 10th & Osage light rail station and support future development along this street. Add traffic signal and pedestrian crosswalk on 10<sup>th</sup> Ave. at Santa Fe and Kalamath streets to make the promenade successful.
- Improving connectivity within the neighborhood public transit network is a priority for the SoLi development. Work with RTD to adjust bus routes and add bus stops at the 10th & Osage light rail station.
- DHA, with major organizations in the LALP neighborhood, can play a major role in promoting healthy, safe, and cost effective transportation options for SoLi residents. Partner with neighborhood organizations and stakeholders to develop ongoing programs that promote and support accessible programs and facilities for biking and walking.
- Choices for automobile drivers in the LALP neighborhood need to become more integrated with other modes of transportation. Develop a comprehensive parking and car sharing strategy that provides adequate choices for auto drivers while balancing the needs of pedestrians, bikers, and public transit users.
- Extending Osage Street from 10<sup>th</sup> Ave. to 9<sup>th</sup> Ave. will increase connectivity for all modes of transportation and support new bus routes to the 10th & Osage station. Explore funding and planning options that support the purchase of private land south of 10th & Osage to allow for this extension in the future.
- Successful implementation of the transportation strategies outlined below will require strong and ongoing partnerships between DHA, HUD, RTD, CDOT, and the City of Denver Planning and Public Works Department. Establish an ongoing working group that will support information sharing and collaboration between these strategic partners.

### 4.2 Funding mechanisms

DHA will need to acquire additional funding to implement many of the strategies outline in this report. The following funding sources were identified to help support these strategies.

- Denver Regional Council of Governments (DRCOG)
- Competitive Grants

### 4.3 Strategic Partnerships

DHA will need to develop active working relationships with the following strategic partners in order to successfully implement the transportation strategies recommended in this report.

Housing and Urban Development (HUD) – HUD can provide support for resident programs and facilities that support car-free modes of transportation.

Denver Public Works (DPW) – Denver Public Works plays a critical role in the approval and development of the streets in the SoLi development and La Alma / Lincoln Park neighborhood.

Denver Community Planning and Development (CPD) – Denver CPD has developed a comprehensive neighborhood plan for La Alma / Lincoln Park and will need to be involved in many of the major decisions moving forward.

Denver Regional Transportation District (RTD) – RTD can change bus lines and support a neighborhood shuttle to promote public transportation in the SoLi neighborhood.

Colorado Department of Transportation (CDOT) – CDOT is required to approve any changes made to major connector streets that run through the La Alma / Lincoln Park neighborhood.

La Alma Lincoln Park Neighborhood Association (LPNA f.k.a. LLPPG) – Many of the transportation programs and infrastructure developments included in this report will not be successful without engaging and developing support within the LALP resident community.



Aerial map of La Alma / Lincoln Park neighborhood



Desired pedestrian crossing at 10<sup>th</sup> Ave. and Santa Fe St.

## 5 Appendix

### 5.1 Charrette Agenda, Presentations, and Handouts

The agenda, a PDF of the PowerPoint presentations, and all handouts for the Transportation Charrette have been posted on a public website for participants and the general public to access. Go to the following website to access those documents.

<http://yrgsustainability.centralesktop.com/denverscpcharrettesexternal/>

### 5.2 Charrette Photos

Go to the following link to see photos taken during the Transportation Charrette.

<http://picasaweb.google.com/yrgconsultants/PSCCharrettes?feat=directlink>

### 5.3 Charrette Notes

The following pages contain all of the notes that were recorded on flip charts and taken during the discussions and working groups in the Transportation Charrette. These notes are broken up into Day 1 and Day 2 notes and are color coded as follows.

