

# Tennyson Streetscape Improvement Project

## 30% Conceptual Design: Public Comments

Task Force Meetings, Stakeholder Group Meetings, Property Owners Meetings, Public Workshops



# Acknowledgments

*The conceptual design phase of the Tennyson Streetscape Improvement Project relied on significant public input. Property owners, business owners and neighborhood residents worked side-by-side to identify project goals and specific site improvements to develop a vision for Tennyson Street. The City and County of Denver along with members of the consultant team would like to thank the following individuals and groups for their commitment to the visioning process:*

## **Task Force Members**

*Catherine Cox Blair, Resident At-Large  
David Decker, Tennyson Street Resident  
Bill Johnston, West Highlands Neighborhood Association  
Daniel Kuhlman, Restaurant Owner, District Board Member  
Jeff Laws, Property Owners  
Melanie Lunsford, Arts Community  
Ed Mickens, Tennyson Alliance  
Jennifer O'Brien, Berkeley Regis United Neighbors, Inc.  
Palmy Palmquist, Tennyson Terrace, District Board Member  
Amber Sayle, District Board Member  
Wendy Sjogren, Tennyson Merchants*

## **Tennyson Street Property Owners**

### **Tennyson Street Local Improvement District Board**

*Daniel Kuhlman  
Palmy Palmquist  
Amber Sayle*

## **Public Workshop Participants**

### **City and County of Denver, Department of Public Works**

*Jennifer Hillhouse, Senior City Planner  
Frank Marbury, Senior Engineer*

### **Consultant Team**

*Parks & Gardens, in conjunction with*

- *Britina Design Group*
- *V3 Companies*
- *Clanton & Associates*
- *Hydrosystems-KDI*

**Tennyson Streetscape Improvement Project**  
*30% Conceptual Design: Summary Report*

<i>A: Task Force Meeting Minutes</i>	<i>A.1</i>
<i>B: Public Workshop Meeting Minutes</i>	<i>B.1</i>
<i>C: Property Owners Meeting Minutes</i>	<i>C.1</i>
<i>D: Stakeholder Meeting Minutes</i>	<i>D.1</i>



# A: Task Force Meeting Minutes

The Tennyson Streetscape Improvement Project Task Force convened four times between February 1 and April 12, 2010. Meeting minutes for each meeting follows.



## Task Force Kick-Off Meeting

January 20, 2010

9:00am

### In Attendance

#### City and County of Denver

*Frank Marbury, Public Works; Jennifer Hillhouse, Public Works*

#### Council District 1

*Councilman Rick Garcia*

#### Consultant Team

*Heather Noyes, Parks & Gardens; Kristin Cypher, Britina Design Group*

#### Tennyson Alliance (TA)

*Ed Mickens*

#### Existing LID/LMD

*Palmy Palmquist*

#### Galleries, Artists, First Friday Art Walk

*Neil Cormal, gallery nrc*

#### Berkeley Regis United Neighbors (BRUN)

*Jenn O'Brien*

#### West Highlands Neighborhood Association (WHNA)

*Steve Kite*

#### Property Owner, new LID/LMD and Merchant

*Wendy Sjorngren*

### Purpose

To introduce the project work scope and assist in identifying additional task force members

### Questions and Answers

After a short presentation an opportunity was provided to stakeholders to ask questions and/or provide comments. A summary of questions raised by stakeholders and provided City responses follow.

- Q. Is the look of Tennyson Street going to change? 15-20 yrs ago when the streetscape improvements were installed (b/w 39th and 41st), we included certain elements such as lights, benches, trash cans, etc. I see both the old LMD and the new LMD eventually becoming one district, but the existing LMD property owners are nervous about having their taxes increased. Our existing budget is approximately \$4K annually. We have no paid employees**

except for trash disposal, about \$30/month, some electrical needs, irrigation for the trees in the summer and tree trimming. *A: We will have to wait and see what the stakeholders want before we know what the new streetscape improvements will include. There are many reasons to maintain some consistent features so that the stretch of Tennyson between 38th and 44th is unified, but right now its hard to say because we haven't started any design work. The design tasks will start in early March once we've met w/ different stakeholder groups.*

- Q. The project needs to differentiate between those properties that are residential and those properties that have been converted to businesses. (Note: The figure/ground diagram currently just highlights building floorplate).** *A. We will make changes to the map so that you can readily differentiate between current land uses.*
- Q. When the new LMD was in the processing of forming, the cost of maintaining vegetation and trees was an issue. The Parks Dept. requires a certain number of trees per linear foot of streetscape. Councilman Garcia intervened and offered other options, such as planters and/or ornamental pots, ornamental grasses. The project needs to get the list of alternatives from those folks formerly involved in discussions regarding the LMD.** *A. The consultant team will ask for the meeting minutes and list of ideas from City Staff*
- Q. There is precedent throughout the city for formation of a sign district (Clayton Lane, Northfield) to create a unique identity. Check with Tennyson Alliance (TA).**
- Q. Is it possible to eliminate every 3rd tree to reduce costs and maintenance problems?** *A. Again the design phase of the project has yet to start; once we talk to all the different stakeholders, we'll have a better understanding of exactly what type of improvements to include in the conceptual design process.*
- Q. Some existing improvements in the study area are probably not legal and were done without permits (benches, planters) and are probably located within the ROW.** *A. Yes, there are some infringements on the right-of-way. This is why the survey is important because we need to see exactly where the property lines are and then we can make a determination regarding where specific elements are located.*

## Comments

1. The French Cottage is located in a separate building off the alley. The building facing Tennyson Street is a rented as a single family home.
2. Mr Palmquist provided a catalog of the furnishings palette used on the existing LMD (KCyphyr).
3. Councilman Garcia suggested contacting the following individuals to participate in the project and potentially serve on the Task Force:
  - a. Jeff Laws, Remax
  - b. Catherine Cox Blair, Resident
  - c. Rachel Hultin, Real Estate Agent and Local Business Owner
4. Kristin to confirm date, time, meeting locations for the following entities: BRUN, WHNA, TA, Existing Tennyson LID/LMD, 1st Friday/Artists/Gallery Owners, Merchants
5. Andrea, from Photo Martini Club, might be interested in serving on the Task Force as Merchants' representative
6. Gallery Owner Neil Corman asked to have the project consider the higher concentration of galleries/studios located just north of the surface parking on the northern study area

boundary and that the intersection of 44th and Tennyson experiences heavy pedestrian traffic during 1st Fridays. He would like to see this property better connected to the streetscape.

7. There is a perception of safety issues at the intersection of 44th and Tennyson. The consultants should check police reports (to understand the number and types of incidents). There is a kink in 44th as the street angles to meet the intersection. Events at the Oriental Theater create a lot of congestion and pedestrian activity at this intersection on weekends and at night. *District 1 was contacted and indicated that most traffic accidents in the area are located at the intersection of 44<sup>th</sup> Avenue and Stuart; the reason cited was that this is where 44<sup>th</sup> Avenue alignment shifts.*
8. Themes to consider and explore: Sustainability should be an important attribute of potential improvements including “green” improvements, solar lighting, solar pedestrian lighting, recycling bins, etc.
9. Alternating intersections along Tennyson Street make it difficult to turn. There is on street parallel parking right up to the corner that makes it difficult to see oncoming traffic (more so if the parked car is a large SUV or truck).
10. Sidewalk paralleling Chavez Park retaining wall is in poor condition
11. Crosswalks should be added at the intersection of 42nd Avenue once the existing crosswalk at Chavez Park is removed.
12. The curved steps at Green Door Furniture serve as an historical marker that speaks to the former trolley routes through the neighborhood.
13. The intersection of 41st and Tennyson is extremely dangerous and difficult to make a turn from 41st on Tennyson in either direction. There is no site distance - cars are parked right up to the corners. The exiting crosswalks are dangerous.

### Follow-Up Actions

- Jeff Laws was contacted and agreed to serve on the Task Force as a representative of the property owners.
- Consultant identified Daniel Kuhlman of Tastes to represent restaurant owners on the Task Force.
- Consultant Team to refine existing figure/ground to add land use to diagram legend.
- City Staff to provide notes from property owners meeting(s) regarding issues/concerns, specifically landscape options per Councilman Garcia’s comments.



## Task Force Meeting #2

March 9, 2010

8:30a

### In Attendance

#### City and County of Denver

*Frank Marbury, Public Works; Jennifer Hillhouse, Public Works*

#### Consultant Team

*Heather Noyes, Parks & Gardens; Kristin Cypher, Britina Design Group*

#### At Large Resident

*Catherine Cox Blair*

#### Restaurant Owners

*Daniel Kuhlman*

#### Existing LID/LMD

*Palmy Palmquist*

#### Arts Community

*Melanie Lunsford*

#### Berkeley Regis United Neighbors (BRUN)

*Jenn O'Brien*

#### West Highlands Neighborhood Association (WHNA)

*Bill Johnston*

#### Merchants

*Wendy Sjorngren*

#### Property Owners

*Jeff Laws*

### Questions and Answers

After a short presentation an opportunity was provided to stakeholders to ask questions and/or provide comments. A summary of questions raised by stakeholders and provided City responses follow.

- Q. Is the area between 38<sup>th</sup> and 39<sup>th</sup> Avenues in a maintenance improvement district?** *A. Yes, its in the newly created Local Maintenance District*
- Q. Is the Green Door in a district?** *A. Yes, the Green Door is located within the existing Tennyson Terrace Maintenance District and therefore will not be assessed for streetscape improvements, which will be implemented within the newly created district.*

- Q. Reconfiguration of the 41<sup>st</sup> and Tennyson intersection (west side) is an opportunity to wrap the corner and integrate the island triangle (pork chop) into the streetscape improvement project. Who is going to pay for this improvement? Is the bond money being used to reconfigure this intersection and who will pay for the maintenance of the new intersection because technically it is not in the new LMD?** *A. The city will work through these issues with all property owners and the consultant team will explore design options for streetscape improvements.*
- Q. We need to improve the park entry and pedestrian access and keep Parks & Recreation in the loop. They need to know what this project recommends.** *A. Parks & Recreation is on the Project Management Team and will be involved in the conceptual design process for streetscape improvements although there will be no streetscape improvements in front of the park.*
- Q. This is a neighborhood of active living; walking, biking – that is why I live here. Safe pedestrian access has not been discussed and needs to be addressed. We need to include crosswalks; if we don't talk about this now, it won't get addressed.** *A. Conceptual design will explore options for crosswalk locations on both side street locations and across Tennyson Street.*
- Q. Will the LMD Board be held liable if there is a problem?** *A. No*
- Q. Have they selected the LMD Board yet?** *A. Yes, but they are in the process of filling the 4<sup>th</sup> seat.*
- Q. Who is responsible for safety along the corridor?** *A. All improvements will occur within the public right-of-way and falls under the review of Public Works*
- Q. If you want shopping and more shoppers, you need more density.** *A. The consultant team has read and understands the potential zoning codes changes for parcels along Tennyson Street.*

## Comments

1. The yield and stop sign at this intersection should be moved and the entire intersection enhanced. The big honey locust tree in front of the Green Door is lifting up the concrete and it is very dangerous.
2. If we remove the existing pedestrian signal and cross walk that is in the middle of Tennyson at Chavez Park, we may need to explore another pedestrian entrance to Chavez Park, either on the corner or on the side street
3. Information gathered to-date will be presented at the public workshops. The Task Force has looked and will be developing a response to that. We are not there yet. The plan will include safety measures. We as a community are under federal regulations to address safety and accessibility concerns.
4. The concept of a gateway has not been discussed yet, particularly at the intersection of 38<sup>th</sup> and Tennyson.
5. Can the gateway element serve as the public art component? Think about Tony Ortega's piece at the ramp at the Pepsi Center – something like that would be great. There is a need for image making.

## Follow-Up Actions

- Consultant Team to develop a list of maintenance considerations
- City Staff to provide information regarding project budget at public workshop
- Consultant Team to explain to public what is and isn't included in the scope of the project at the public workshop



## Task Force Meeting #3

March 23, 2010

8:30a

### In Attendance

#### **City and County of Denver**

*Jennifer Hillhouse, Public Works*

#### **Consultant Team**

*Heather Noyes, Parks & Gardens; Kristin Cypher, Britina Design Group*

#### **At Large Resident**

*Catherine Cox Blair*

#### **Restaurant Owners**

*Daniel Kuhlman*

#### **Existing LID/LMD**

*Palmy Palmquist*

#### **Arts Community**

*Melanie Lunsford*

#### **Berkeley Regis United Neighbors (BRUN)**

*Jenn O'Brien*

#### **West Highlands Neighborhood Association (WHNA)**

*Bill Johnston*

#### **Merchants**

*Wendy Sjorngren*

#### **Property Owners**

*Jeff Laws*

### Purpose of Meeting

To present and solicit feedback on (2) conceptual streetscape alternatives

### Questions and Answers

After a short presentation an opportunity was provided to stakeholders to ask questions and/or provide comments. A summary of questions raised by stakeholders and provided City responses follow.

