

Federal Streetscape Steering Group Meeting Notes August 17, 2010

Attendance: Marshall Vanderburg, Gosia Kung, James Shaffer, Rebecca Knapp, Jerry Olson

Meeting began with introductions and a summary of activities taken place since the last steering group meeting. Marshall contacted several people about joining the effort and had received affirmative responses. August, however, is not the best meeting month for most folks.

Marshall reported on a conversation he had with Crissy Fanganello, head of planning and policy at Public Works. Several relevant items were learned including:

- The PEL study was recently completed for Federal between W. 5th to Howard Place (W. 14th). Preliminary designs of the right-of-way were complete and available. Studies and reports are available on the Web at: <http://www.denvergov.org/FederalBoulevardPELStudy/tabid/434271/Default.aspx>.
- PW's had recently received a recommendation from a consultant whether the Federal and Colfax interchange could "come-to-grade" removing the cloverleaf—no was the answer after developing a design patterned on the Quebec and Martin Luther King intersection. Coming to grade wouldn't handle the necessary traffic loads attendant to special events at Invesco and has similar space requirements as the existing cloverleaf.
- PW's developed a design for the Federal/Colfax intersection using a "tight-diamond", which is better than the cloverleaf at managing multi-modal and pedestrian activities. There is no funding for new interchange construction.
- The city is applying for a \$150,000 grant to conduct an infill study of the Federal/Colfax interchange area. It is hoped the study can answer how the area can be reconfigured for better traffic, land use and community needs.
- The State has funding for Federal/Colfax bridge replacement, to occur in 2011/2012. It is believed the new bridge can be retained and used with the new preferred diamond interchange.
- The Parkway and Boulevard study by Mundus Bishop, commissioned by Parks and Recreation is currently not being released by Parks. Parks is looking at re-reviewing the study and may consider a future release for historic reference purposes.

Marshall distributed the recently completed Federal streetscape survey conducted and provided by Bill Johnston. A big round of kudos was extended to Bill for all the hard work it took to organize and conduct the survey. It was discussed and agreed populating the survey findings to GIS would be an excellent visual and graphic tool for the streetscape project. James and Marshall agreed to contact people they knew (CU at Denver for example) who might help make this happen.

Goals, Project Attributes and Outcomes Brainstorming Session

- Provide a streetscape template to assist how a new or redevelopment project should relate, support and provide right-of-way amenities
 - *Streetscape definition*: the elements within and along the street right-of-way that define its appearance, identity, and functionality, including adjacent buildings and land uses, street furniture, landscaping, trees, sidewalks, and pavement treatments.
- Develop a vision incorporating preferred uses, activities and pedestrian treatments for streetscape pilot areas
- Incorporate commercial economic and residential development opportunities in the process
- Identify traffic calming opportunities
- Incorporate Complete and Living street approaches
- Involve city and state representatives (CDOT, PW's, Planning, Parks, RTD, etc.)
- Outreach to strategic Federal property owners and developers to seek process involvement and/or share process outcomes—encourage partnerships, possibilities include Del Norte, DURA, etc.
- Streetscape pilot areas should link to community assets

Pilot Areas

Several potential pilot areas were discussed. A pilot area is a defined section along Federal where a streetscape design process occurs. A pilot should probably be up to a ¼ mile long, an average 4 to 5 blocks—easy walking distance. It was generally agreed Federal south of W. 16th probably shouldn't be considered for a pilot due to the recent release of the PEL study and designs, combined with the potential cloverleaf planning process beginning in 2011.

Group sentiment was strong for two pilot areas, W. 17th to 23rd (including the 23rd/Federal intersection) and W. 24th to 26th. Within both areas are known property owners and development interests as well as strong linkages to community assets such as Town Square in Jefferson Park (W. 25th and Eliot), W. 23rd access to Jefferson Park, I-25 and the valley, the Witter Cofield landmark district, and Invesco Field at Mile High. A northern pilot along the Boulevard was noted as important but knowledge of potential area opportunities were less known by the group. Two areas were discussed, W. 37th to 41st and W. 43rd to 45th.

Whether 2, 3 or 4 pilot areas could be managed by the project was discussed. As a volunteer effort with limited resources, it was generally agreed the project should ensure it doesn't over-reach. Confirming the desired process for the project should assist in determining specific tasks, time involved and level of effort required (next meeting).

To Do's:

- Marshall and James are to contact people/groups who could assist converting information collected in the streetscape survey to GIS
- Group members are to drive/walk areas along north Federal (W. 29th north) and inquire with people more familiar with north Federal to assist the group's discussion on additional pilot areas.
- Group members are to further explore and extend invitations to people with planning, landscape and architecture skill-sets to participate in the steering committee.

Next meeting Tuesday, September 14th, 7:00 PM, at JVA (2465 Sheridan)—agenda; pilot areas and project process definition.