

Public Engagement Program

General Plan Advisory
Committee

Or

GreatReach Approach

Facilitated Workshops



Facilitated Workshops



THE WORKSHOP

Station #1: Existing Conditions

Maps and photographs depicting the existing conditions of the area.



Station #2: Case Studies

Examples of other communities that share similar issues and their resolutions.



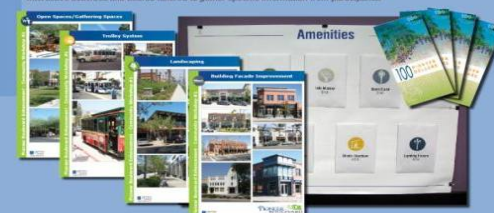
Station #4: Visioneering

Open form style station designed to capture any ideas not covered specifically by interactive activities.



Station #3: Interactives

Interactive activities and boards tailored to gather specific information from participants.



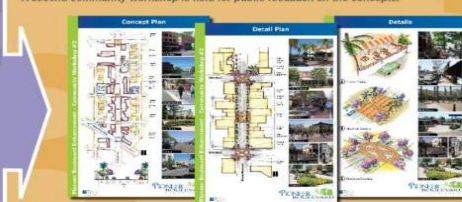
DESIGN

Meeting comments are interpreted and processed into a comprehensive summary book.



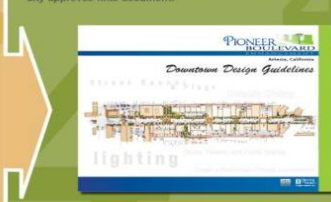
COMMUNITY REACTION

A second community workshop is held for public feedback on the concepts.



FINAL DOCUMENTATION

City approves final document.



General Plan Roadshow

Housing
over
Commercial



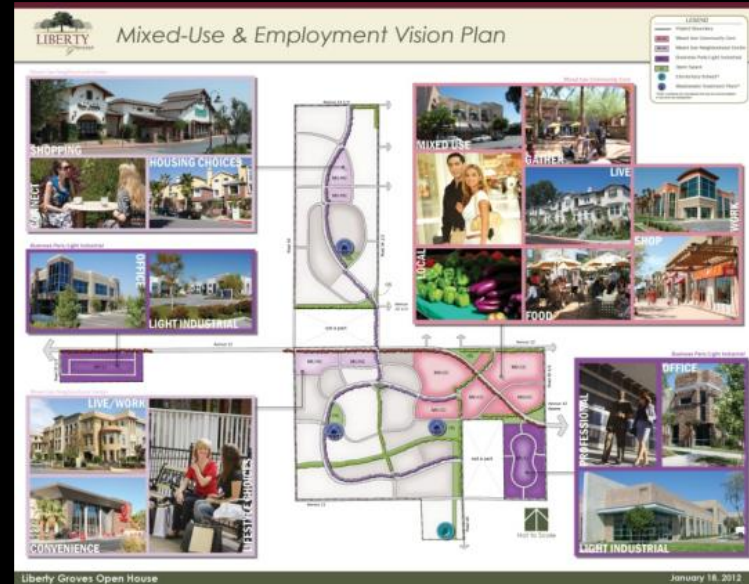
Office
over
Commercial



Housing
over
Office



Vision Slides or Boards



Web Surveys



Welcome to the Downtown Denver Area Plan Visual Preference Survey!

Thank you for visiting the Downtown Denver Area Plan Visual Preference Survey!
The survey is a critical tool for incorporating the community's input into the design of downtown, and just as importantly doesn't make a guess about their city. What is a positive image to one person is not necessarily the same for another.

You will be seeing a series of images about different buildings, public places, streets, transportation, and a variety of other images – rate it with your gut reaction. The compilation of responses from people who take this survey – including you – will direct the future of the project.

This survey is designed to:

- Gather key input into upcoming community-wide discussions
- Foster discussion and critical thinking on design alternatives
- Help shape the future design of Downtown through policies and guidelines

Please note: The images chosen for this survey reflect a variety of images from Denver and elsewhere, during various times of the day. The places represented in these images purposefully represent a variety of activity and use. For example, you may see an image of a building that is empty. Your response to the image will not be considered a criticism. Rather, it will be used as input toward ideas for future design.