- Q. Will existing trees remain? Will the old growth trees remain? The old growth trees in Elitch Gardens – over 50% of those are/were diseased.** *A. The consultant team will inventory all existing trees with Ted Tomkins, Parks & Rec arborist to decide if the trees are in good shape.*
- Q. What about tree replacement in the existing LMD?** *A. The Tennyson Terrace LMD understands that some of those existing trees need to be replaced. The timing of replacement is up to the board of the Tennyson Terrace LMD.*
- Q. How much parking are we losing in each alternative?** *A. Alternative A results in a loss of approximately 15 – 18 spaces depending on bulb-out configurations and locations. Alternative B results in a loss of approximately 20 – 25 spaces depending on bulb-out configurations and locations.*
- Q. What about Residential Permitted Parking?** *A. Permitted parking programs are established in response to local resident interest and initiated by residents.*
- Q. I think there is sufficient parking here now. We need work with the city to strategize a parking plan.** *A. The recent parking study conducted by the city resulted in several recommendations, including new signage that more accurately reflects user patterns.*
- Q. Why isn't the Tennyson St/41<sup>st</sup> intersection illustrated on these plans?** *A. The reconfiguration of that intersection will be done separately and is not a part of this project. It will likely occur during street reconstruction.*
- Q. What about bike parking? Are there options for integrating artistic, standing bike racks?** *A. Since the local maintenance district is responsible for maintenance of the streetscape elements there are no requirements for bike racks; the district would have any option as long as they are willing to maintain them.*
- Q. What is the project cost of the alternatives?** *A. Construction costs are estimated to be between \$1.4 and 1.6 million dollars.*
- Q. We have some needs to ensure that future events are adequately accommodated. There is talk of having a Farmers Market here. This would require electrical hookups and other items that need to be in place when the streetscape is constructed.** *A. Electrical supplies and water spickets can be strategically located along the corridor to service future events. Electrical outlets can be mounted onto pedestrian light fixtures*
- Q. We need to see some sections!** *A. Sections will be generated during the next few weeks that illustrate the relationship of the improvements to the street and also to maximum buildout under the new zoning code.*

## Comments

1. **Keep my trees!! (Melanie: MetroFrameworks)**
2. **As a business owner, I cannot support that kind of loss without understand how the overall commercial corridor might recoup some spaces. I'm willing to lose a few spaces, but not 15 – 25.**
3. **I'm a residential property owner and I clearly want a drivable and walkable and parkable corridor, but one that is more conducive to pedestrians and pedestrian safety. If this is at the expense of parking, that is OK with me.**
4. **The LMD is supposed to be a benefit to businesses whose tax revenues in turn benefit the city. There is an interaction here. Businesses are giving up traffic flow at the expense of pedestrian safety. While that may be good for you, its not good for my business.**

5. We need a holistic approach here. We need off street parking and side street parking and parking lots. This is very relevant to this discussion – its what we are doing! The conversation is in place and is happening now, but there is not tool or mechanism to implement a parking district.
6. Trade offs are inherent in each design and its good to talk about them.
7. Would gateway elements attract new businesses? I think so, it'll attract some attention and needs to be something fun.
8. Businesses at 44<sup>th</sup> serve as a gateway element. We really only need a gateway element at 38<sup>th</sup> Avenue. There could be a gateway element on the south side of Parisi's – something tall and skinny.
9. What about a mural? It's a great way to integrate art into the neighborhood.
10. I would like to see more organic solutions. I want to see trees in dirt, not just tree grates. Its better for the tree.
11. We need to focus on solutions that result in more walkability, which is what is show in Alternative A.
12. Electrical fixtures and hardscape: we want beautiful results, but we need to focus on long-term installations and know that what we buy is warranted. This needs to be an important factor in the decision making process and in our choice of lights, furnishings and pavings.

### Follow Up Actions

- HG/KC to provide ppt to Bill Johnston
- HG/TT to inventory existing trees along Tennyson and side streets



## Tennyson Task Force Meeting #4

April 13, 2010

8:30a - Wright-McFadden Art Gallery

### In Attendance

#### Consultant Team

*Kristin Cypher, Britina Design Group; Billy Gregg, Parks & Gardens; Crissy Roe, Parks & Gardens*

#### City and County of Denver

*Frank Marbury, Public Works*

### Purpose of Meeting

To present the final draft Tennyson Street streetscape design for review and comment.

### Comments from Banners - Plan Banner

*(taken from sticky notes written by meeting participants)*

#### **Add additional Bus Stop along 44th Avenue (near southeast corner of Tennyson & 44th)**

*This is a responsibility of RTD. The city cannot provide additional bus stops.*

#### **Add additional furnishings/seating to the wide sidewalk area in front of Metro Frame Works.**

*We will add more 'Area B' and 'Area C' amenities to this zone, taking advantage of the wider sidewalks and need for seating in this location.*

#### **Emphasize Tennyson over sidestreets - minimize pavers on the side streets.**

*As we move forward into final plan revisions, we will consider eliminating/reducing the paver areas to provide funding for specialty concrete treatments along Tennyson.*

#### **Gateway Feature!**

*We understand the importance of the gateway feature at 38<sup>th</sup> and are currently identifying examples of gateway treatments in this location. Due to the constrained right-of-way, the gateway element will more than likely be very linear. We will continue to look for examples of very linear, small-footprint gateways to use as reference images.*

### **Add bike racks in front of Tennyson Street Coffee**

*We will look into the feasibility of bike racks - great idea!*

## **Comments from Banners - Furnishings Banner**

*(taken from sticky notes written by meeting participants)*

### **Trees**

- Linden trees are much too dense for street trees with visible storefronts - they could hide an ugly facade.
- Double-check Hackberry trees - my personal knowledge and experience - they are very susceptible to early and late snowfall - lots of limb damage!

## **Comments from Banners - Section/Perspective Banner**

*(taken from sticky notes written by meeting participants)*

No comments were provided for the section/perspective banner.

## **Discussion Topics**

### **Tree Guards**

**What happened to the adjustable tree guard? The image of the new tree guard is really unappealing.**

*We removed the adjustable tree guard due to costs and the need to have additional insurance for a moving guard. Tree guards have been deleted from the concept plan due to cost, but have been included as an option if funding becomes available.*

### **Curb Cuts**

**How are you dealing with the curb cuts along Tennyson?**

*The conceptual design was adjusted to accommodate existing curb cuts. However, we have NOT designed around the curb cuts - they are shown ghosted beneath the plan. Once the conceptual design is finalized, the City will approach the property owners with multiple curb cuts to determine their willingness to eliminate curb cuts along Tennyson. We have told the City that there are several advantages property owners would gain by eliminating curb cuts along Tennyson: they would have more parking within their surface lots without the additional cut, they would have better street presence and area for seating and outdoor display, and they would get more 'bang for their buck' in regard to paying into the maintenance district (paying for sidewalk area, benches, lighting & amenities versus paying for a curb cut).*

### **Colored Concrete**

**If budget allows, we would like to have colored concrete put back into the design.**

*During plan refinements, we will try to make plan adjustments that allow for retention of colored concrete.*

### **Project Budget**

**If the budget is 1.4 million with a 20% contingency, where does the additional \$600,000 go? As a board member, I DEMAND to see where the additional monies go.**

*Frank will forward the detailed budget to the board member.*

### **Lighting**

**Like the modern pole lights. Would like to have all pole lighting (both pedestrian poles and excellent fixtures) be WHITE light.**

*We will ensure our pole lights specify a white light source, and will work with the City and Xcel to specify a white light for the overhead puck lights, too.*

**Like the idea of colored accent lights.**

*Colored accent lighting will not be included as part of this project.*

### **Chavez Park**

**There was a lengthy discussion regarding the timeframe/process for improvements to the park.**

**Overall, the Task Force members wanted Parks to explain the process for making improvements to the park, and how they could raise additional funds through neighborhood organizations (such as Tennyson Alliance) to help move the park Master Plan process forward. In addition to having questions regarding the overall process of improving the park edge, the Task Force members also indicated that there was inadequate maintenance to the existing park sidewalk area along Tennyson Street. They cited lack of snow removal and crumbling sidewalks. Task Force members wanted to know if any improvements to the park edge would be undertaken as part of the street improvements.**

*Cesar Chavez park edge treatments will not be undertaken as a part of the streetscape improvements.*

*However, the city plans to reconstruct Tennyson Street concurrently with the bond project and there may be opportunities to enhance the sidewalk where impacted by construction. As we move into final design, we will continue to coordinate with the Parks Department to identify opportunities for enhancing the park edge.*

## **Follow-Up Actions**

- Research options for gateway at 38th & Tennyson.
- Determine if colored concrete can be put back into the final design (costs).
- As the plan is refined, keep the emphasis along Tennyson Street - side street treatments can be simplified.
- Determine if recycled pavers will work within the budget and project goals. There are specific concerns about maintenance/location of the pavers - if they are included in the final design,

ensure their maintenance implications are fully understood, and that they are located in appropriate climatic areas.

- Ensure tree species are street-hardy and low-maintenance.
- Forward a copy of the project management budget breakdown to Jeff Laws.
- Work with Xcel Energy to specify a white light source for the overheard puck lights.
- Research costs/color options for LED wall lights (to be installed on seat walls).
- Document interest to utilize local artist to create custom tree guards.
- Refine tree species palette to reflect local preferences for open, airy and 'light' tree canopy.
- Add improvements/additional amenities to the area in front of Metro Frame Works.



## **B: Stakeholder Meetings - Small Groups**

The Tennyson Streetscape Improvement Project consultant team facilitated seven Stakeholder/Small Group meetings between February 2 and February 24, 2010. Meeting minutes for each meeting follows.



## Tennyson Arts Community Meeting #1

February 18, 2010

9:00a

### In Attendance

#### Consultant Team

*Heather Noyes, Parks & Gardens; Kristin Cypher, Britina Design Group*

#### Tennyson Arts Community Task Force Representative

*Melanie Lunsford - Task Force Representative*

#### Attendees

*Michael Rieger, Staci Fall, Kirk Norlin, Mary Gibbons, Sharon Meriash, Robert Roehl, Neil Cormac, Susan Schmitt, Brian Schmitt, Erik Rieger*

### Purpose

The purpose of the Arts Community Stakeholder Meeting is to allow this group to identify issues and generate ideas for potential improvements to the street.

### Question and Answer

#### **Q. How does the parking study dovetail with this project?**

*A. Parking stays "as is". Because the limits of the project are from the back of curb to the property line, parking is not included within the scope of the project. In October of 2009, the City and County of Denver Public Works Department conducted a parking study that looked at both parking occupancy and the feasibility of implementing angled parking. The study concluded that the current aggregate parking supply for the study area adequately meets the total parking demand created by the current land uses. Both studies are available on the City and County of Denver's website: <http://www.denvergov.org/ParkingOperations/tabid/426436/Default.aspx>*

#### **Q. What about the park? How do we make it a center point and connection?**

*A. Parks & Recreation is included on the Project Management Team. The bond funding allocated for the streetscape improvements cannot be spent on park improvements – this is part of the bond language. But we can vision potential improvements and all are welcome to share ideas for improvements either in the park or along the edges and we can pass this information along to Parks, but we need to emphasize that park improvements are not included in this project.*

**Q. Benches: can you integrate seated edges with landscape planters to provide seating and feel safe?**

*A. Yes, we can integrate seating into landscape improvements. Benches don't have to be the only means of seating.*

**Q. It's an old school site and whatever is there is leftover! It's nothing but leftover design that speaks to the school use.**

*A. The Parks Dept is very much aware of the role that this park plays in uniting not only the street, but the neighborhood. The current bond project does not fund design or construction of the park or right-of-way along the street in front of the park. Denver Parks will work to incorporate streetscape design recommendations in the future through planting of new trees, incorporation of bench seating, or other elements, all of which will be required to meet Denver Parks Standards.*

**Q. Where are the monument pieces going?**

*A. Anywhere you want, if you want them. They will not be just "plop art", but an integrated feature of street improvements and carefully located so as not to interfere with pedestrian flow.*

**Q. Can we be creative in how we attain these creative elements? Can we do a call for entries and maybe the finalist gets paid? Can we get paid for streetscape components that are outside and in addition to the 1% for art?**

*A. We can certainly integrate creative components into streetscape design utilizing the streetscape bond dollars. There are a lot of options: paving, hardscape pieces like retaining walls and/or planters, furnishings, banners. We'll schedule a meeting with Rudi from DOCA and reconvene this group to get more information from them.*

*The RTD stations along TREX are a great example of art integration. So is the paving at the front door of the Webb building. A more simplistic example of how you can introduce artistic elements into paving is at the zoo where there are animal tracks in the concrete. The city has also used custom formwork for concrete walls so there are lots of different ways of engaging art into a public improvement project.*

**Q. We need to take pride in these improvements.**

*A. Public improvements of this magnitude often attract new private investment. Private investment usually follows public investment. Additionally, there is also funding available from various local and state programs for façade improvements.*

**Q. Some of the most significant issues raised by our customers and 1<sup>st</sup> Friday participants include**

- **Ice!** There is so much water pooling along the street this winter that there are ice ponds along the street
- The **steps at Green Door** are scary to pedestrians. People complain about them all the time
- **Real Estate Sandwich Boards!** They are hazards. These guys put them in front of our businesses and they block pedestrians. Its for people's safety. Blind people do not expect these things to be in the middle of the sidewalk. It's a security and safety issue. The real estate people think sidewalks are their free space. How do other communities address this 'cause this has to be a significant retail issue throughout the city and in other towns. *A. The consultant will discuss w/ city and*

see how other neighborhoods and communities address this issue. Refer to policy: <http://www.denvergov.org/TemporarySigns/tabid/434188/Default.aspx>

- **Newspaper boxes** located in the loading zone! The city said they will remove the ones in front of Metro Frameworks
- **Signage:** we need options for visual clues to our businesses! I need a sandwich board because the trees block the sign panel on my building A. (*This business owner is located at Tennyson Terrace*). New sign regulations since 1/1/10 do not allow sandwich boards.