Red Text = Discussion notes taken by charrette facilitators not recorded on flip charts

Blue Text = Flip chart notes recorded by charrette participants and charrette facilitators



## Charrette Notes:

### Day 1:

#### Intro / Presentations:

- EPA: aligning resources and partnerships; Livability Principles; Mercado Coalition

Charrette Goal: include affordability as priority – focus on car-free, maintaining this affordability even when more people move here

#### Presentations / Overview:

- Master plan goals: reduce vehicle speeds; improve ped safety; enhance neighborhood serving transit service; ease of bike use
- 10th and Osage needed station area plan and DHA needed master plan; these combined into Neighborhood Plan – goal here is to increase circulation / connectivity
- Union Pacific is reinvesting in site, assumes site will be there long term and will warrant long term planning
- Thoughts on inherent conflicts / considerations:
  - Priorities for signals are at 11th and 9th, not 10<sup>th</sup> Ave. 10th will not get a signal (not part of the tool box...yet)
  - Bike lanes on Mariposa St. with sharo lanes (marking shared lanes with bike and autos) down 11th and Osage to the station
  - Santa Fe and Kalamath corridors are a challenge – Denver Public Works implementing a 6-9 month study on how to make it more pedestrian friendly
  - Look at how Denver Parks & Recs interconnects with Denver Public Works (deal with street bike lanes) and where / how they can intersect
  - Safety is #1 priority
- Goal of PW: get common understanding of what is possible and what is not possible (i.e. light at 10th)

#### Transportation Strategies to focus on:

- 10th Ave crossings
- Extension of Osage south – how does this make the most sense and who should be the catalyst for this?
- 13th: connecting this neighborhood to West neighborhood
- How do we get a shuttle to this neighborhood from station to neighborhood resources (Denver health has a shuttle that runs at peak hours and to Santa Fe First Friday shuttle)
- #9 bus stop may move 2 blocks north to 11th which will be short term solution and enhance connectivity
- RTD cannot connect to grocery because Osage is so tight and does not extend
- Increasing pedestrian time allowed by lights / crosswalks across the city

#### Four Brainstorming Groups:

- A. Biking Group
- B. Automobile Group
- C. Public Transit Group
- D. Pedestrian Group

#### Four Brainstorming Tasks:

1. Identify *strategies*.
2. Identify *barriers* to achieving the strategies.
3. Identify *actions* for overcoming the barriers.
4. Identify potential action *partnerships*.

## Charrette Notes:

## A. Pedestrian Group

## Strategy #1: Wider Pedestrian Sidewalks/Narrower Streets

*Barriers:*

- Fire standards
- Existing property lines
- Priorities (Auto oriented/political environment)
- City sidewalk standards and not ideal
- Peds outside of street grid (separate pedestrian paths?)

*Actions:*

1. Different street design (sidewalk one side; parking removal; urbanscape on one side)
2. Segregated pedestrian paths (Campus design)
3. Closing 10th to autos
4. Elevated pedestrian bridge over rail yard

*Partnerships:*

1. PW; Denver Fire; DHA; Private Developers
2. DHA
3. Denver Fire; Denver Water, PW, DHA
4. PUC; RTD; Denver Water, DHA

## Strategy #2: Ped/Bike Crossing @ Santa Fe/Kalamath on 10th

*Barriers:*

- Traffic Stops
- Traffic Volume/speed
- Width of Row
- Design Speed vs Posted Speed
- Current Use/State HWY/One Way
- Perceived Safety Concerns

*Actions:*

1. Corridor study/Assessment
2. Resident engagement/Buy-in
3. Enhance crossing (wider sidewalks; protected crossings)
4. "Flow of interest" – Pedestrian experience
5. Signage

*Partnerships:*

1. PW
- 2/3. Neighborhood; Art District; DHA; PW
4. PW; DHA
5. PW; DHA; Auraria; H.S.; SoLi

## Strategy #3: Improving 13th Ave for Bikes/Peds/Vehicles

*Barriers:*

- No sidewalk
- Cost
- Train tracks
- Existing truck route
- One-way/two-way disconnect
- River
- Land use/ Rail yard uncertainty

*Actions:*

1. Create alternative route (11th at Grape; Pedestrian bridge)
2. Improve sidewalk (curb gutter; lighting; pedestrian barrier)
3. Improve appeal/make more inviting