A screenshot of the survey form itself, displayed in a web browser window. The form has a blue header with the same 'downtown denver AREA PLAN' branding. The main content area is white with a blue border. It starts with a section titled '1. Demographic Information' in blue. Below this is a privacy note. The first question is 'Which of the following best describes you?' with a sub-instruction 'Check any that apply'. It lists nine options: A. Downtown employee, B. Downtown resident, C. Denver resident, D. Metro Denver resident, E. Student at the Auraria campus or other downtown educational institution, F. Visitor/Tourist, G. Downtown Business Owner, H. Downtown Property Owner, and I. Other. The second question is 'If you live in the Denver metropolitan area, how long have you lived here?' with four radio button options: A. Less than one year, B. One to five years, C. Five to ten years, and D. More than ten years. The third section is titled 'Ethnicity' and lists eight radio button options: A. American Indian or Alaska Native, B. Asian, C. Black or African American, D. Native Hawaiian or Other Pacific Islander, E. White, F. Hispanic, G. Mixed Race, and H. Other. At the bottom of the form, there are navigation buttons: '<< prev', 'next >>', and a link '(Exit and Clear Survey)'. The browser window title is 'Mozilla Firefox'.

Real Time Websites

Netscape: Welcome to the Big i Web Site!

Location: file:///Ed%27s%20data%201%20HD/Desktop%20Folder/CURRENT%20FILES/Big%20i%20A3241%20/Big%20i%20Web/Pages/Temporary%20Page%201.htm

BIG i RECONSTRUCTION

Connecting Our Communities

Welcome to the Big i Website!

Here you'll learn everything you need to know about the largest highway construction project in the history of New Mexico.

In the heart of the Southwest, two major interstate freeways—the I-25 and the I-40—meet at a junction called the "Big I." 300,000 people who live in and around the Albuquerque area travel through this interchange everyday.

Beginning in the year 2000, this interchange will go through a major transformation. It will be completely rebuilt within two years; and when completed the new Big I will be modern, safer and efficient.

Browse through our site for construction details, a virtual "drive-through" across the proposed completed project and information on how you can be a part of this exciting endeavor.

Links to Related Agencies

- New Mexico State Highway & Trans. Dept (NMSHTD)
- Federal Highway Commission
- City of Albuquerque Transit
- City of Albuquerque
- URS Greiner Woodward Clyde

Stay informed!! Call us 24 hours a day toll-free at 1-877-843-2444; or come down to our Information Center at 121 Tijeras NE, Ste. 100 in Albuquerque.

We're here to keep you

CROSSROADS

A Community Resource for Big i Reconstruction News

The Big i Project at a Glance

WHAT
The Big i interchange—where Interstate 25 and Interstate 40 meet—will be completely rebuilt to serve the modern transportation needs of Albuquerque and New Mexico.

WHERE
The Big i project extends along I-25 north from Dr. Martin Luther King Jr. Avenue to Comanche Road, and along I-40 from South Street west to Carlisle Boulevard.

WHEN
Construction will begin in 2000 and be

Big Changes Coming to the Big i

In the heart of the Southwest, two major interstate freeways—I-25 and I-40—meet at a junction known as the "Big I." It's the only full freeway-to-freeway interchange in New Mexico today.

Residents of Albuquerque know the Big I well. Each day, more than 300,000 people who live in the Albuquerque area travel through this interchange. Nearly all commercial traffic traveling north-south and east-west through New Mexico uses the Big I interchange (earning it the name "Crossroads of the Southwest").

Now, the Big I is about to undergo a major transformation. Beginning in early 2000, this interchange will be completely rebuilt as part of an ambitious two-year project. In fact, Big i reconstruction will be the biggest highway project ever in New Mexico, and one of the largest in the United States. When construction is complete, the Big I will be modern, safe, and efficient. Get involved and help make the Big I success.

What's Inside

- Rebuilding the Big I ... 2
- Smooth Sailing ... 3
- Getting Around ... 4
- Related Projects ... 5
- Big i Commuter Club ... 5
- Commuter Forum ... 6
- Project Timeline ... 6
- More Info ... 6

You've got a successful business and you want to keep it that way.

Scoring a free ball cap wouldn't hurt either.

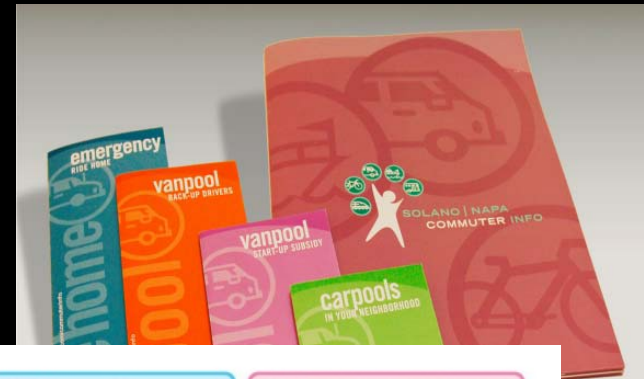
COMMUTER CLUB BUSINESS

Enter our monthly contest and WIN some cool Big i stuff!

Smooth out your ride when you become a ...