**Q. Can we have planters and/or light poles with built-in arms to hang banners on?**

*A. Yes, this is fairly common.*

**Q. What about kiosks? GREAT IDEA! Everyone chimes in yes!!**

*A. At different locations along the corridor, you can locate these for collective advertising.*

**Q. Can you please put a due date on the written survey otherwise I'll never do it.**

*A. Yes, we will add that information to the survey*

## Comments

1. Walker friendly is the key to this project!
2. Tennyson Street is chopped in half. Often, 1<sup>st</sup> Friday folks will not walk from one end to the other, they won't do both ends.
3. Its dark. Out of towners don't know if it's safe to walk past the park at night, which is not lit. My customers say the street is too dark and feels unsafe.
4. Lighting definitely needs improvement.
5. It's important to recognize that our 1<sup>st</sup> Friday is community based. Over here, it's all about family, not just families with kids, but the "neighborhood family". Once people come over here, they love it!. People come here for the full entertainment experience – which sets us apart and is a unique component of our 1<sup>st</sup> Friday, which by the way, is the FIRST 1<sup>st</sup> Friday the city ever had...even though there were only three of us! People come here for food, for drinks, for coffee, for art. We've got it all and other 1<sup>st</sup> Friday districts cannot say that.
6. There is this Dead Zone, which is the park. There is energy and a good vibe down south (Tennyson Terrace) and at 44<sup>th</sup> / Tennyson, but it just dies in the middle and it's because of the park edge.
7. We all share advertising efforts – both north and south – and it's really hard to get people to move from one to another past the park.
8. Improved lighting alone would make a huge difference!
9. We'd love to see the front of the park edge pushed back, with maybe a plaza for vendors and some steps that lead up to the park. People can sit on the steps. Right now, there is not a single sidewalk anywhere that is a comfortable width for pedestrians. We can't include in this process within the bond, but will pass on this information to the Parks and Recreation Department.
10. The park looks and feels like a slum. The chain link fence sends the message that this place is not safe.

11. **First Friday would benefit from better lighting, more trash cans and improved signage. Anything that would give people an overview of the district. A generic map of the community should be strategically located someplace.**
12. **Banners would be great and people would see visible signs as they walked down the street.**
13. **Any design you do, the more you establish the future of what we will become as a community. Our involvement and the resulting design will impact how future development and improvements play out.**

### Follow-Up Actions

- Research alternative ideas for bench design - planters, seating walls, sustainable materials, benches as public art, etc.
- Schedule a meeting with Rudi from DOCA to meet with the Tennyson Arts Task Force.
- Research City and County of Denver facade grant programs/funding sources.
- Research sandwich board guidelines/ordinances - the current City standard and other examples that would allow legal sandwich board displays.
- Add due date to the on-line survey.

## Tennyson Arts Community Meeting #2

March 8, 2010

9:00a

### In Attendance

#### Consultant Team

*Heather Noyes, Parks & Gardens; Kristin Cypher, Britina Design Group, Rudi Cerri, DOCA*

#### Tennyson Arts Community Task Force Representative

*Melanie Lunsford - Task Force Representative*

#### Attendees

*Michael Rieger, Staci Fall, Kirk Norlin, Mary Gibbons, Sharon Meriash, Robert Roehl, Neil Cormac, Susan Schmitt, Brian Schmitt, Erik Rieger*

### Purpose

The purpose of the second Arts Community Stakeholder Meeting is to allow this group to meet Rudi Cerri from DOCA and learn more about the public art process. Following a powerpoint presentation by DOCA, there was a brief questions/answer and discussion.

### Question and Answer

- Q. Could the public art component be a landscape piece?**  
*A. Yes.*
- Q. Can we narrow the pool of potential artists to the State of Colorado?**  
*A. Yes, this project is considered small and we can specify the area.*
- Q. Can it be one or multiple pieces?**  
*A. Yes, one or many. Permanent or flexible. The neighborhood will help to identify the potential site and can suggest sites through this process, but the artist often comes up with suggestions too.*
- Q. Can additional funding be added to the 1%?**  
*A. Yes. The new detention facilities integrated their main lobby flooring funding into the 1% for art.*

### Comments

1. I like the Children's Fountain in City Park
2. It would be nice to integrate lighting into the public art component

## BRUN Task Force Meeting

February 9, 2010

7:00p

### In Attendance

#### Consultant Team

*Heather Noyes, Parks & Gardens; Kristin Cypher, Britina Design Group*

#### Berkeley Regis United Neighbors (BRUN)

*Jenn O'Brien- Task Force Representative*

*Mike Krause, Lout Fusado, Amanda Kuhl, Keely Scott, Christopher Kinchin, Al Gallo, Ann Conway, Marc Munz, Amber Tafoya*

### Purpose

The purpose of the BRUN Stakeholder Meeting is to allow this group to identify issues and generate ideas for potential improvements to the street.

### Questions and Answers

After a short presentation an opportunity was provided to stakeholders to ask questions and/or provide comments. A summary of questions raised by stakeholders and provided City responses follow.

**Q. What is considered infrastructure? Is it the drainage?**

*A. Infrastructure can be defined many ways. For the purposes of this project, the curb, the gutter and the street paving are EXCLUDED from this project. Funding from the bond can only pay for streetscape improvements that occur between the BACK of the curb and the front property line of parcels that abut the street edge right-of-way (ROW).*

**Q. We need to consider how the sidewalks are used and what is happening within the public right-of-way. There are many incursions into the right-of-way for miscellaneous uses such as outdoor dining, sandwich boards/signs, kiosks – all of these are located in the public right-of-way. It is difficult to walk down the street. There are 100s of moms with strollers, some with 2 or 3 kids that literally force pedestrian traffic into the street because of the narrowness of the sidewalk. There are many instances where property owners have taken liberties within the right-of-way. The merchants need to be involved. This is a violation of public space and an enforcement issue. Will this be addressed?**

*A. Merchants need to apply for and pay a fee for any sandwich board signs, based on regulations adopted on 1/1/10. Throughout the study area, not all of the right-of-way is paved and*

*navigational. The design team will review sidewalk widths once the survey is complete and we have a better understanding of the overall width of the public right-of-way between the curb and property line. The street right-of-way will not change other than at potential bulbouts.*

**Q. Why is Tennyson Terrace exempt from this project?**

*A. The City has a policy that all capital improvements must be maintained by adjacent property owners. Before streetscape bond dollars could be implemented along the corridor, it was necessary to form a Local Improvement District. Tennyson Terrace was exempt from this project mainly due to the existing streetscape improvements (trees, lights, benches, trash receptacles and paving) and the lack of political support to expand the existing district.*

**Q. How much authority do existing property owners have with regard to the location and width of existing curb cuts? Will some of the curb cuts go away? I want a more pedestrian friendly street. If we really want to be world class, we need to emphasize the pedestrian, not the automobile. How much power do we actually have to eliminate these curb cuts? Can we approach this "tit-for-tat" and say to property owners "If you give up this curb cut, we'll make sure that the sidewalk improvements meet code and include other streetscape elements". Some of the most unsafe stretches of curb cuts are located on corner parcels that also have curb cuts on the side streets. One solution would be to close the curb cuts on Tennyson and focus automobile access to individual corner parcels from the side street.**

*A. This project will look into the opportunity to eliminate curb cuts when possible to enhance pedestrian safety and mobility. However, this will be at the discretion of the property owners and will be a voluntary process.*

**Q. Regarding the realignment of 41<sup>st</sup> Avenue at Chavez Park. Who will be paying for this improvements.**

*A. We anticipate that street reconstruction dollars would pay for this pedestrian crossing.*

**Q. As a result of this improvement and if the sidewalk is extended out from the Green Door Furniture store, who will maintain this part of the new sidewalk? Will it be the existing Tennyson Terrace LMD or the newly created LMD? It should not be the new LMD....because this will be part of Tennyson Terrace. Do they (Tennyson Terrace LMD) know about this improvement? Are they willing to pay for this enhancement?**

*A. The sidewalk improvements at the intersection of 41<sup>st</sup> and Tennyson would be the responsibility of the adjacent property owner.*

**Q. We need to be prepared for the interface of the summer of 2011 construction schedule with First Friday art walks. And again, this is why we need to make sure that improvements to the street occur simultaneously with streetscape improvements – these projects have to happen at the same time. If they happen back to back or in subsequent years, this is too much to ask of local business owners.**

*A. The construction schedule will take planned events and shopping seasons into consideration in order to provide the least impact to business owners. If funding is identified for the street reconstruction the management team will work to package the improvements so the reconstruction and streetscape occur simultaneously.*

**Q. Is there a way to engage our creative community in the project? We need to get the creative stakeholders involved. Can they design the entryway (like the one at Edgewater) or banners?**

*A. There is a group meeting with the artists, galleries and 1<sup>st</sup> Friday participants on Feb 18<sup>th</sup> at 9am at Tenn Street Coffee. The Office of Cultural Affairs Public Art Program will be attending this meeting and will explain in more detail how the 1% for Art Program works. But there are other*

*options for integrating creativity into the streetscape improvement projects: paving, furnishings, banners can also reflect ideas from the community.*

**Q, The Tennyson ROW is very narrow. Is there a way to illuminate building facades and signage without simply sticking pedestrian lights along the street every 40 feet? Can we do some uplighting or façade lighting treatments that result in a safe pedestrian environment that doesn't rely on the same old lighting patters? Can you talk to your lighting designer about this?**

*A. Yes, we will pass this question along to Clanton Associates, our lighting designer and engineer.*

### Comments

1. I run down Tennyson Street and I get scared when I run in the dark (along the unlit sections) on Tennyson.
2. I would like to see renewable materials used in the project. I would be very proud of that.
3. We need to broaden and explore options for fixtures. If everyone wants LED lights and they are not available yet, we need to select light poles and fixtures that can easily be retrofitted and updated. If right now there are only 4 options for LED lights on the market, we shouldn't limit our choices to these 4 options. The selected fixture should be interchangeable and allow advancing technology to be easily integrated.
4. The entire design of the streetscape needs to reflect our artistic identity to advertise and express our community.
5. I have a comment about creating a pedestrian friendly environment: We need to be thoughtful about the design and location of street crossings. We know that the city wants to eliminate the stop light and street crossing at Chavez Park, which is a remnant from the prior use of Chavez Park as a school site. We need to make sure that street crossings are wide enough. Bulb outs at designated intersections would really enhance the street and improve pedestrian safety.

### Follow-Up Actions

- Determine the minimum distance from an intersection to a curb cut (50'). Determine if we can talk to existing property owners about reducing the number of curb-cuts along Tennyson.
- Research costs and maintenance requirements for LED streetlights.
- Research costs and alternatives for creative ways to light the street (apart from traditional pole fixtures).



## Merchant Task Force Meeting

February 24, 2010

6:30p

### In Attendance

#### Consultant Team

*Kristin Cypher, Britina Design Group; Crissy Roe, Parks & Gardens*

#### Merchant Task Force Members

*Wendy Sjogren - Task Force Representative*

#### Merchants Present

*Sara Ortega, Shannon from Simply Divine*

### Purpose of Meeting

The purpose of the Merchants Meeting is to provide an opportunity for Tennyson Street Merchants to review existing conditions along the street, ascertain the Merchant's vision for potential streetscape improvements and the impact those improvements will have on local businesses.

### Questions asked by Design Team and answered by merchants

- Q. What is the best time to have Tennyson under construction for the merchants? The project schedule shows construction from April to Nov.**  
*A. Summer is the worst time to have construction (busiest time of year for stores). However September and October are the slower months from April- Nov.*
- Q. How do merchants feel about bump-outs at certain intersections?**  
*A. Although building bump-outs would lose a few parking spots, the trade off is worth it if bump-outs improve SAFETY while crossing the street. Safety crossing the street is an issue in area (Group input). Merchant's followed up by asking for examples of bump-outs. Arvada and Cherry Creek were given as examples.*
- Q. Would you like a green zone in front of the building? How do you feel about the "soft" 5' tree lawn and 5" sidewalk standard?**  
*A. We would like to have trees if there is space and the right "type" of tree (allows signs to be seen). Might not have room for grass, but pots (if irrigated) would be very nice. Less "green" and more "walkable space" was mentioned as preferred. Staggered planters with grasses would look nice. The planter/seat wall combination at Cherry Creek is nice.*

- Q. How do you feel about the W. 38<sup>th</sup> Ave. entrance to the street (as it is a gateway)?**  
*A. Would love to see this area as a more formal Gateway with art, plantings, etc. Currently the corner does not indicate any type of shopping district from W. 38<sup>th</sup> Ave.. Like the visual indicator that Elitches gives to corner.*
- Q. What type of 1% for art would you like to see (this can vary from music to art piece)**  
*A. Possibly have local dancers from Dance Studio, musicians from music store, use local artists, etc..*

### Questions asked by merchants and answered by Design Team- Britina and P&G (DT)

- Q. Is the construction going to happen simultaneously along Tennyson, or certain blocks at a time?**  
*A. Typically streetscape are constructed at one time (road first, then sidewalk, etc) Being that this project only includes curb to property line, it might be different. Once the project moves into final design, we will have a better understanding of construction phasing.*
- Q. Has the design team asked the Dance Studio owner to share their parking lot space during construction (since they have a big parking lot and use their parking primarily after 5:00)? If their space could be rented out, it could help parking issues during construction.**  
*A. The Design Team will look into this.*
- Q. Why are there V3 survey circles in the Tennyson Terrace district, since this is out of the study area?**  
*A. Possibly range points. DT to look into it.*
- Q. Is the project going to include the businesses north of W. 44<sup>th</sup> Ave.?**  
*A. The study area boundary extends to the north edge of the Parisi's surface parking lot and the north wall of Tenn Street Coffee, which includes Tenn Street Coffee and Metro Frameworks.*
- Q. Are we going to get more lights at the cross walks?**  
*A. The City is looking into removing the crossing light at the Park (originally located here as a school crossing back when a school was at Chavez Park). There are many possible and creative ways to increase lighting/awareness of intersection crossings.*
- Q. Does this project include more signage for crosswalks?**  
*A. The project will maintain all existing crosswalks and add one at 41<sup>st</sup> and Tennyson intersection. City policy states that crosswalk signage will be implemented at stop controlled intersections. Therefore we will look to include a crosswalk sign at the 41<sup>st</sup> intersection, but at this time there are no plans to include additional signage.*

