

Washington Street Study – CWG #5

Community Working Group Meeting Notes

October 3, 2017

4:30-6 p.m., Project Angel Heart

Community Working Group Members

Name	Affiliation	In Attendance
Kristin Cardenas	Garden Place Elementary PTO	
Fred Schultz	ASARCO/Trammell Crow	
Dennis Maddox	DenCol	
Elizabeth Bugay	Project Angel Heart	X
AE	Globeville K.A.R.E.S	X
Vernon Hill	Globeville Civic Partners	X
Marina Chotzinoff	Where Wood Meets Steel	X
Jill Locantore	Walk Denver	
John Zapien	Community representative	X
Dave Oletski	Community representative	X
Maria Campos	Community representative	
Cliff Lind Teresa Immel (Cliff sub)	GES Business Association	
Kaitlyn Randol	Superior Farms	X
Rob Ollett	Bike Denver	
Mickey Zeppelin	Zeppelin Development	

Study & Design Team Members

Name	Representing	In Attendance
Karen Good	City and County of Denver	X
Andrew Irvine	RNL Design	X
Heather Noyes	Studio CPG	X
Billy Grigg	Studio CPG	X
Brian Pile	Studio CPG	X
Chris Pacheco	City and County of Denver	
Chris Proud	City and County of Denver	
Jason Rutt	Matrix Design Group	X
Andrea Santoro	Matrix Design Group	X
Jeff Killion	Matrix Design Group	X
Shahin Khoeini	Matrix Design Group	X
Michael Sapp	City and County of Denver	
Rosa Snyder	Zoeller Consulting	
Beth Vogelsang	OV Consulting	X
Lisa Zoeller	Zoeller Consulting	X

Guests: Nancy Gradys-Jones, Ray Ruppert



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Introduction:

Due to a conflict with the Brighton renaming meeting our team scheduled the CWG #5 from 4:30PM to 6:00 PM. With the different hours, the meeting followed a different format than the previous meetings. The team had stations set up for review by the CWG members. There was no presentation or round table discussion. This format allowed members to attend at different times and participate in commenting on the process. The following stations were used to solicit feedback:

- Corridor plan and typical sections of Washington Street
- Future and existing bike connections
- Truck Routing Options
- Character / Placemaking Washington Street

Corridor Plan and Typical Sections:

The team walked members of the CWG through the project corridor layout and requested comments on the presentation and format of the presentation.

Ray: Comments summarized below:

- The area under I-70 could be shifted to the east and an additional left turn lane could be added if needed.
- Would have preferred a section that stays within the limits of the existing ROW.
- His property would potentially be impacted based on the conceptual layout of the roadway.
- Felt that walking through the exhibit and showing the conceptual improvements was an effective way of communicating the plan.

John Zapien: Comments summarized below:

- John felt that walking through corridor was an effective way of communicating the conceptual plan intent.
- Suggested that we include some of the information in the presentation at the beginning of the public meeting to get people oriented to the different areas of the project.
- Limiting the impacts to buildings was a good approach.

Vern Hill: Comments summarized below:

- Vern Hill voiced concerns about the three-lane cross section shown for Washington. He felt that with growth and development related to the build out of the National Western Center complex, as well as the surrounding neighborhood, that Washington Street should be designed to accommodate higher traffic volumes with at least two lanes in each direction.
- Vern mentioned his desire for additional traffic projections for Washington tied to future NWC plans and special event congestion. Vern understands the balance in addressing an improved pedestrian environment and the need to manage traffic, but maintains concern over future traffic volumes and business access along Washington.

Marina Chotzinoff: Comments summarized below:

- Was pleased to see that the design had progressed to have a strong focus on pedestrian users and was working to minimize impacts to properties along the corridor.



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Future and Existing Bike Connections:

Jill Locantore mentioned it will be good to highlight 50th Ave from the South Platte River Trail to Washington Street as a proposed bike connection to Washington. She mentioned the existing access point to the trail located at 50th Avenue and how that street is currently not that bad for bikes since there are not many cars on the street. We discussed how that access point is the first one you see if you are coming from downtown (rather than the one on 51st). She even mentioned that was the way she arrived at the Community Working Group meeting. In addition, she mentioned the need to provide more detail on pedestrian enhancements to intersections such as bump outs.

Truck Routing Concerns:

Dave Oletski shared his concerns about trucks in the neighborhood with the team. His concerns revolve around trucks using mostly east-west neighborhood streets (44th 45th 47th and 51st) and some north-south (Lincoln St) to get to and from the industrial areas on the western side of the neighborhood, both north and south of I-70. There is a strong desire by the community that the City find a way to minimize cut-through truck traffic and regulate trucks to signed routes as soon as possible.