BIG i COMMUTER CLUB

Education, Direct Mail



People Places

People places are defined as spaces oriented toward the pedestrian in which cars are excluded. People places will be located throughout Station Square and their main function is to allow a place for sitting, strolling, eating and interacting with other people.

1. Define the space

Public gathering space should be incorporated into Station Square. At least two forms of the buildings should front this space and help to define it.

2. Change in levels

Level changes should be incorporated into the public people spaces to help create smaller subspaces, separate seating areas from circulation areas, and to give the space visual interest and complexity.

3. Sun and shade – sitting area/ walking areas

Design outdoor spaces for activity and interaction, seating should be provided with deciduous trees that offer shade from summer sun and leaves in winter sunlight.

4. Small vs. large spaces

Both large and small spaces should be incorporated into Station Square to provide activity areas for both large groups of people and for individual people to experience and enjoy the space.

5. Street furniture/amenities

Public amenities which cater to pedestrians are encouraged, including drinking fountains, ornamental water features, trash cans, post boxes, benches, planters with native and ornamental plants, landscaped medians, shade and roof trees, kiosks, seating, and covered porches.

6. Usable space to animate

Use of open space creates an intuitively defined outdoor area or "village green" that can be used for various public events such as civic ceremonies, festivals, live performances as well as daily outdoor seating and walking.

7. Animate sidewalks

Provide sidewalks with street trees, pedestrian-scale light fixtures and street furniture.

8. Public art

Plans should incorporate some type of civic artwork.

9. Encourage changing vistas on sidewalks

Pedestrians should be designed to encourage both short and long vistas of the project and its surroundings.

10. Create visual interest at storefront

Building frontages should orient and help activate adjacent plazas and greens. The use of the first floor should complement the plaza so as to encourage its use – each uses might include restaurants (outside seating), retail (visible displays), etc.



Buildings

A main objective guiding development in Station Square is to foster a high-quality experience for pedestrians, with special attention paid to storefront design, quality of materials, and attractive signage. Design of buildings around the pedestrian to create 'outdoor rooms' is encouraged.

1. Define the public space

Buildings should be oriented such that they form a series of open space courtyard areas where there are areas for gathering, relaxing, or public functions.

2. Ground floor/ activity

A range of uses and high-quality materials, textures, patterns, colors, and details at the street level are encouraged to promote interest and enhance the pedestrian 'eye level' experience.

3. Corners

Buildings facing two public right-of-ways should provide enhanced corner treatments.

4. Roof Lines

Roof lines with varied levels should be used to enhance the character of contemporary/modern projects and minimize the mass of large buildings.

5. Rich materials

Natural materials, such as stone, brick, tile, and wood, or substitute material are encouraged.

6. Massing

Buildings should be designed to exhibit a human scale through the use of distinctive vertical layers of the building. Building articulation and design features that subdivide building mass should be integral to the building design.

7. Shadows

Some mixture of significant wall articulation (finials, pinnacles, enhanced window sills/bills, projecting awnings, overhangs, etc.) should be incorporated to create shade and shadows on all facades.

8. Vertical Iconic Element

An individual structure or some portion of a building should have a strong vertical element (Bellini, Clark Tower, etc.) that is visible throughout Station Square and from the surrounding community.



Gardens

Garden spaces are used to provide visual buffers between private and public spaces. These spaces are private in nature and are designed to serve both Station Square residents and visitors alike. Garden spaces help facilitate connectivity, create visual interest, and enliven commercial and retail areas.

1. Courtyards – seen from street

Courtyards should be oriented to the street or pedestrian paths (circulation elements). Walls enclosing courtyard spaces should be designed to allow as to encourage visual interest from the street.

2. Balconies

Balconies should have a minimum depth of at least 6 feet in order to create functional outdoor space.

3. The 'Third Place'

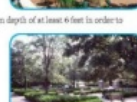
Third Places are areas where individuals can come and go as they please and are highly inclusive. Third places should be integrated throughout Station Square.

4. Private Space

Private space, any space that is controlled by a tenant or business. Private spaces should be integrated between the building and pedestrian circulation and/or public space to provide a transition and create visual interest.

5. Green Roof

The development of outdoor rooftop spaces is encouraged. Rooftops promote visual interest from the street while also creating living spaces that take advantage of Modesto's weather and views of the mountains.



Cars

Station Square is a transit oriented development that should successfully blend the needs of pedestrians while paying careful attention to the needs of the automobile. The pedestrian, not the automobile, should dominate the urban form.

1. Street Light/Banner

Design of exterior lighting fixtures should complement the architecture of the building, while enhancing the character of Station Square.

2. Space for Pedestrians first & Cars Second

A comprehensive circulation plan should be developed that takes pedestrian movement into primary consideration. Spaces that accommodate both pedestrians and automobiles will be detailed (enhanced) parking, bollards, lights, etc.) for the pedestrian first and the automobile second.