- Q. Can the City work on any street improvements and the streetscape at the same time (group all asked this question)**  
*A.If funding is identified for street reconstruction the two projects could happen simultaneously.*
- Q. Heard that the ice buildup is worse along Tennyson St. because of the shallow depth of pipes. Is this true?**  
*A.Ice build up is due to the roadway crown and shallow curb heads.*
- Q. How can you get a sandwich board for walk by advertisement?**  
*A.Need a permit and there are certain requirements if you have enough space for one. Refer to the city's website for more information: <http://www.denvergov.org>*
- Q. Is the distance between the edge of curb to property going to change?**  
*A.We are not changing the right of way. Things would only change if the survey shows that a curb or property line to be different when surveyed.*
- Q. What space is needed for an outside patio? Many businesses would like one. Some restaurants are tracking 25% of their business due to outside patios.**  
*A. Need to meet certain requirements; 5' min. for patio and 5' min. for sidewalk. Tastes restaurant in an example on the street that has the minimum space needed to meet requirement.*
- Q. Why is the design team interested in taking out curb cuts in the design?**  
*A.Too many curb cuts (i.e. large parking lot curb cuts on Tennyson St.) are a safety issue. The city will talk with property owners to see if some can be eliminated.*
- Q. What type of Site furnishings and paving (streetlights, paving benches, etc.) will be in the project?**  
*A.Different options will be given during the design phase. One option will reflect existing palette in Tennyson Terrace district, along with other options.*
- Q. Do older lights give off more heat than LED lights? Can we have LED lights in project?**  
*A.DT will look into lighting options.*
- Q. Does this plan look at redoing all of the concrete sidewalks in the area?**  
*A.The City is focusing on replacing the concrete walks that needs to be replaced for "use reasons" i.e. ADA accessibility. Replacing all the sidewalks is a likely option; however, concepts are still being developed.*
- Q. Are there any additional ways to improve parking in front of my store?**  
*A.Possibly have 30 min. parking zones in front of stores such as a book store so restaurant patrons won't part there. The 2009 Tennyson Street Parking Study had reviewed existing signage and there will be changes in time allocations based on findings.*

## Comments

1. Owner of the cluster of businesses at 39<sup>th</sup> and Tennyson (the convenient store) has a lot of parking. Any agreement to rent parking during construction could be helpful, however they are very protective of their parking.
2. The convenient store has a lot of trash and broken glass along its walk, and is not very pedestrian friendly to walk by and a deterrent for pedestrians to walk in this area. The business adjacent to the convenient store (formerly Strut) left and no one knows what is going in now.
3. Need a path from Tennyson to reach the Chavez Park parking lot on Utica St.
4. Part of the problem with ice on sidewalks is because property owners are not maintaining their own sidewalks.
5. Denver doesn't have enough snow removal/ice removal in our area.
6. Denver is very responsive right now to city problems. Call 311 to report issues (newspaper boxes, etc.).
7. If the old trolley tracks come at during street improvements, local artists could use them for art.
8. Would like to see the new streetscape create a place for signs and have a wider sidewalk. Sandwich boards help walking traffic. Would like to see the new streetscape create a place for signs and have a wider sidewalk.
9. Maybe the design could show an alternative to sandwich boards to help advertise businesses (banners or on advertising on trash receptacles was mentioned in discussion)?
10. Look for a "kiosk area" for newspapers.
11. Do not want trees blocking business signs.
12. Irrigation maintenance costs (in future) a concern. Design needs to address future maintenance costs.
13. Plan needs to have a maintenance schedule that can be handed off to Tennyson district, calling out irrigation maintenance, trash and/or recycling pick up, landscape maintenance, etc.. Maybe business owners/merchants can be part of the maintenance (i.e. empty trash once a week), but whatever the plan- it needs to be written down and agreed upon. *This will be the responsibility of the LMD Board. The management team can provide cost ranges for the proposed improvements; however, it is not the city's responsibility to develop a maintenance plan for the Board.*
14. Plan needs to emphasize pedestrian SAFETY.
15. Comments about Tennyson Terrace streetscape looking "old". Discussion that the streetscape was put in a few decades ago.
16. Shoveling/ Maintenance: Concrete walks are much easier to shovel than brick walks.
17. Merchants like the idea of colored or stamped concrete.
18. Parking is a big issue along Tennyson- but if pedestrian corridor improves- more people will probably come, despite the parking.
19. Parking issues are more prevalent along the south area of study area (especially at Tennyson Terrace where there are the most restaurants). DT commented that this area is denser and has more restaurants than rest of study area.
20. Merchants are very pleased to be part of the process, with how the DT is handling the public input meetings, and with the response that has been given by the DT already from early input given at different meetings (from some people who have attended multiple meetings).

21. Merchant commented that they have connected Jennifer Hillhouse from the City and she was very responsive to questions.

## Follow-Up Actions

- Research LED streetscape lighting options.
- Determine what properties along Tennyson have multiple curb cuts and make appointments to talk to those owners about reducing their number of curb cuts along Tennyson.
- Research if shallow pipes along Tennyson contribute to the winter ice buildup. Refer to the topographic survey. The only pipes along Tennyson are water mains, which should be 3-4 feet deep and should not be contributing to ice build up, which is mainly due to old trolley tracks and roadway overlay and 3 inch curb heads.
- Determine if City would be willing to make streetscape and roadway improvements at the same time (to avoid two construction windows). Funding has not yet been identified.
- Research ways to illuminate and sign pedestrian crosswalks that meet city standards.
- Research why circles have been painted within the Tennyson Terrace district.
- Research shared parking opportunities that can be used during construction or when businesses with large parking lots are closed (ballroom dance studio).
- Keep phasing in mind during design - how will the streetscape improvements be phased?
- Determine maintenance costs of all proposed improvements (part of design process).
- Research public art that utilized railroad/trolley tracks.



## Restaurant Owner Task Force Meeting

February 22, 2010

6:30p

### In Attendance

#### Consultant Team

*Heather Noyes, Parks & Gardens; Kristin Cypher, Britina Design Group*

#### Tennyson Restaurant Owner Task Force Members

*Daniel Kuhlman - Task Force Representative  
Christine Parisi, Owner of Felix, Owner of DJs Cafe*

### Purpose

The purpose of the Restaurant Owners meeting is to provide an opportunity for Tennyson Street Restaurant Owners to review existing conditions along the street, ascertain their vision for potential streetscape improvements and the impact those improvements will have on local businesses.

### Questions and Answers

- Q. How can you do this project without having the (newly formed LMD) board in place? I've been calling the Mayor's office once a week.**  
*A. The Local Maintenance District Board has been approved; notices were sent out 2/26/10. We will engage the newly created board in the upcoming weeks and will invite them to participate in scheduled task force meetings.*
- Q. Remember, we do not want trees. Trees could be a deal breaker. We figured out (during the meetings conducted prior to the LMD petition) that if you eliminate trees, the overall maintenance budget will get reduced by 30%. Trees are expensive to buy and expensive to maintain.**  
*A. Trees provide many benefits not only to the street, but to the local environment. Trees do not have to be located along the entire corridor, but could be strategically placed. If street trees are proposed, the City Forester will engage in the process.*
- Q. I (Felix) applied for an outdoor dining variance and they said that I didn't have enough room between the diagonally oriented handicap ramp and the outdoor dining area and wrought iron fence. Can we redesign my corner (39<sup>th</sup>/Tennyson, west side) so that I can have outdoor dining?**  
*A. Intersection improvements will likely be a result of pedestrian safety improvements. If that intersection is deemed unsafe and stakeholders decide that they would like to see pedestrian safety improvements targeted to that intersection, the handicap ramp would likely need to be*

reoriented to meet ADA requirements. It's difficult to say at this time whether that would result in the space necessary to allow outdoor dining on your site. The city has explored concepts to improve pedestrian safety at the north end of Tennyson Terrace by the Green Door and based on past meetings w/ other groups, pedestrian safety is a very important issue here. The next step of the project involves the development of some design alternatives and these will most likely include exploration of a variety of pedestrian safety improvements at various intersections throughout the corridor.

**Q. Just so you know, the Green Door is not in the Tennyson Terrace LMD. Go out there and look. The improvements stop at their property line because the owner did not want to pay any taxes.**

*A. Yes, the Green Door is within the existing Tennyson Terrace LMD.*

**Q. The way it was explained to property owners was that improvements along the street edge will go halfway back to the face of the building.**

*A. The limits of this project are from the BACK of the curb to the property line. The city is currently generating a very detailed survey to establish exactly where all the property lines are along the Tennyson corridor. Typically along a commercial street, the property line is fairly consistent. In the case of Tennyson Street, you have a lot of buildings that were constructed for different uses. Commercial buildings are often located right at the property line – the front of the building is right at the property line. Residential buildings were often set back from the property line and you can see that along several segments of the street. And this distance also varies depending on how the residence was sited on the lot.*

**Q. What about signage? If you have a sandwich board sign, you need a permit. It's about \$50/year. Right now, there isn't enough space along our sidewalks for these types of signs, especially w/ the buggy crowd (strollers). A. Refer to the city's policy on sandwich boards:**

*<http://www.denvergov.org/Temporarysigns/tabid/434188/Default.aspx>*

**Q. When the LMD was being formed, there were a few things that we were told were prohibited from installing:**

- Kiosks – you can't have commercial kiosks
- Xmas lights
- Signage and banners

**This is because some of the property owners are residents and residents can't pay taxes for commercial stuff. These things are all related to commercial activity.**

*A. Thanks for sharing this with us. All of these improvements are allowed within the LMD.*

**Q. We also talked about the park edge. We were told that if Parks did not pay for any improvements to their edge and there were no improvements along the park, that there would be streetscape improvements along the wall and that the LMD would pay for the maintenance of those improvements.**

*A. The streetscape bond funds cannot be spent on park improvements. It is a policy with the Parks Department that even small, incremental improvements cannot be implemented without a master plan. Parks is engaged in the process, but the scope of this project is limited to streetscape improvements between the property line and curb and cannot include the park.*

**Q. Elasticity: these improvements lend themselves to the question of redevelopment. Any design we come up with needs to be pliable so that whatever goes in now can easily be ripped up later (when properties get redeveloped).**

*A. Ideally, the improvements that occur within the public right-of-way would be preserved during any new redevelopment. Any developer would have to make a case to the city to infringe and/or construct new improvements within the right-of-way. The city would carefully look at any proposal to ensure that proposed improvements contribute to the established character and/or vision of the street. But again, the overall goal of this project is to design and implement improvements that are durable and sustainable over time.*

- Q. The residential uses along Tennyson Street at the intersection of 44<sup>th</sup>/Tennyson (SW corner) result in a dead zone. There is nothing going on here and it's because none of these spaces can be used for shops because of parking. This building was designed to have shops along the street and now it's just dead.**

*A. The city is currently updating the zoning code and Main Street Zoning has been proposed for this corner. Main Street Zone Districts are more conducive to having those types of uses at the street level. The consultant team will check into this and see if the new zoning will have any effect on current uses.*

- Q. Where are all the retaining walls – these will go away, right?**

*A. The retaining walls are on the east side of Tennyson Street between 41<sup>st</sup> and 43<sup>rd</sup>, across from Chavez Park. Once the survey is complete, we will be able to determine if the walls are within the public right-of-way or on private property.*

- Q. Speed is an issue here. Can we do raised crosswalks. I know you can't do speed bumps, but someone said we could have raised crosswalks.**

*A. The fire department as well as other city agencies don't allow these types of improvements because they are deemed safety hazards. These reduce the length of street that a pedestrian must cross and also makes the pedestrian more visible to the passing vehicle.*

- Q. But if you install bulbouts, you are going to eliminate parking spaces.**

*A. Yes, there is a trade off. And you as stakeholders are going to have to decide which is a priority.....we will most likely generate alternatives with and without bulbouts for your review later on.*

- Q. There are no bike racks over here. The only bike racks are the wrought iron fences that restaurants have installed for outdoor dining.**

*A. The consultant team will be looking for opportunities to install bike racks during the next phase of the project.*

- Q. The city said that at the end of the day, we'd have about \$1.4M - \$1.5M left for actual improvements. That there would be between \$350K and \$600K in upfront costs for this project.**

*A. As part of this project, we are going to prepare cost estimates, both for installation and then for maintenance. Once this has been done, the city will be able to gauge the projected cost for the improvements versus available funding. A big piece of the upfront costs includes the survey, which was absolutely necessary to determine the project boundaries – we have to know precisely where the property lines are. Its critical information and everyone will benefit from this information.*

- Q. The city needs to justify its decisions based on public record.....and how this money gets allocated.**

*A. Yes, that is why we are taking detailed notes and meeting with as many stakeholders as possible before we start the design process. There are no drawings or designs yet. The consultant*

*team will be compiling notes and these will be made available to you and to local decision makers.*

**Q. Is the fact that Garcia is leaving a detriment to this project?**

*A. Councilman Garcia's office has indicated that he has a vested interest in this project and will continue to stay updated on project process.*