*Partnerships:*

Partnerships for all 3-action items include:  
U.P.; PW; Businesses on 13th; PUE

## Strategy #4: Access to Grocery/Convenience

*Barriers:*

- No central grocery store
- Social barriers to closer farmers market
- No safe pedestrian crossing at Santa Fe and 14th
- Parking and building design (unsafe parking)
- Alternatives are not healthy and/or expensive

*Actions:*

1. Urban gardens/local markets (farmers market)
2. "Shared cost program"
3. Community shopping options (collaborative)
4. 10th Ave "circulator" Tram

*Partnerships:*

- 1/2. OED; DHA; DUG w/ H.S.
3. DHA; Grocery stores
4. H.S. Auraria; Santa Fe; RTD; DHA; Denver Health

## Charrette Notes:

Day 1: Breakout Notes : PEDESTRIAN GROUP

Connectivity within neighborhood needs to be improved. Safety and access issue. Overall barrier: Seems to be a lack of hierarchy of movement – pedestrians should be at top (right now, however, there is none and walkers are not where they should be)

- Widen pedestrian streets / increase sidewalk width
  - o Fire standards
  - o Existing property lines (have to acquire private property to widen streets)
- Ped / bike access on Santa Fe / Kalamath at 10th
  - o Traffic standards: this intersection won't meet warrants for traffic signal. Right now, standards are that you don't have a signal at every block (existing at 8th, 9th, 11th, etc.). Also relates to air quality challenges. More stops = worse air quality.
  - o Traffic volume / speed (state highway, one way street)
  - o Width of right of way
- Improving 13th Ave west of Osage for Pedestrian access to Platte River
  - o Limited sidewalk right now (not ideal)
  - o Cost
  - o Heavy rail train tracks
- Access to grocery / convenience store (King Supers on Santa Fe and 14th)
  - o Is this grocery too far away for pedestrians?
  - o Social barriers to closer farmers market
  - o No safe pedestrian crossing
  - o Parking / design of store is less than ideal

Day 2: Breakout Notes : PEDESTRIAN GROUP

## Narrower Streets and Increase Sidewalk Width

- Fire Standards
  - o Actions: Different Street Design with parking removed, urbanscape on 1 side,
  - o Partnerships: PW, Denver Fire, DHA, Private developers
- Segregated Ped Path
  - o Actions: closing 10th to autos; evaluate what streets are necessary for cars; elevated pedestrian bridge over the railroad
  - o Partnerships: Denver Fire, PW, Denver Water

## Pedestrian Connection Across Santa Fe/ Kalamath on 10th

- Traffic Standards
- Traffic Volume
- Width of ROW
  - o Actions: corridor study / assessment; resident involvement and buy in; enhance; "flow of interest" – entice people to go here; signage; institutional connector (pathway that connects Auraria campus and high school)
  - o Partnerships:

## 13th Street Pedestrian

- Sidewalk
- Cost
- Train Tracks
  - o Actions: create alternative reuse; add sidewalks,
  - o Partnerships: PW, Businesses on 13th, PUC

## Access to Grocery / Convenience Store

- No safe crossing on 14th and Santa Fe
  - o Actions: focus efforts on internal resources; urban garden, local markets / farmers markets; "shared cart program"; community shopping; 10th ave circulator / tram;

Partnerships: Santa Fe Redevelopment, RTD, Denver Health, DHA, Auraria, H.S.