Character / Placemaking Washington Street:

BOARD #1 - WASHINGTON STREET PLACEMAKING

- "Existing Bicycle Routes" in Legend: Is "existing" the right word?
- Use "Character Area" to label section titles
- Add end-streets to section titles
- Improve/refine labels: directional
- Add labels/shading to sections for clarification purposes
- State 2 Typ Sections for Character Area 3
- Add street names to all diagrams (common to all boards)

BOARD #2 - CHARACTER AREA I SOUTH GATEWAY

- "Potential Trail Connection" is in the same location as the current and horrific connection. The trail connection at 50th offers much better trail access.
- "Future use" bubble is confusing
- Add directional information (which way you are looking)
- Add dimensions on section
- Common to all boards: the word "character" is confusing, and could be confusing to the public who has recently been working w/ Historic Denver to identify the historic character districts in Globeville

BOARD #3 - CHARACTER AREA II PLACEMAKING OPPORTUNITIES

- "Bus Turnaround?" Could this area be utilized as a bus turnaround or transfer station?
- Labels on the photos/images would help the public better understand why the image is included on the board – especially under the "sustainability character images"?
- CDOT does not own this entire parcel, which has been verified before
- Refine labels for clarification purposes



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- Refine diagrams for clarification purposes
- Add directional information (which way you are looking)

BOARD #4 - CHARACTER AREA III NORTH GATEWAY

- " Could this area be utilized as a bus turnaround or transfer station?
- Intersection unsafe; existing curb radii at corners are too tight and catch trailer tires on turning vehicles.
- Storm on 51st from RR east - can this site help treat this water?
- Could WQ help - can Water Quality Treatment help reduce big storm flows here?
- Images for redevelopment older, more established - not just buildings, but a "big city" feel: other similar locations are South Broadway or 8th & Colorado
- On-street Lunch / Break Space = thumbs up; local businesses would appreciate a public space that can be used by local workforce.
- Do not like the plaza images or the idea of having a plaza at these locations. There is nowhere for people to sit or gather. These are not organic and do not reflect an ecosystem. They are sectional and fragmented and are not user friendly.

BOARD #5 - EXISTING FRAMEWORK

- Whatever light standard is selected, it should have banner arms to hang flower baskets and banners. They need to clean it up and fix the things that are there already. There are lots of opportunities to add character (with banner arms/baskets).
- The bike rack (in the Globeville family) seems weak and complicated. Prefers the bike rack style in the Platte Valley Family because you can put the front tire through the rack.
- All the elements are already in the neighborhood. Dividing the elements into "families" sets up different people from different demographics to disagree, encouraging division.
- Too much jargon (palette, family, existing)
- Globeville could benefit from design standards that result in more responsible ecological neighborhood improvements
- Prefer the existing palette to be presented as an option

BOARD #6 - TRANSFORMATIVE PROJECT: WASHINGTON ST. STREETScape IMPROVEMENTS

- Will there be opportunities for Historic Plaques in the redesign?
- There are a number of historic elements that are gone and could be memorialized.
- What if the community wants new streetscape elements that are not shown on the boards?
- It is not clear is being asked on the furnishing boards. Are people voting for "existing" versus "new"? Are they being asked to pick 1 out of 4?
- There need to be waste receptacles for recycling, as well as trash.
- Don't like having to select a family, but want a chance to select a light, a bench, a receptacle that would result in an eclectic assortment of furnishings because Globeville prefers eclectic combinations of elements.

BOARD #7 - STREET TREES



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- Curbed stormwater quality "pit" seems too deep, people will trip on it, it will collect trash, the homeless will sleep in it.
- Would like to see groves of aspen integrated into street tree composition

BOARD #8 - STORMWATER & WATER QUALITY OPPORTUNITIES

- 8' wide seems very wide for planting and amenities
- Will this project address stormwater problems and flooding in the neighborhood?
- Would like to see groves of aspen trees integrated into the storm water detention components.

BOARD #9 - LIGHTING

- Need to be very careful about using red lights in any kind of bridge/substructure lighting as this could be construed as emergency vehicle lighting and/or interfere w/ traffic signal lighting visibility
- Don't let the same old people do the same old things. Prefer seeing inventive, creative lighting than murals. Murals don't improve safety – they are cosmetic and a PR thing.
- Prefer to see an "earthen" palette of light (*liked the flower pattern projected onto the ceiling of the bridge/viaduct*)