## Comments

1. **The biggest problem with not having a board formed is that there is no institutional history here. There were a lot of conversations and a lot of issues were raised and all that information needs to be at the table. Jeff Laws knows what transpired and I've got a notebook upstairs full of information, but we need the board members to be identified so that when it comes time for decisions regarding maintenance, those boards members remember this process and the efforts that led up to the formation of the board.**
2. **Losing the outdoor patio is a deal breaker. My patio space generates 25% of my business. I need you to recognize that. This space is critical to the success of my restaurant. You shut that down and I leave this neighborhood.**
3. **I need 5' of contiguous paved surface for my outdoor dining (at Tastes).**
4. **And don't forget your candle permit. If you have lighted candles, you need a permit from the fire department.**
5. **We do not want to be known as a street where restaurants are not welcome.**
6. **We've got some crime issues here: tagging, robberies, theft – someone stole my bike rack!**
7. **Back to the park, Councilman Garcia discussed cutting 12' away from the existing park to provide room for on-street diagonal parking and then the city will redesign the park edge. Then the ugly edge disappears. You don't gain a whole lot more parking – I think maybe just a few spaces, but a few is better than none and it's a few more than we've got. He also was hoping that parks could allocate some funding for the park edge. He mentioned \$500K.**
8. **The large widths of sidewalk are really good for 1<sup>st</sup> Friday art walks. Right now, sometimes people have to get off the sidewalk and walk in the street because the sidewalks are not wide enough. And if there is a buggy (stroller), there is no room for passing or anything.**
9. **Nobody here really buys into shared parking. The guys at the bowling alley get angry when our brunch customers use their space.**
10. **Yes, there will be trade-offs here. If the city is not willing to touch the park edge for parking, then perhaps the trade-off will be too great and we'll have to forgo the bulbouts.**
11. **There is a useless parking lot behind my building (Tastes) along with an unpaved alley.**
12. **I'm not willing to give up space along the street for recycling bins – they take up too much space.**
13. **Benches don't encourage people to come in (to my restaurant).**
14. **I know a welder who would love to make benches for this project and would do it for a lot less than what you've shown. I know people who can make these.**
15. **In the beginning of the project, the city brought in three design teams to talk to us. Two teams showed us the same old stuff and the 3<sup>rd</sup> team suggested that the theme should change every 50' – each block had a separate character. I'm not sure 50' is right, but I kinda like the idea that there is some variety and that maybe the artists can get involved if you use this approach.**

16. **No.....no way. This project already has a life of its own. I've been working on this for a few years....between attending the early meetings with the city about the LMD and now, its moving forward with or without Rick.**
17. **My alley is not paved. It's supposed to be paved by 2012.**
18. **I want other restaurant owners to know that if they have concerns, I'm firmly concerned and committed to this project. I'm here and I'm a nice guy, but I'm willing to be the bulldog to ensure a great project.**
19. **Outdoor dining is a deal breaker.**
20. **I want the police to step up patrols in the neighborhood. We need more every night.**

### Follow-Up Actions

- Update on the formation of the LMD Board
- Role of the City Forester in the Preliminary Design 30% process
- Is the Green Door in the existing LMD? The new LMD?
- Verify sandwich board sign requirements
- Check w/ city re: the comment that kiosks, xmas lights and signage/banners are prohibited in this LMD
- Research impact new MS-5 zoning will have on existing development
- Are raised crosswalks permitted in Denver?



## Tennyson Alliance Task Force Meeting

February 26, 2010

8:30a

### In Attendance

#### Consultant Team

*Kristin Cypher, Britina Design Group; Heather Noyes, Parks & Gardens*

#### City and County of Denver

*Frank Marbury, Public Works*

#### Tennyson Alliance Task Force Member

*Ed Mickens - Task Force Representative*

#### Members Present

*Chris Coates, Christine Smith, Wendy Sjogren, Keller Hayes*

### Purpose of Meeting

The purpose of the Tennyson Alliance Meeting is to provide an opportunity for Tennyson Alliance members to review existing conditions along the street, ascertain the members' vision for potential streetscape improvements and the impact those improvements will have on local residential and commercial community.

### Questions and Answers

- Q. What is going to happen to the edge of Chavez Park and the right-of-way between the park and the back of curb? You know, a sidewalk is a sidewalk and nobody in this neighborhood cares who's responsibility it is to maintain it. We need accurate information.**

*A. Conceptual design for both the ROW between the retaining wall along the edge of Chavez Park and the edge of the Park will likely be discussed as a part of this process. However, funding for this project is limited to streetscape improvements within the study area – which does not include these areas. The city understands the benefits of providing continuity along the street and will continue to coordinate with Parks & Recreation on possible solutions that could be funded separately from the bond.*

- Q. Will the park edge be included? Will we see a master plan for the edge of the park?**

*A.No, the park edge is not included and a master plan for the park and/or park edge is not included in this process. Comments and suggestions will be documented and shared with the Parks Department, but will not be part of the streetscape design.*

**Q. Once the traffic signal is removed from in front of Chavez Park, where does that money go that the city will save?**

*A.The savings will not be available to be funneled to the project. The bond money has already been allocated to cover capital and construction with the understanding that property owners will be responsible for maintenance.*

**Q. Can we have flashing lights at pedestrian crosswalks similar to what they have up in Boulder?**

*A.Tennyson is narrow and there is not enough room in the street to install these in the middle of the road. But the Denver Pavillions recently installed lights in the crosswalks in Downtown at Glen Arm....that are flush with the pavement and can withstand heavy vehicular traffic. These do not meet city standards and would not be permitted unless the LMD agreed to maintain them.*

**Q. Can't we use different materials in the crosswalks?**

*A.We can't use pavers. We can use stamped concrete in city streets, but the consultant team will check to see if crosswalk improvements can be constructed in conjunction with the streetscape improvements. Tyre Grip is an approved product. Pavers are not ADA compliant.*

**Q. Can we get poles to string banners on like they have in Larimer Square?**

*A.We can include options for different kinds of banners. Banners that hang from the poles as well as banners that span the street. The are allowed with a permit*

**Q. Can we make sure that there are electrical outlets available so that we can have holiday lights in the trees and for vendors? If you are going to prepare a design that supports our 1<sup>st</sup> Friday activities, we need access to power.**

*A.Yes, we can easily integrate electrical upgrades and sources to streetscape improvements.*

**Q. Are roundabouts permitted in the street? How did Golden do this?**

*A.The Tennyson right-of-way is probably not big enough to accommodate a traffic circle or roundabout.*

**Q. Can we have a gateway?**

*A.We can include gateway features in some of the alternatives.*

**Q. Are the overhead wires going to be buried?**

*A.Yes, the City has a franchise agreement with Xcel that allows undergrounding of the current overhead street lights. The City is currently coordinating with Xcel to access opportunities for undergrounding along Tennyson.*

**Q. If you illuminate the street by using pedestrian lights, do you still need overhead vehicular lights? How have other neighborhoods and communities handled this?**

*A. The consultant team will check into this. But the costs associated with the burial of overhead wires and the cost of new vehicular overhead lights come from different pots of money.*

## Comments

1. There has been a 2-hour parking limit on the street over here for many years. Enforcement is the issue. Unless you have good enforcement, you don't get the turnover you need. *Traffic engineering is a fluid process that can be revisited any time as a means to check on use patterns and any necessary adjustments can be made fairly quickly.*
2. The Zoning Code Update is in progress and folks need to understand what the implications of Draft #4 are.
3. What about selling pavers/bricks to raise money...we could have a fundraising program here.
4. We need to advocate for the band of sidewalk between the retaining wall at Chavez Park and the curb.
5. The city needs to generate a master plan for Tennyson Street between 35<sup>th</sup> and 46<sup>th</sup>. CPD needs to know that this is important.
6. We are a dog friendly neighborhood. The improvements need to be dog friendly and there needs to be places for dogs to pee....not just on my front lawn. My business is an old house and so we have a front lawn because of the larger setback and if you pave the entire sidewalk, all the dogs will end up using my lawn.
7. The sidewalks need to accommodate strollers.
8. You could design the street so that one side of the street is "dog friendly" and one side is more pedestrian friendly.
9. Once we see some new redevelopment, we might need even more space for pedestrians.
10. I don't want to see a design that is not balanced. We need amenities on both sides of the street.
11. A 3-way stop at each intersection would slow traffic down.
12. There was a recent accident at 41<sup>st</sup> and Tennyson – that intersection is not safe.
13. Regarding the location of bulbouts, they should be located where there would be no loss of parking, like at the intersection of 41<sup>st</sup> and Tennyson. If there is no loss of on street parking, then I support them. If we are going to lose spaces, you are going to have to convince me that the trade off would be worth it.
14. I heard that the consultant team will be approaching individual property owners who own properties that have extensive curb cuts along Tennyson to see if they are open to eliminating them. *The city would not force a property owner to eliminate an existing curb cut.*
15. The painted striping – thermastriping - in the crosswalks is slippery and not good for scooters and/or motorcycles.
16. Crosswalks are really a vehicular improvement.....to send signals to drivers so maybe these aren't included in the project.
17. It would be nice to be able to close the street for events.
18. Cherry Creek North has sidewalks that are wide enough to accommodate sidewalk sales.
19. What if we concentrated the landscape improvements and green stuff to the sidewalks? That way, they are not impeding traffic.
20. It would be nice to have some amphitheater space in the park.
21. We need space for artists on the street.

22. Can we include pedestals or platforms for street art in lieu of trees? What about pedestals for on-site art and artists?
23. Be careful about putting stuff in the sidewalk. It all becomes a tripping hazard.
24. We need to be welcoming. Nobody has a clue we are here. But it better not look like Edgewater.
25. I would like an archway. And if you can't do an archway, let's do a monument with lights and then repeat those lights all the way down the street so that the overall appearance is consistent.
26. We only have a few things: food, art, retail. If you are going to do something, do something you need – and let it be creative and artistic.
27. We can't see down the street. It's a transition issue.
28. I like the idea of a monument (at 38<sup>th</sup> and 44<sup>th</sup>) with sidewalks, trees and lights.
29. Tennyson is actually a side street. 38<sup>th</sup> and 44<sup>th</sup> are the main streets. Signage and concentration of improvements is critical to make visual contact.

### Follow-Up Actions

- Integrate electrical outlets and performance-level plugs along the street so holiday lights and outdoor performers can be accommodated.
- Check to see if banners can be strung across the street.
- Determine if we can install improvements to the crosswalks as part of the bond monies.
- Determine to what degree the park edge can be included as part of the streetscape project - is there a possibility for additional funds?



## WHNA Task Force Meeting

February 2, 2010

7:00p

### In Attendance

#### Consultant Team

*Kristin Cypher, Britina Design Group*

#### WHNA Members

*Steve Kite - Task Force Representative  
WHNA Board*

### Purpose

The purpose of the WHNA Stakeholder Meeting is to allow this group to identify issues and generate ideas for potential improvements to the street.

### Questions and Answers

**Q. I am very concerned that the existing drainage problems will not be fixed. Are roadway improvements included as part of this project?**

*A. The bond money that funds this project only covers improvements to the sidewalk area, from property line to back of curb. We understand that drainage problems exist along Tennyson, but improvements to the roadway are not included within the scope of this project.*

**Q. Can the existing billboards be removed as part of this project?**

*A. The existing billboards are currently privately owned and not within the scope of this project.*

**Q. Tennyson sidewalks are in very bad shape - will all the ADA/slope issues of the sidewalks be addressed as part of this project, or is it just aesthetics?**

*A. All sidewalks will be made compliant with ADA and current City and County of Denver sidewalk standards.*

**Q. How will the new improvements blend in with the existing Tennyson Terrace district? Will they be the same?**

*A. Direction for the new sidewalk improvements will come from the public - they do not have to match the existing Tennyson Terrace palette. However, we will ensure the entire district has a cohesive feel - even if the new palette is not the same as the existing Tennyson Terrace lights, benches and trash receptacles.*

**Q. Can improvements to the Caesar Chavez Park edge be included as part of this project? The current edge is very unattractive and basically turns its back to the street.**

*A. We are working with the Denver Parks Department representative to let them know ideas for the park edge that arise during the streetscape design.*

**Q. Can artists be used to make benches? The art community should be utilized during the design process.**

*A. We will be meeting with members of the art community as part of the Task Force meetings, and artists will be included as part of the project. There is also a 1% for public art included in the project, and the City and County of Denver will work with the community to determine the type, location and number of public art pieces that will be included in the project.*

**Q. Can the vacant lot at 44th and Tennyson be used as a community garden?**

*A. We would have to talk to that property owner - but I will ask! That is a great idea!*

## Comments

1. **Lighting along the street is really insufficient. There needs to be better/more lights.**
2. **Maintenance costs should be included during the design process - people need to know how much new improvements will cost to maintain.**
3. **Tennyson Street should be more 'green' - more trees and plantings, but also more sustainable in materials and details - environmentally friendly.**
4. **Bike racks should be part of the new streetscape amenity package.**
5. **The 'funky' character of Tennyson is what makes it great! That character should be reinforced in the new design and its details/elements.**
6. **Benches should face each other or be at a right angle so people can see each other and talk more easily.**
7. **It would be better if the businesses along Tennyson kept longer hours - they need to be open past 5/6p.**
8. **I think recycling bins should be part of the streetscape improvement package.**

## Follow-Up Actions

- Research maintenance costs for streetscape improvements.
- Research green and sustainable streetscape design/amenities.
- Talk to the property owner at 44th and Tennyson to see if the vacant land can be used as a community garden (temporary).
- Research recycling bins/trash cans that can hold up to streetscape use.



## **C: Property Owners Meetings**

The Tennyson Streetscape Improvement Project consultant team facilitated three Property Owners meetings between February 23 and April 9, 2010. Meeting minutes for each meeting follows.