## Charrette Notes:

## B. Biking Group

## Strategy #1: Improving 13th

*Barriers:*

- Funding (not competitive with other DRCOG projects)
- Design feasibility (railroads)

*Actions:*

1. DRCOG options;
2. Partnerships between HUD, RTD, CDOT;
3. Incite development (create a "quiet zone")
4. RTD Burnham Lead rebuilds
5. TOD bond (West of CML ONLY!);
6. Feasibility Study – PW (Mariposa);
7. Approved cross-section

*Partnerships:*

- 1-3. City; DRCOG; HUD; RTD; CDOT; Railroads; Private Developments
- 4-7. RTD; CCoD; Union Pacific; Burlington Northern; Property Owners; Community; Auraria

## Strategy #2: Routes/Signage

*Barriers:*

- Education
- Advocates
- Connections to grocery stores

*Actions:*

1. Implement signage w/ destinations
2. Finding community advocate/representative/organization
3. Denver Moves – 14th

*Partnerships:*

1. CCoD; PW; Neighborhood
2. MBAC; Bike Denver
3. CCoD

## Strategy #3: Bike racks/Protected bike racks

*Barriers:*

- Funding
- Education
- Security (theft) and Safety/lighting
- Coordination w/ RTD
- Permitting/Row clearance

*Actions:*

1. Identify sponsorships; local biz support
2. Outreach by partners
3. Lighting; community ("eyes on the street"); bike registration

*Partnerships:*

1. Schools, DHA (S. Lincoln/N. Lincoln/Section 8); DICP; Churches; Denver Health; B-Cycle; Arts District; Denver Water; Auraria; Bike Denver; DeRailer Collective; DPD
2. Bike Denver; City Dept.
3. Business organizations; DPD; DHA/other property owners

## Strategy #4: Bike Share/Bike Library

*Barriers:*

- Funding
- Community support/participation
- Community education
- Proper location: physical space/sponsor w/ location
- Program management/admin
- Understanding of bike network
- Need community buy-in/community ownership
- Membership Issues: people need credit cards to access

*Actions:*

1. Emphasis on children and health; maintenance: education/facility
2. Surveys; identify an advocate or champion; safe routes to school (programmatic approach)

*Partnerships:*

- 1 and 2. Schools; DHA (S. Lincoln/N. Lincoln/Section 8); DICP; Churches; Denver Health; B-Cycle; Arts District; Denver Water; Auraria; Bike Denver; Derailer Bicycle Collective; DPD

## Charrette Notes:

Day 1: Breakout Notes : BIKING GROUP

- Improving 13th Avenue from Osage to Decatur
  - o Funding (entire street needs to be rebuilt b/c gutter / drainage, etc.) – but have approved street profile
- Bike Share Program
  - o Funding for start up
  - o Because you need credit card to become a member of the program, how do people access this if don't have credit card?
- Bike Library (in addition to B-cycle program): Family oriented neighborhood to provide education, awareness and resources (build your own bike program)
  - o Funding
  - o Community support and engagement
- Bike racks throughout neighborhood (commercial, station, etc.)
  - o Funding
  - o Theft
  - o Safety
  - o Lighting
- Bike facilities / amenities to meet diverse user groups (commuters, families, neighborhood rides, etc.) – all riders are prioritized and require different amenities

Day 2: Breakout Notes : BIKING GROUP

## Bike Library / Education

- Community support / Education
  - o Actions: survey? Identify advocate at DOC; safe routes to schools (programmatic)
  - o Partnerships: schools, DHA, CDIP, churches, Denver Health, B-cycle, Arts District, Denver Water, Auraria, Bike Denver, Derailer Collective, DPD
- Funding
  - o Actions: emphasis on children and health; maintenance – education / facility / storage
  - o Partnerships: see above

## Bike Racks

- Funding
  - o Action: sponsorships; local biz support
  - o Partnerships: see above
- Education
  - o Action: outreach by partners
  - o Partnerships: Bike Denver, City Dept.
- Security / Safety
  - o Actions: lighting, community/eyes on the street, bike registration
  - o Partnerships: business orgs, DPD, DHA/other property owners

## Routes / Signage

- Education (this is being worked on by Public Works)
  - o Actions: implement signage with destinations
  - o Partnerships: CCoD, PW, neighborhood based
- Advocate
  - o Actions: finding community advocate / rep / org
  - o Partnerships: MBAC, Bike Denver
- Connections to Grocery
  - o Actions: Denver Moves (being worked on by Public Works)
  - o Partnerships: CCoD