## Property Owners Meeting #1

February 23, 2010

8:30am

### In Attendance

#### City and County of Denver

*Jennifer Hillhouse, Public Works; Frank Marbury, Public Works*

#### Consultant Team

*Heather Noyes, Parks & Gardens; Kristin Cypher, Britina Design Group*

#### Property Owners

*Jeff Laws, Debbie Lease, Dave Decker, Mark Munz, Al Stewart, James Clinger, Alice Clinger, Chris Smith, Bill Eichman, Linda Eichman, Mark Meiser, Jonathan Bush, Raul Palma, Mr. Linnart, Daniel Kuhlman, Don Maes, Wendy Sjogren*

### Purpose of Meeting

To discuss project overview and issues associated with the new streetscape

### Questions and Answers

- Q. Granny's Attic is zoned B4 and was denied a permit because they didn't have structured parking. That is the rub; we can't get a license because of parking. Is this going to change with the new zoning?** *A. This is a streetscape project and we need to focus the discussion on potential improvements. The consultant team understands the impacts of the new zoning code and will be referencing that throughout the project.*
- Q. They say we are not ADA compliant. True?** *A. We anticipate there will be significant improvements throughout the corridor to ensure ADA compliance. We will have to replace all ADA non-compliant sidewalks. The slope will not exceed the required 2%*
- Q. What is proposed for the 41<sup>st</sup>/Tennyson intersection?** *A. Nothing is proposed yet – we haven't proposed anything yet. We are hear to learn and listen to what your vision is first before we enter into the design phase of the project.*
- Q. No trees. The maintenance will be 30% more with trees.** *A. Unfortunately, this is not accurate information and is misleading. Palmy Palmquist has told us how he maintains the Tennyson Terrace trees and how much he pays for different services. He has a list and we've identified him as a resource for this project.*
- Q. Do we really need benches?** *A. The location and number of benches will depend on public input. There are several benefits to including benches along the corridor, such as the added activity that can be created from offering safe and comfortable communal areas.*

- Q. A lot of people drive up on to the top of the curb when parking. There is a good chance that all these new improvements will get hit.** *A. This is happening because the curb heights are low. We are hoping that this project will correct some of those issues.*
- Q. Can we have a high-tech light? Something that is self-maintained with a high end up front cost and low maintenance costs?** *A. We can explore options for pedestrian lighting fixtures.*
- Q. Will utility lines be buried?** *A. Yes, through the city's franchise agreement with Xcel the overhead wires will be underground.*
- Q. What's the timeframe?** *A. We've got a 4 month construction window. There will be final design phase followed by bidding and construction. Our goal is to miss the holiday season (2011). We'll work with property owners and the LMD Board to develop an overall sequencing schedule.*
- Q. You need to start construction in June. My best months are April and May.** *A. If we can get a green light, the city will start as soon as possible.*
- Q. What about street flooding? The city needs to fix curb and flowlines and sidewalks at the same time. The city needs to fund the money for this to happen. To the extent that we can have a voice, we have got to resolve this issue. Its just getting worse.** *A. Legally, we've got limits to where streetscape bond money can be spent. Right now its from back-of-curb to property line. We are looking at other funding sources to do improvements simultaneously.*
- Q. Will there be improvements to Tennyson Terrace?** *A. No, Tennyson Terrace is under a separate LMD and was not part of the bond project.*
- Q. Will there be physical improvements to the park?** *A. No, bond money can only be spent on streetscape improvements, although Parks will be monitoring this process closely to understand the overall vision for the street.*
- Q. Are soft fees part of this concept?** *A. Yes, we will be looking to include plant material and landscape elements in the project.*
- Q. There is no parking program. You get there from here.** *A. There was a parking study completed in 2009 that indicated that there is plenty of supply for the existing demand.*
- Q. Will existing storefronts change?** *A. No, OED façade improvements programs are available.*
- Q. How much parking are we going to lose?** *A. We may see a slight reduction in on street parking counts if the conceptual design includes bulbout on the corners of each intersection. Sometimes there is a loss of about 1 space, but the configuration and size of the bulbouts can vary.*
- Q. I don't want to see bulbouts like they have over on Santa Fe, where they serve no purpose take up a lot of parking spaces.** *A. When bulbouts are located accurately, you can see people in the intersection. When cars are parked on the street and close to the intersection, the parked cars block the views of the pedestrian.*
- Q. It would be great if this group would work with the property owners on the street reduce the curb cuts to make the pedestrian environment safer and to help address drainage issues. Water ponds up and the drainage doesn't work well.** *A. The city will speak with the property owners, but the city will not require the property owners to close any existing curb cuts.*
- Q. Could we have sculptures that rotate on pedestals?** *A. There will be a 1% Public Art component and the art element will be proposed by various artists and decided by a committee working with DOCA. There are opportunities to identify potential location for other art elements and many communities, such as Grand Junction, have integrated art pedestals into streetscape improvements.*

- Q. **What about solar lighting?** *A. Solar lighting is one option, but there are many other ways to achieve energy efficiencies and cost savings.*
- Q. **Some industries generate more trash than others; will they be allowed to put their trash in the street receptacles? On First Fridays, there are a lot of plastic cups.** *A. It's illegal to dump household and business trash and garbage into on-street containers.*
- Q. **What are the maintenance costs associated with recycling?** *A. Recycling will likely be done at the same time as trash removal and so the cost to remove trash would also include the removal of recycling.*

## Comments

1. Tennyson to Utica on 41<sup>st</sup> is a zoo. Traffic backs up to the alley.
2. Keep in mind that 25% of my business revenue comes from 12 seats I have outside my restaurant for outdoor dining. This is a deal breaker if this goes away.
3. We need a permit to install bike racks. That is crazy.
4. They won't let us put sandwich board signs out.
5. I don't want to pay money for a bunch of stuff that is going to get damaged.
6. Do not rip up this street twice.
7. Our natural gas lines leak. Every time there is construction, they break the pipes and we have leaks. The property owner across the street has leaky lines. That is not safe.
8. There are two anchors to the street: north and south. How are we going to link these two fragmented sections of the street? We are trying to draw folks into the corridor. Once they get in, there is no middle. We've got great businesses that are intermittently eclectic, but there is a big gap. I want high density retail and condos. We will actually have a new streetscape! The overall perspective is that there is no continuity, huge gaps, but great storefronts and shops.
9. There is NOT enough supply. Its all employee parking!
10. That's a good point. Can part of the improvements include directionals to encourage better utilization? There are no meters or demarcation. Encourage integrated striping of parking spaces! Or some information that shows people where to park!
11. Pedestrian safety and street crossings are a big issue here.
12. What about gateways at 38<sup>th</sup> and 44<sup>th</sup>. We need some way to enhance the district and a way to draw people in. Let's focus on gateways – maybe we don't need a lot of improvements. People want image making.
13. There is a flashing light for the crosswalk that was leftover from the school and connects to Chavez Park. We need to get rid of that. The city will recommend that the flashing light be removed and reconfiguration of the 41<sup>st</sup> /Tennyson intersection will include pedestrian safety elements: stop signs, crosswalks and perhaps a bulb out.
14. I do not want that flashing light removed. I use it all the time. It slows traffic down. My kids use it all the time....it really does slow down traffic.
15. Proposed pedestrian enhancements at 41<sup>st</sup> and Tennyson, a half a block away, would accomplish the same thing: safe pedestrian crossing, slow traffic down.
16. There is a real problem here of employees parking on the street all day. We need to daylight this issue, whether its real or perceived, it doesn't matter. Steamboat has an employee

- parking brochure that explains parking options. The 2009 Tennyson Street Parking Study recommended 1-hour parking that would result in employees parking on the side streets.
17. Is the parking study concrete? Going from an all day parking situation to a one-hour is too harsh for merchants. Merchants need 2 hour. Maybe 1 hour would be good in front of shops like the Wine Jester.
  18. There is a public parking lot north of the park, but there are signs saying for park use only and it is never used.
  19. Tennyson Street does not have a shared parking process/procedure.
  20. I'm not going to spend \$2M of tax payers' money for no parking.
  21. What is the cost of maintenance? Property owners want to stay here and keep costs low and don't want continued expenses. I don't want to pay \$2M just for a tree. *The Design Team will generate costs estimates in association with conceptual alternatives.*
  22. In previous discussions about maintenance costs with the city, we were given the most expensive scenarios. We didn't understand why the costs were so high after looking at the budgets for 32<sup>nd</sup> Aveune and Tennyson Terrace. We need to hold the line to \$8.00 per linear foot. Make design decisions that keep costs low.
  23. The level of improvements should drive maintenance costs. Information regarding maintenance requirements and costs is beneficial to the process.
  24. We need real world costs. We should incur the extra costs upfront to minimize maintenance costs later on.

## Property Owners Meeting #2

March 23, 2010

11:00a

### In Attendance

#### City and County of Denver

*Jennifer Hillhouse, Public Works*

#### Consultant Team

*Heather Noyes, Parks & Gardens; Kristin Cypher, Britina Design Group*

#### Property Owners

*Jeff Laws, Debbie Lease, Dave Decker, Mark Munz, Al Stewart, Wendy Sjogren, James Clinger*

### Purpose of Meeting

To present and solicit feedback on (2) conceptual streetscape alternatives

### Questions and Answers

- Q. I know that the right-of-way between the existing retaining walls and curb is 6'.**  
*A. The consultant team along with the city has generated a topographic survey that inventories existing conditions along the street. We understand that there may be some encroachments – there may be some items along the street that have been constructed within the right-of-way and the city will be contacting property owners to discuss this information.*
- Q. Who will pay for the replacement of the retaining walls?**  
*A. The City as part of the construction costs associated with streetscape improvements.*
- Q. What about car doors that open up into the tree trunks of trees along the street?**  
*A. Street trees will be set back from the curb to minimize damage to tree trunks.*
- Q. Will the new retaining walls between 41<sup>st</sup> and 42<sup>nd</sup> be the same?**  
*A. Yes, they will look the same.*
- Q. Can we move the blinking light to the intersection of 41<sup>st</sup> and Tennyson?**  
*A. No, there is not enough traffic to warrant a light there, but there will be a stop sign with crosswalks.*
- Q. Can we meld the two concepts to reduce the amount of parking spaces lost?**  
*A. Yes, the consultant team will look carefully at how the bulb-outs are configured and work to reduce the amount of spaces lost.*
- Q. Lots of trees have been damaged by trucks and traffic running up over the curb.**  
*A. That is because the curbs are not a standard 6" curb. Over the years, as the street has been repaired, the height of the curb has been reduced. If we can fix the curb, we will and this will help resolve the problem.*

**Q. Are there options to have people sit in the round? For conversation?**

*A. We have a few benches that face each other on the side streets. The right-of-way along Tennyson is too narrow to put something that size within such a limited walkable corridor. But we will look into how to create places to gather.*

**Q. What is the impact of Magnesium Chloride on the furnishings?**

*A. The metal on the furnishings has been treated and then covered with a durable powder coating. The items we are looking at are tough and durable and constructed to withstand city life.*

**Q. Can we get more ornamental trees?**

*A. We've identified some places on side streets for ornamental trees, but those trees are generally lower branching and need to be carefully located so as not to impede pedestrian traffic.*

**Q. At the corners where you show bulbouts, those corners consistently get crushed by semis accessing Holy Family on 43<sup>rd</sup>.**

*A. The intersections, including the bulb-outs will be designed and constructed and engineered to prevent/minimize damage.*

**Q. 38<sup>th</sup> is a key intersection. What happens there?**

*A. It's a tough location because of the width of the street and the curb cuts. We cannot include bulbouts here because of required turning radii for trucks and we cannot construct a median because of the width of the street. We need to maintain traffic flow and turning radii for all vehicles.*

**Q. The gateway there is not welcoming. We need more lights and trees to draw people into the corridor.**

*A. The consultant team will look carefully at what will work in these tight spaces. Right now we are showing both pedestrian lights and trees in those areas available for improvements.*

**Q. We need to illuminate the intersections so that you can see people at night.**

*A. The street lights and pedestrian lights will generate consistent light levels along the street.*

## Comments

1. If you can't park a car, you can walk to a shop.
2. I like walking from the western residential neighborhood to a real location. I don't need to park.
3. We need more bike racks, especially outside Tenn St Coffee where people now lock their bikes to trees and fencing.
4. I can have someone manufacturer bike racks for \$30 each.
5. The triangle in front of the Green Door would make a great node. Raise it up a few feet for a public place for a band. A pavilion! Maybe a small one....
6. Keep in mind that trees have been cut down by vandals! And trees block signs.
7. I'm leaning more to the eclectic nature of Alternative B. I like the materials in Alternative A and the light pole shown on Alternative A.
8. I'd like to see some banners than span the street. We need these for neighborhood events.
9. Visual signs and signals are important because they produce continuity so that people understand that there is more to the shopping corridor that just this one block at 38<sup>th</sup>
10. Regarding bulb-outs, B is the smarter choice.



## Property Owners Meeting #3

April 9, 2010

8:30am

### In Attendance

#### City and County of Denver

*Jennifer Hillhouse, Public Works; Frank Marbury, Public Works; Sean, Public Works*

#### Consultant Team

*Heather Noyes, Parks & Gardens; Kristin Cypher, Britina Design Group*

#### Property Owners

*Jeff Laws, Debbie Lease, Dave Decker, Mark Munz, Al Stewart, Wendy Sjogren, James Clinger, Alice Clinger, Chris Smith, Bill Johnston, Bill Eichman, Palmy Palmquist, Mr. Lennart, Daniel Kuhlman, Jeff Young. Tuller Electric: 3816 Tennyson, Dub Studios: 3860 Tennyson*

### Purpose of Meeting

The purpose of the meeting was to present the streetscape alternative and obtain input/feedback. When the district was created in the fall of 2009, the side streets were included in the district boundary in order to implement improvements in these areas. It was explained to the board and property owners that the maintenance costs for the side streets would be absorbed into the assessments along Tennyson. The board and property owners indicated that in order for the commercial corridor to be successful, it would be necessary to include the side streets.

### Questions and Answers

- Q. I'm in favor of improvement on the side streets. We need to look at the maintenance considerations for this and understand those now.**  
*A. The city has reviewed the legal description of the LMD and that description includes the right-of-way on the side streets between Tennyson and the alleys. The improvements are part of this project and the maintenance costs for these improvements on the side streets will be the responsibility of the LMD.*
- Q. I will say it again, there is only 7' of right-of-way in front of my house.**  
*A. Yes, the city will be looking at the history of permits for encroachments within the right of way.*
- Q. What about the curb cuts?**  
*A. The concept diagram illustrates the vision for the street in hopes that some of the curb cuts might be able to be closed if secondary access is currently provided on the side streets. It is also important to have a vision in place if and when redevelopment happens so that the city can cite the vision in future discussions with redevelopers.*

- Q. Why do we need a bulb out across from 43<sup>rd</sup> if we are not promoting pedestrian crossings at this point along Tennyson?**  
*A. The consultant team will eliminate one of the bulbouts.*
- Q. Are there warrants for flashing signals along Tennyson?**  
*A. At this time, flashing signals are not warranted along Tennyson.*
- Q. Can we relocate fire hydrants?**  
*A. This is very, very costly. Ideally, no.*
- Q. What about angled parking in front of Chavez Park?**  
*A. Parks cannot give up park land in front of the park for parking. Cars backing out cannot see. According to the 2009 Tennyson Parking Study, you get 37 spots if we take 15' of ROW and then we intrude into the park by 15 feet. You only pick up a total of 16 spaces. Parallel parking spaces average 22' long, sometimes 20 – 18'. Angled parking dimensions vary based on the angle of the space. The city drafted a memo to former Councilman Garcia recommending not to take park land. Park land is an asset and it's a policy not to take park lands; the city wants to make pedestrians a priority.*
- Q. Can we have striped parking spaces?**  
*A. The city doesn't advocate striping. You end up losing spaces. Even when there are meters, we rely on the meters to set the spacing. A great example are the spaces between 43<sup>rd</sup> and 44<sup>th</sup>. If we striped that stretch of street, we'd get 7 spaces. The Parking Study counted cars parking and there were 8. You can fit more in. Striping also adds maintenance costs*
- Q. What about about signage? Can we have consistent signage? Cars just sit there all day.**  
*A. Enforcement has been improved in Northwest Denver. There was an occupancy inventory as part of the Parking Study and it showed that some spots would benefit from different signage.*
- Q. What is the construction schedule with the addition of street reconstruction?**  
*A. The design of the street will start right away. The phasing of the project will depend on if they find trolley tracks. Spring is the best month to start.*
- Q. There are too many trees. Put the trees on the side streets so that they do not block signs. What about the cost to maintain the trees?**  
*A. These costs have been included in the maintenance cost estimate.*

## Comments

- We need to make sure that the size of future trees will still allow for access into parking lots. Trees make it hard to navigate and see signage.
- Tree benefit the street by providing shade.
- Trucks can't make the turn at 43<sup>rd</sup>. They run over the curb all the time.
- What about the existing surface lot on Utica? Its signed as public parking?
- In Englewood, they tear down buildings for parking lots. Why can't we do that? Nothing here is allowed.
- We should open Utica back up on 44<sup>th</sup>. Why should our corridor suffer because Holy Family thought it would be a good idea to shut off Utica? Its not our problem. Get the truck traffic off of Tennyson. Arrupe students use the park and need a safe corridor to get there from school.
- Granny's Attic: The city is requiring me to provide 5 parking spaces for 600 SF of retail space and ADA access. If Denver wants small businesses to succeed, these types of requirements must be eliminated. The taxes are killing me.

- We need to keep some of the bulbouts to ensure safe places to cross. I'm just not that eager to put parked cars ahead of pedestrians. This is a streetscape project, not a parking plan.
- The bookstore is a better place to cross.
- If we improve parking, we'll improve business. We need to keep this in mind.
- Jan and February are my slowest months. And August too.
- You've got to ask the question: How effective is enforcement?

## **D: Public Workshops**

The Tennyson Streetscape Improvement Project consultant team facilitated three Public Workshops between March 11 and April 15, 2010. Meeting minutes for each meeting follows.



## Tennyson Public Workshop #1

March 11, 2010

6:30p – Willis Case Club House

### In Attendance

#### Consultant Team

*Kristin Cypher, Britina Design Group; Heather Noyes, Parks & Gardens; Katie Ross, V3 Companies*

#### City and County of Denver

*Frank Marbury, Public Works; Karen Good, Public Works; Bo Martinez, OED; Ted Tomkins, Parks*

### Purpose of Meeting

The first public workshop was conducted on March 11<sup>th</sup>, 2010 at 6:30pm at the Willis Case Clubhouse. The consultant team presented a brief overview of the planning process and information collected to-date. After the presentation, members of the public were invited to circulate among stations and address specific issues pertaining to streetscape improvements. Participants were able to leave comments directly on large worksheets. The following items were presented as discussion points by workshop participants.

- It would be wonderful to think about hosting an art contest for entry features to Tennyson with presentation conducted during 1<sup>st</sup> Fridays.
- People love the park! And enjoy the area
- Existing curb cuts pose a significant challenge in maintaining continuity along the street.
- Installations and improvements need to be warranted.
- Its important to specify durable materials because of our climate and freeze/thaw cycles.
- We want the sidewalks to look good 5 years from now, not chipped or patched.
- Use low walls so that they can serve as supplemental seating
- I understand that people want trees, but I want people to see my sign! On Tennyson Terrace, you can't see the Big Hoss or Studio Bini signs.
- Watch water use and keep irrigation costs low
- Its important to look at side streets and integrate them into the design. There is plenty of space there for trees and "green".
- You've gotta have trees!
- It would be nice to have an historic gateway to tie into the neighborhood that ties back to Tennyson Terrace and Elitch's.
- Any improvement will help. The challenge will be how to get the "biggest bang for your buck"

- We need to ensure sustainability and identify elements, such as lighting and furnishings and a cost/benefit analysis.
- Irrigation should be kept low and we should demand xeric landscape improvements
- The design should include playful and fun elements
- The design should include recycling containers
- We really need trees
- Bulbouts at intersections would create safe havens for pedestrians
- This neighborhood has lots of kids, but the street lacks gathering spaces
- At 38<sup>th</sup> Avenue, the gateway will be the key. There is a negative image right now – we need to figure out a way to make it pleasant.
- Do not over design this.
- The fence at Chavez Park needs to come down
- The design should integrate traffic calming measures to slow traffic down
- The street needs more and better handicap ramps.
- We need more bike racks and scooter parking
- Historically, there was a trolley along Tennyson. There is a history of public transit here. Is there a way to bring that back? Why not have public transit and buses go up and down Tennyson.
- The lights need to be sustainable. I'd like to see LED lights along the street.



## Tennyson Public Workshop #2

March 25, 2010

6:30p – Oriental Theater

### In Attendance

#### Consultant Team

*Kristin Cypher, Britina Design Group; Heather Noyes, Parks & Gardens; Noah Nemmers, V3 Companies*

#### City and County of Denver

*Jenn Hillhouse, Public Works; Frank Marbury, Public Works; Ted Tomkins, Parks & Recreation*

### Purpose of Meeting

The second public workshop was conducted on March 25<sup>th</sup>, 2010 at 6:30pm at the Oriental Theater, located at the intersection of 44<sup>th</sup> and Tennyson. The consultant team presented a brief overview of the planning process and information collected to-date. After the presentation, members of the public were invited to review two preliminary concepts (Alternative A and Alternative B) and identify individual preferences for overall streetscape configurations and furnishings. Participants were also asked to comment on specific elements of both plans by posting “sticky notes” with their comments directly on each alternative.

### Comments *(taken from sticky notes written by meeting participants)*

The majority of participants identified Alternative B as their preferred concept, but encouraged the consultant team to integrate elements of Alternative A into the revised concept plan. An inventory of comments follows:

#### Vision/Overall

- Please take care of basic needs of the street first: sidewalks, pedestrian lighting, bulb outs. If there is money left, it should be equally distributed for green, amenities, etc.
- I really like an eclectic and artistic take, but really want cohesion and continuity throughout Tennyson

#### Alternative A

- Rhythmic pattern of Alternative A can't be achieved. Many proposed trees can't be placed due to existing curb cuts; therefore, rhythm cannot be maintained.
- I like the consistency of Alternative A, but feel like we are missing opportunities included in B

- I like the variety of lighting in Alternative A
- I love the tree design and continuity in Alternative A
- Alternative A should maintain the rhythm, but introduce elements and aspects of color to speak to the artists district

#### **Alternative B**

- Needs more trees!
- We love Alternative B, but do not need bulb outs on every T intersection. Suggest two crossings bulb outs where crossing is needed; with bulb outs into N/S side streets in all – let's compromise for the business owners' parking interests). No bulb out near existing red light.
- Non repetitive design is good, but don't go over the top w/ outrageous art
- Tree groupings are good, but allow for long stretches of sun.

#### **Combination of Alternatives**

- A combination of A and B combines the consistency of the modern fixtures down the corridor with the "rooms" of B that makes a stronger use of the side streets
- Combine both ideas. I like the idea of continuity, but I like the addition of public art and seating.
- I like a hybrid plan that is inviting and well-lit and artsy and gives Tennyson personality
- I think the ideal solution combines the best of both alternatives: the cohesive lighting of Alternative A with the color, greening, seating and lower lighting of Alternative B
- Would like to see seasonal displays along Tennyson on final alternative
- I like the modern lighting shown on both options

#### **Gateways**

- Provide a raised planter in a median at the intersection of 38<sup>th</sup>/Tennyson (2)
- Love a style of colored light fixtures at the Gateway of 38<sup>th</sup> along with sculptural effects of colorful, linear public art along the street.
- What is happening at the 38<sup>th</sup> Gateway?
- I want to see something span the street: lights? banner? arch?

#### **Seating**

- Built in concrete benches are great
- Benches integrated with planters are great
- Like the concrete benches with the planters
- I like a few areas of seats near a tree if it doesn't take away from walk space, which is good for kids and pets
- Internally lit seatwalls are really neat and fun for kids!
- Internally lit seatwalls are a cool idea
- I like the lighted benches, just please chose other colors – not yellow! Maybe more blue, purple, turquoise, etc.
- Really like the lighted cube benches

#### **Public Art**

- Like inviting and inspiration pieces of public art
- Some of the public art examples are confusing? What is the purpose of this? What is the aesthetic value of sculpted seating?
- Red ribbon: What is the point of this soon-to-be-outdated sculpture? No practical, utilitarian design
- Steel cut out sculpture: I like the open patchwork effect, but is this a magnet for kids to climb and a potential liability?
- Love the dog sculpture – fun public art!

### Paving

- Like the architectural and linear walkways
- Like the colored concrete, but agree that the proper color needs to be chosen for longevity. Use colored concrete only for accents. Keep basic color cohesive throughout streetscape.
- The photo you've shown is misleading. The paving will not be as rhythmic once all the residential walkways and vehicular curb cuts are taking into account.
- Large expanses of paving, even if textured/colored, are too stark.
- Like the textured paving!
- Colored concrete on corners is great
- Colored concrete/design is visually appealing and makes you want to explore this area.
- Colored concrete/design is nice
- Colored concrete is too fussy – looks out of place.
- Colored concrete should be warm. Should be designed to be easy to clean and look clean
- Like the recycled pavers; varied use of hardscape materials and flatwork is good and add interest
- Are recycled pavers high maintenance? Catches high heels
- I prefer concrete – easier to shovel!
- Wide sidewalks would allow for more cafes

### Furnishings

- Like the modern trash receptacles
- Recycle bins would dramatically increase maintenance costs
- Benches are too modern and the metal gets hot
- Like the modern furnishings, but won't the finish get corroded by street salts, mag chloride in winter?
- Green metal strap bench is way too traditional
- Green metal strap bench is boring
- Love the wood bench, but the color should be darker
- Leaners: I like the space saver bench
- Leaners: not an actual seating area, too skinny and not inviting
- Leaners: like the look, but a backs are so much more comfy
- Leaners: good use of space, but comfortable??
- Leaners: are these comfortable?
- These photos are all too modern

- Metal conducts heat
- Modern wood bench: Beautiful benches
- Prefer wide benches w/ not too much metal
- The concrete block with the boulders is too modern and odd looking
- Metal conducts heat. What is the comfort level of all metal furnishings?
- Metal is low cost to maintain
- Wood bench/back: Modern, clean, but warm – all good elements!
- Wood bench/back: this is ugly – no imagination
- I like to see warm wood tones, looks more comfortable than 100% metal structures (2)
- Love the wood, not too hot in the summer, not too cold in winter
- Keep permanent elements more traditional to “span the decades”. Use plantings and less permanent elements to “spruce up” /modernize

### Trees

- Prefer tree grates for walkability and the surface looks more integrated with the concrete sidewalk
- Unobtrusive tree grates are good and easy to walk on
- Use different types of trees to create variety and interest in the uniform spacing along the street
- Show more trees!
- Love the curly cue, decorative tree grate
- Like the curly cue, decorative tree grate, visually appealing and warm
- Save the trees!
- The material change between the concrete sidewalk and the curly cue tree grate is nice, interesting, material change. Helps energize the journey and is good!
- I prefer smaller tree grates – the smaller the better
- I like the smaller grate for more walkability. Great!
- Collapsible tree guard: cool idea combine functions
- Collapsible tree guard: Over the top!

### Planters

- Planters are great, but only square ones
- The skinny vertical planters look like they are serving as vehicular barriers at an embassy
- Skinny, vertical planters are awesome, great planters!
- Love the clean curb edge around the planters.
- I like the integration of modern lines with traditional plantings (concrete block seating with feather grass)

### Bulb Outs

- There is no need for so many bump outs. Parking is important as is walking, but a good mix would be good
- What happens at the bulb outs? Are these gathering places, fountains, art, plantings?
- Limit and/or focus bulb outs on two east/west crossings: 43<sup>rd</sup> (east) and 42<sup>nd</sup> (east)
- I like the sense of using the bulb out space as a new outdoor room. Nice!

- Awesome – outdoor dining space in the bulb out (night photo)
- As a resident, I want bulb outs everywhere, but am willing to lose a few on the side streets for our businesses
- I like the bulb outs, but can reduce size and add space back in for parking? Perhaps at certain corners?
- Bulb outs are a must! People regularly step out at intersections between cars. You need good reaction time to drive on Tennyson. Bulb outs would minimize auto/ped conflicts
- Losing parking for bulb outs is fine! Plenty of parking is available on the side streets!

### Plantings

- Like the colorful, grouped plantings, but not at the expense of walkability
- No lawns: takes away from walkable space and collects dog waste
- Don't make planters bulky, like government barriers. Keep planters light and airy so they could possibly accommodate future trees?
- No grass. Use other plants
- At grade planters are a nice, soft application and good material change that is warm and inviting
- Can the plantings and sidewalk be designed to accommodate future trees if desired at a future date?