## Improving 13th

- Funding
  - o Actions: DRCOG options; Partnerships; incite development (quiet zone creation)
  - o Partnerships: city, DRCOG, HUD, RTD, CDOT, private developments, railroads
- Design Feasibility (Railroads)
  - o Actions: (already in motion): RTD Burnham, lead rebuild; TOD Bond (west of OML only) Feasibility study (PW mariposa – Decatur); Approved Cross-section
  - o Partnerships: city, DRCOG, HUD, RTD, CDOT, Private developments, railroads, CCoD; Union Pacific, Burlington Northern, Property Owners, community, Auraria

Currently only allowed to have one type of bike rack in public ROW (due to access, blocking pedestrian right of way and safety. Santa Fe may be able to have a review process for this

## Charrette Notes:

but there is limited space in public right of way to have a bike rack).

## C. Automobile Group

Strategy #1: Use of sustainable construction materials and practices

## Barriers:

- Feasibility (must know the 'specs' to direct the scope of work)
- Codes and regulations (does this meet CCoD standards?; proven technology? NO)

Weather (storage and performance of deconstructed materials)

## Actions:

1. Research: where has this been done?; process: HOT vs WARM method; life cycle analysis/costs; who is the supplier?; what are the city's regulations, specifications?; other uses?: paths, parking lots, porous asphalt
2. Education
3. Pilot program
4. Research best practices

## Partnerships:

1. Boulder supplier (Kendra); CCoD/DHA/PW; CDOT/DRCOG/RTD; Denver Water/Wastewater
2. CCoD/DHA/PW/CDOT/DRCOG/RTD/Denver Water/Wastewater/EPA
- 3/4. Consult whoever has done this before; UCD sustainable (IGERT); City of Fort Collins; Urban Drainage; Urban Watershed Research Institute

Strategy #2: Enhance pedestrian and bike access for all demographics

## Barriers:

- Coordination w/ the rest of the transit network and other sites in Denver
- Regulations to support safety
- Feasibility (marketability issues)
- Community support (territorial about parking spots)

## Actions:

1. Car share
2. B-cycle stations
3. Bike parking
4. Clear neighborhood network for bikes and peds "destinations w/in the hood"
5. Create "Ped Zone" district w/ in 0.5mi LTR (here, peds are first in hierarchy)
6. Create physically separated bike lanes from autos

## Partnerships:

1. Developer; program (actual company); B-cycle; Bike Denver; CCoD; Developer
2. City; developer; LPNA; Santa Fe; Auraria; Denver Health
5. CCoD; Residents/LPNA

6. CCoD; Neighbors/landowners; Denver Moves

Strategy #3: Modify Parking Options/Shared parking/Support of EV infrastructure

## Barriers:

- Codes (zoning: parking %; flexibility of where the parking structure is)
- Community support (getting people comfortable w/ using alternative forms of transit)

## Actions:

1. Transit "in-lieu of" bucket: pay fee into fund if you can't/don't want to build parking at your building (~IHO fund)
2. Shared parking TDRs
3. Parking "credits" to reduce stall required (ex. Car share on site = x% parking reduction)
4. TOD to have parking MAXIMUMS
5. Make parking expensive and hard

## Partnerships:

1. Private market; bucket administrator
2. CCoD; TDR administrator
3. CCoD
4. CCoD
5. Density (re-develop SoLi); 0 supply (CCoD); convenience (retail/grocery/schools from SoLi re-development)

## Charrette Notes:

Day 1: Breakout Notes : AUTOMOBILE GROUP

- Use of sustainable materials
  - o Feasibility (contracting)
  - o Codes and regulations (city vs state vs fed)
- Reduce Parking (shared parking, car sharing, etc.)
  - o Codes and regulations (what is zoning? How can we change that?)
  - o Community support (are they going to like it?)
- Enhancing ped / bike access for all demographics = increasing safety between automobiles and everyone else
  - o Codes and regulations
  - o How do you get different groups together?