### Gathering Spaces

- Like increased play space, areas to pause and places to stop and talk that are inviting

### Tennyson Terrace

- How does the existing streetscape relate to the new plans? How do they integrate and become cohesive?
- You need to design the space at 41<sup>st</sup> and Tennyson (reconfigured intersection – triangle)
- The space in front of the Green Door would be good for a children's interactive water fountain as a street center. Same idea as the fountain at the Museum of Nature and Science, Waterfront Park in Charleston, etc.

### Lighting

- We need consistent pole lights from 38<sup>th</sup> to 44<sup>th</sup>
- Pedestrian lights should be more modern, not traditional
- The light pole you've shown is too modern
- Like the modern light, but needs to be a different color
- Tone down the light fixture a bit – too modern
- Like the cohesiveness of the lights connecting existing district to the new one. Like the light!
- Modern light fixture (with parachute top) are beautiful
- Do varied lighting on BOTH DESIGNS, not either/or

### Banners

- Love the flags or the ability to have flags

**Crosswalks**

- Show east/west crosswalk locations

**Misc.**

- I like plaques (historic markers, informational exhibits)
- Work with Denver Digs Trees to get trees installed in front of Chavez Park
- Awnings available to businesses? Increase café, style and street continuity

**Follow Up Actions**

- The consultant team will inventory comments and use these in the upcoming refinement phase that will result in a Preferred Alternative



## Tennyson Public Workshop #3

April 15, 2010

6:30p - Willis Case Golf Course Clubhouse

### In Attendance

#### Consultant Team

*Kristin Cypher, Britina Design Group; Heather Noyes, Parks & Gardens; Noah Nemmers, V3 Companies*

#### City and County of Denver

*Jenn Hillhouse, Public Works; Frank Marbury, Public Works*

### Purpose of Meeting

To present the final draft Tennyson Street streetscape design for review and comment.

### Comments from Banners - Plan Banner

*(taken from sticky notes written by meeting participants)*

**Pay more attention to main part of Tennyson Street and a bit less to side streets for more visual impact down the street.**

*As we refine the design, we will ensure emphasis is given to Tennyson Street. The side streets are important component of the project that establishes gateways into the corridor. The Task Force initially recognized the potential of each intersection and recognized that each intersection included wide sidewalks that would accommodate extra space to gather and for furnishings.*

**Sitting level benches - different level seating areas.**

*The proposed seating for the redeveloped Tennyson streetscape includes both bench and seating wall sitting opportunities. In addition to having a variety in seating, we can also create more places where seats relate to/face each other.*

**I like this new configuration - taking out this bumpout and keeping the other (referring to removing the bump-out at 43rd).**

*This bump-out was removed in response to public input that indicated it wasn't worth losing the extra parking stalls to create these bump-outs.*

**Bike racks please!**

*We will retain bike racks along the street, clustering them on the side streets.*

**Bulb-out at the end of Tenn St. Coffee - replacing the unused curb cut. We might lose one spot.**

*A bulb-out at the end of the project area would mean having to extend the construction into areas north of the project boundary. It is also likely that the streetscape reconstruction of Tennyson will stop at 44th Avenue, meaning only the sidewalks will be improved north of the intersection of Tennyson and 44th Avenue. The parcels north of 44<sup>th</sup> are included in the district/project boundary and include streetscape improvements.*

**Let's make use of social scene at Parissi, coffee and galleries behind to get a form of seating here (referring to seating to the west of Metro Frame Works).**

*We can add additional seating (benches, seat walls) in this wider area of the sidewalk.*

**How will street tree rhythm really feel? No sense of canopy.**

*In designing the 'series of rooms' along the street, there are some areas with overhead canopy trees, and other areas with no trees. Designing both 'treed' and 'treeless' areas was in response to the local community not wanting to have trees block signage into businesses, take up side walk real estate, and be costly to maintain.*

**Seating: We want social seating areas, not just single benches that look more like waiting for buses. Take advantage of bulb-outs to create social areas.**

*When we move bike racks to the side streets, we can look at putting benches in social groupings in the bump-out areas. On the existing plan, we have shown social seating areas at the corners (leading into the side streets).*

**44th Tennyson - Would it be possible to add benches or a seat wall in this area? Two galleries, shop and 30 tenants = social scene worthy of seating area.**

*We can add benches and additional seating within the green area under the existing trees.*

**I have ideas!! Art installations. Q: Music at certain locations - loop of certain local artists or combo - Tennyson has musicians and original pieces - call Debbie at Talent West.**

*The Department of Cultural Arts has their own process for committee selection and community participation. We will share your interest to be part of the public art committee.*

**Can we present artistic ideas for 38th gateway - signage, artistic element?? Is that a separate RFP??**

*The Department of Cultural Arts will generate and distribute an RFP for the public art element of the project. The gateway element will be generated by the consultant team with input from the public during the final design phase of the project. Public comments generated to-date indicate the 38<sup>th</sup> Avenue gateway element should serve as beacon or signage for Tennyson Street. DOCA's policy on public art prohibits public art from serving as signage and/or wayfinding.*

**One 'dedicated' pedestrian crossing at either 43rd from west (dance studio) OR 43rd from east (book nook).**

*We have bumped out the intersection on both sides of the street at 43rd (northernmost 43rd intersection - side street approaching from the east). We will maintain all crosswalks at 38<sup>th</sup>, 39<sup>th</sup> and 44<sup>th</sup> and add a new one at 41<sup>st</sup>.*

**I like this new configuration (referring to the removal of bulb-outs at the western intersection of 43rd Avenue and Tennyson Street) - taking out this bulb-out and keeping the other.**

*The removal of the bulb-outs from this intersection was the result of feedback we received from the public and concerns over loss of parking.*

**In interest of incorporating Tenn Terrace: maybe one other brief section that incorporates/mimics similar design or materials (improved for increased walkability of course).**

*In the current side-street design, there are areas of recycled pavers that mimic the existing brick pavers installed within Tennyson Terrace.*

**Show crosswalk here (referring to the intersection of Tennyson and 41st, at the existing trolley turn-around area) - so important!**

*The City plans to install intersection improvements at 41<sup>st</sup> and Tennyson as a part of the roadway reconstruction project. This intersection will include a three-way stop and pedestrian crosswalks.*

**How does this 'transition' space work? (referring to the intersection of Tennyson and 39th Avenue, where the new improvements adjoin the existing Tennyson Terrace streetscape)**

*In lieu of any additional improved areas, the intersection bulb-outs south of 39th Avenue (along Tennyson) will create a feeling of entering the improved district. Improvements to the north side of 39<sup>th</sup> at Tennyson are not possible as these parcels are not included in the newly created district, which by ordinance is responsible for the maintenance of the streetscape improvements.*

#### **Gateway Comments**

- **We need a gateway at 38th!!!**
- **Gateway to mirror Elitch entry possibly?**
- **Gateway of some kind is still very important. Need to calm traffic and show identity.**
- **Gateway at 38th & Tennyson - Need for green arrows for turning - traffic safety.**
- **Get rid of some of these curb cuts.**
- **Need dramatic lights, arches, etc. to draw people past this ugly intersection to the cool places just north.**
- **Golden has arch - something similar but more artistic?**

*We will look at this intersection and develop ideas for locations/designs of potential gateways.*

## Comments from Banners - Furnishings Banner

*(taken from sticky notes written by meeting participants)*

### Lighting - Accent Lights

- Love the unique lighting and the ability to add artwork.
- Love this! (referring to wall lights and uplights in the Eagle, Colorado streetscape image)
- There are places in the City that have cute lights, but are still dark.
- Don't get cute! (referring to doing specialty lights that don't provide enough illumination along the street)
- Lighting - concern about relying on accent lighting. Don't get cute - not functional and then it won't work.

### Lighting - Pedestrian Lights

- Really love the lighting - would be nice to have the ability to string lights across street.
- Love the lights!! (referring to pedestrian pole light)
- Love the light, too!
- Lights seem a bit too tall for pedestrians. *The lights are scaled to complement a pedestrian environment; we estimate the pedestrian light pole height to be 12'.*

### Seat Walls / Planters

- Love these! (referring to the Belmar granite seat wall adjacent to a planted bed)
- Really like the lighting and planting around the benches.
- Like lower-style plantings with wall seating.
- Cool seating options. (referring to seat walls)

### Art

- Art pedestals should be simple.

### Recycled Pavers

- Like the looks but worried about maintenance issues and replacement costs! Shoveling a hassle, heels getting stuck in cracks, freeze-thaw cycles!
- I love these pavers. Please keep as a remnant to Tennyson Terrace.
- North facing sides barely melt (on north side of Bookery Nook, for example) and are snow packed and icy. Put these on the SOUTH sides of buildings.

### Concrete Pavement

- Like how these pavers are different - textures and colors.

### Benches

- Like the consistent palette - these are all tied together. (referring to the benches being of the same style as the lights, trash receptacles and bike racks)

### Bike Racks

- Bike racks to side streets? Minimize 'clutter' on the sidewalk.

### Planters

- Like the planters - versatile.

### General Furnishings

- The modern and sustainable materials are perfect. A great statement for making 2010 a part of history.

### Trees

- Use this photo under tree species. (referring to the image of the honeylocust street tree in a planted bed)
- Like grating/irrigation with plants rather than metal grating. Love this. (referring to the tree planted in a bed, rather than in a tree grate)

## Comments from Banners - Section/Perspective Banner

*(taken from sticky notes written by meeting participants)*

### Concrete

- Would love to see colored concrete - at least in some areas - muted colors to blend or complement plan - angle cuts are very cool!

### Seating

- Solo bench? Can't create social setting - question whether better use of space or more social gathering aspects.
- Two benches perpendicular like in a living room (drawing to illustrate arrangement).

### Conceptual Future Massing (shown on perspective and in sections)

- "Building" is a little unrealistic/negative without massing, articulation, etc.

### Tree Species

- Concerns about trees! Cost! Placement & I like flowering trees!
- Canopy belongs on side areas - low growing green for storefronts.
- LOVE fall color of Ash & shape.
- Cost Savings? Fewer trees.
- LOVE color variation of Red Oak, but where would we fit it? Would love to get this in side areas.

### **General Comments**

- Great to match sidewalk improvements with street and drainage repairs.

## Discussion Topics

### **Gateways**

- Needs punch to signal
- Land uses at the 38th Avenue gateway are incompatible with the rest of the district.
- Take bulb-out away
- Tall, narrow element
- Iconographs
- Public art - can't say Tennyson and can't promote the district
- Will traffic allow something in the middle of the street?
- Archway?
- In order to pay for the gateway, money will need to come out of some other area in the plan.

### **Maintenance Costs**

- Materials were chosen for ease of maintenance - wood on benches may be replaced with metal in areas of high vandalism.
- Escrowing funds for long-term maintenance items (like bulb replacement) will be part of the maintenance budget projections.

### **Public Art**

#### **How long will it be until the public art process begins?**

*Rudi Cerri, with the Department of Cultural Arts, has participated in the streetscape design process. The public art process will begin in early June, once the conceptual streetscape plan is finalized, DOCA will begin to work with the community to form a public art group that will give input into the location and design of the 1% for public art.*

### **Traffic / Construction**

#### **How will the new streetscape help show down/control traffic? Will any new traffic controls be installed?**

*41st Avenue will be reconfigured by the City (a separate project), and a three-way stop sign will be installed at the intersection. There are currently stop signs at all side street intersections. The bulb-outs will help calm traffic by narrowing the distance pedestrians have to cross, making pedestrians more visible to cars, and emphasizing the presence of pedestrians along the corridor.*

**Will all the intersections be striped? I ride my bike through Stapleton, and all its crosswalks (even those that are not signalized) are striped. This makes me feel safer to cross the street.**

*The existing striped crosswalks will be maintained, which are located at 38<sup>th</sup>, 39<sup>th</sup> and 44<sup>th</sup>. A new crosswalk will be implemented at 41<sup>st</sup>.*

### **Tennyson Terrace**

**Contextualize with Tennyson Terrace - fear there will be a 'line in the sand'.**

*We have referenced the brick accent pavers on the side streets (in the recycled paver areas). Although we had an original design option that reflected the more traditional Tennyson Terrace palette and configuration, the input we've received from the public and the Task Force points to a strong preference for the more 'eclectic' streetscape configuration/detailing.*

**The existing Tennyson Terrace design does not maximize walkability - they need to adjust to us.**

*These new improvements will set a precedent for the district, and when Tennyson Terrace is redeveloped, there will be an opportunity to purchase upgraded lights/furnishings that relate to the newer improvements.*

**When Tennyson Terrace was designed, it was a different time and the people who had input on the design had different goals. The new district goals are achieved by the new design.**

### **Follow-Up Actions**

- Research options for gateway at 38th & Tennyson.
- Create more 'gathering' seating along Tennyson.
- Determine if colored concrete can be put back into the final design (costs).
- Finalize streetscape crossing/stripping locations and add them to the final plan.
- As the plan is refined, keep the emphasis along Tennyson Street - side street treatments can be simplified.
- Remove bike racks from corner bump-outs and install 'gathering' bench seating in these areas. Relocate bike racks to side streets (ensure this will work for the City bike planner).
- Determine if a bulb-out can be installed at the northern end of the project area, adjacent to the coffee house.
- Add seating areas in front of the 3-story mixed-use building at 44th & Tennyson.
- Ensure accent lighting will be bright enough to illuminate the street.
- Determine if recycled pavers will work within the budget and project goals. There are specific concerns about maintenance/location of the pavers - if they are included in the final design, ensure their maintenance implications are fully understood, and that they are located in appropriate climatic areas.
- Ensure tree species are street-hardy and low-maintenance.
- Verify timeline for public art process.