Day 2: Breakout Notes : AUTOMOBILE GROUP

- Sustainable construction materials
  - o Feasibility: Where has this been done? What is the net environmental impact of using sustainable materials?
    - Actions:
      - GreenPrint Denver is working on this, CDOT specifications. Use parking lots as pilot tests.
      - Issue with using sustainable materials within ROW: Denver Water line comes in to replace pavers – are these accessible and always available? Colors available?
    - Partnerships available (Kendra)
  - o Codes and Regs: Talk to people already doing this – what is working / what isn't working, what are city specifications of this? What are the regulations? (If not allowed, can this be a pilot project? Talk to Public Works, Greenprint Denver)
    - Actions:
      - Pilot program: partner with IGERT (sustainable infrastructure program)

- Education
- Ped / Bike Access
  - o Regs to support safety
    - Actions: create “ped zone” district; create separated bike lanes from autos
    - Partnerships: CCoD
  - o Coordination
    - Actions: bike station, bike parking, car share program, key destinations prioritized (Denver health, light rail, etc.). Identify advocate that can be involved in planning process: look at technical standards and social standards – what is the process for public process and advocacy? (Denver Move’s website for next meeting date)
      - This neighborhood should be model for creating tools to create biking / walking easy. How do we make this neighborhood special and elevate the bike / ped access and use
    - Partnerships: Bicycle, Bike Denver, CCoD, Developer
- Parking
  - o Actions: transit in lieu fee (put money that would be put towards parking to be then put towards shared parking structure or public transit, etc.); shared parking development rights; parking credits / car share (zoning code already allows you to reduce parking due to near transit and low income – move beyond this). Need to create GDP that allows for this modification. Parking maximums, making it expensive and difficult.
- Partnerships: CCoD

## Charrette Notes:

## D. Public Transit Group

## Strategy #1: Extend Osage

*Barriers:*

- "Funding is the biggest barrier"
- Issues with extension onto private land

*Actions:*

1. Re-evaluate if the extension goes to 8th (Phase I – 9th; Phase II – 8th, why?)
2. Stormwater approach should include impacts of extending road
3. Does the Hope VI include transportation infrastructure? Is it a possibility?
4. Identify program funding, competitive grants, and a model to leverage the prototype approach

*Partnerships:*

1. City of Denver; Developer/Owner; DHA
2. City of Denver; Developer/Owner; DHA; EPA; RTD
3. DHA, CCoD
4. Road and stormwater; CCoD developer; DHA; RTD; EPA; HUD; FTA

## Strategy #2: Reorganize transit (a. neighborhood shuttle, b. private shuttle)

*Barriers:*

- Disparate locations/destinations (DPS/ Denver Health/Denver Water)
- Pre-existing configuration of Osage
- No one is advocating for it (prior to now)
- No TMA

*Actions:*

1. TMA precursor study – seed money
2. A new model for Denver to strategically increase transit ridership in a neighborhood (NTMA)
3. Leverage neighborhood involvement
4. Engage large employers in a focused dialogue

*Partnerships:*

1. DHA, CCoD, DRCOG
2. UCD/Metro
3. CCoD/DHA
4. Denver Health/ Human Services, Auraria; Denver Water

## Strategy #3: Improve safety, lighting, access (crosswalks, sidewalks, etc.)

*Barriers:*

- RTD to evaluate how to increase ridership and access to this station
- Lack of advocates in the past
- Funding is headed to other areas

*Actions:*

1. Coordinate private development towards specific outcomes
2. Employ a regional approach to streetscape and transit supportive amenities/routes (developers pay in)
3. Discretionary funding
4. Infrastructure details plan and phasing strategy (lighting, signage, sidewalks)

*Partnerships:*

RTD; Private Developers; City of Denver

## Strategy #4: Improve marketing/visibility/identity of transit w/ artistic services and amenities

*Barriers:*

- No organizing/central entity to support station or transit
- Unclear stops for buses
- No art or 'eye catching' features drawing attention to transit
- No neighborhood list of amenities or info promoting transit for employers/developers/service providers

*Actions:*

1. Prepare a resource assessment guide for the neighborhood amenities, service providers, and employers
2. Create a program to extend art into neighborhood
3. Extend art at stations with "adopt with flair" program (new art partners)
4. Strategic marketing of transit (KIDS)

*Partnerships:*

1. RTD; CCoD
2. DHA; CCoD; DOCA
3. RTD; DOCA
4. DPS

## Charrette Notes:

Day 1: Breakout Notes : PUBLIC TRANSIT GROUP

- Extend Osage (getting bus access to station)
  - o Funding
  - o Involves private land
  - o Not in Transit Improvement Plan (TIP)
- Reorganize Transit: connectivity
  - o Disparate locations / destinations (Denver Health, DPS, Denver Water, schools)
  - o No uniform advocate for public transit group or org
- Safety / Access / Convenience
  - o RTD to evaluate how to increase ridership and access to this station
- Marketing / visibility / identity
  - o No organization / central entity to support station or transit
  - o No neighborhood list of amenities or info promoting transit for employers / developers or service providers

Day 2: Breakout Notes : PUBLIC TRANSIT GROUP

## Extending Osage

- Funding and Private Land Ownership
  - o Actions: re-evaluate if extension goes to 8th; sw approach; how does Hope VI influence this?; identify program funding and competitive grants (leverage as prototype/pilot project)
  - o Partnerships: City of Denver, Developer/Owner, DHA, EPA, RTD

## Re-organize Transit

- Disparate locations / no one to do a study / is TMA feasible (this may not be the best / right action)?
  - o Actions: engaging employers, Denver Health, others, etc. to do study of what works, what has been done, what needs to be done; leverage neighborhood involvement; get DRCOG involved (potential source of funding)
  - o Partnerships: DHA, CCoD, DRCOG

## Safety / Access / Convenience

- Coordination of Physical Implementation
  - o Actions: coordinating private development implementation towards specific outcomes; discretionary grant funds; regional support for streetscapes (?)
  - o Partnerships: RTD, Private Developers, City of Denver

## Marketing / Visibility / Identity

- Lot of resources in neighborhood that are hidden
  - o Actions: create resource guide with services and amenities including a transit piece; building upon art component at service / transit locations – use as demonstration program (“art in transit program”) and create identity, enhance relationships with artists, etc.; incorporate flair at stations (maintenance issues?); get kids active on transit side and influencing parents – focus marketing here (look at NOFA requirements for arts in transit, HUD is looking to incorporate arts / cultural into projects throughout)

Partnerships: RTD, CCoD; DHA, DOCA (Ginger White – Creative Arts District Plan)

## Charrette Notes:

## DAY 2:

Day 1 RECAP (big issues and ideas):

- Experience and observations of walkthrough / report out of getting around neighborhood:
  - o People go over 20 at school zone
  - o Scary biking on 13th
  - o Park: tends to have start and stop time for activity – related to public trans?
  - o Difficult to get to downtown, 14th connection is not clear and smooth West of site – poor signage, etc.
  - o City is looking at 5-6 year bike signage plan
  - o Extension of Osage is very important – not only for buses but for neighborhood connectivity
  - o Light rail is quiet, unsettling; not comfortable when it is dark
  - o Not a sense of ownership – there are private areas but not so much private. No articulation to private / semi-private which makes it difficult to pass through when don't know who they belong to
  - o Not all spaces well lit at night
  - o Station is there but does not connect to neighborhood – there isn't an advocate for this station

- Additional thoughts:
  - o Tension around issues which is good because it helps identify barriers
    - Tension comes from gradation of what one considers 'good' walkability, connectivity, etc. – difficult to measure
    - Charrette provides opportunity to get out of mindset of what we have. We're experiencing new density, new scale, etc. so how can we raise the bar and stand out?
    - Lots of interest in this neighborhood, partnerships, funding, etc. so there are energy and resources available
  - o Grassroots level strategies may be different approach:
    - How do you activate pedestrians along 10th?
    - Easy to put the strategies on agencies that don't have a face – is this the best way?
    - We don't have control over a lot of funding and regulations, so how do we make it happen?
  - o Improving 13th is a priority identified by many
    - Public works is working on this – doing a study, etc.
- For charrette: balance what is already happening, what is practical and happening and technical, also with a dreaming component.

Priority Strategies and Barrier Action and Partnerships Report Out:

*See Day 2 group report out notes within the four working groups above.*

5.4 Charrette Attendees:

First Name	Last Name	Organization
David	Beckhouse	U.S. Dept of Transportation (DOT)
Devon	Bertram	YRG sustainability
Cindy	Bosco	Denver Greenprint
Shayne	Brady	HUD
Brad	Buchanan	BYG Group
Aaron	Bustow	U.S. Dept of Transportation (DOT)
Cindy	Cody	EPA Region 8
Kimball	Crangle	Denver Housing Authority (DHA)
Steven	Egglestond	HUD
Stacey	Eriksen	EPA Region 8
Rebecca	Fox	SRA International
Kristin	Fritz	Denver Community Planning and Development (CPD)
Dana	Fulenwider	Urban Ventures
Jim	Godwin	Vision Land
Narada	Golden	YRG sustainability
Karen	Good	Denver Public Works
Steve	Gordon	Denver Community Planning and Development (CPD)
Ismael	Guerrero	Denver Housing Authority (DHA)
William	Haas	U.S. Dept of Transportation (DOT)
Guadalupe	Herrera	HUD
Jack	Hidinger	EPA Region 8
Seneca	Holmes	Office of Economic Development
Abby	Hugill	HUD

First Name	Last Name	Organization
Peter	Hynes	South Lincoln Steering Committee
Lizzie	Kemp	Colorado Department of Transportation (CDOT) Region 6
Jim	Larson	Denver Development Services
Stella	Madrid	Denver Housing Authority (DHA)
Matthew	Marshall	Denver Environmental Health (DEH)
Renee	Martinez	Perspective3
Aylene	McCallum	Downtown Denver Partnership
Simon	Montagu	Denver Regional Council of Governments (DRCOG)
Judy	Montero	City Council
Kendra	Morrison	EPA Region 8
April	Nowak	EPA Region 8
Jay	Peters	Vision Land
Susan	Powers	Urban Ventures
Josh	Radoff	YRG sustainability
Masoud	Sabounchi	ACE Code
Justin	Schmitz	Denver Public Works
Eddie	Sierra	EPA Region 8
Bill	Sirois	Regional Transit District (RTD)
Tim	Thornton	HUD
Ryan	Tobin	Denver Housing Authority (DHA)
Jim	Turner	City and County of Denver
Michael	Van Dalsem	Colorado State University



5.5 Organizations and Acronyms:

Acronym	Organization
BNSF	Burlington Northern Santa Fe Railway
CCoD	City and County of Denver
CDIP	Crash Data Improvement Program
CDOT	Colorado Department of Transportation
DHA	Denver Housing Authority
DOCA	Denver Office of Cultural Affairs
DPD	Denver Police Department
DPS	Denver Public Schools
DRCOG	Denver Regional Council of Governments
DUG	Denver Urban Gardens
EPA	Environmental Protection Agency
HUD	U.S. Department of Housing and Urban Development
IGERT	Integrative Graduate Education and Research
IHO	Inclusionary Housing Ordinance
LA / LP	La Alma / Lincoln Park
LPNA	La Alma Lincoln Park Neighborhood Association
MBAC	Mayor's Bicycle Advisory Committee
NTMA	National Transportation Management Association
OBLR	EPA Office of Brownfields and Land Revitalization
OED	Office of Economic Development
PUC	Public Utilities Commission
PUE	Public Utility Easements
PW	Public Works Department
RTD	Regional Transportation District
SoLi	South Lincoln Redevelopment Project
TDR	Transportation Discrepancy Report
TMA	Transportation Management Association
UP	Union Pacific
UCD	University of Colorado Denver