3. On-Street Parking

Parking areas should be designed and defined with the presence of landscape buffers, perimeter plantings, canopy lighting fixtures, and oriented parking to assist and define entries, exits, and walkways.

4. Parking Structure – Retail at Base

Where appropriate, retail services should be integrated into the ground level of the parking structure to promote activity and visual interest.

5. Parking Structure Architecture

Design features which use unique materials which enhance the visual quality of the parking structure is strongly encouraged.

6. Parking Structure Articulation

Parking structure walls without visual relief that are visible to the public from the street or public spaces are strongly discouraged.

7. Parking Structure Greenery

Landscape material should be integrated into the elevations and roofs of parking structures to soften the overall appearance.



Photo Simulations



Photo Simulations

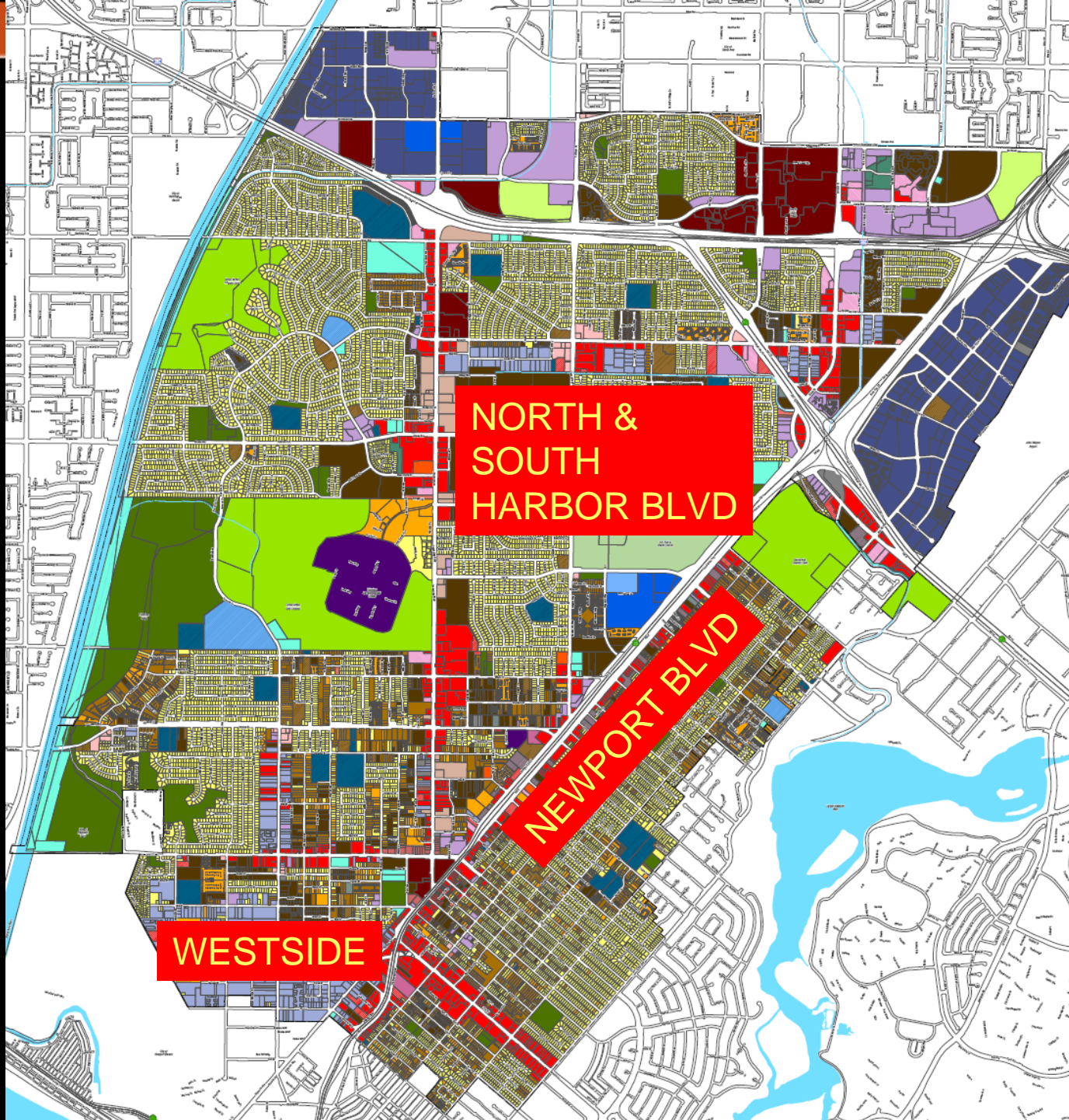


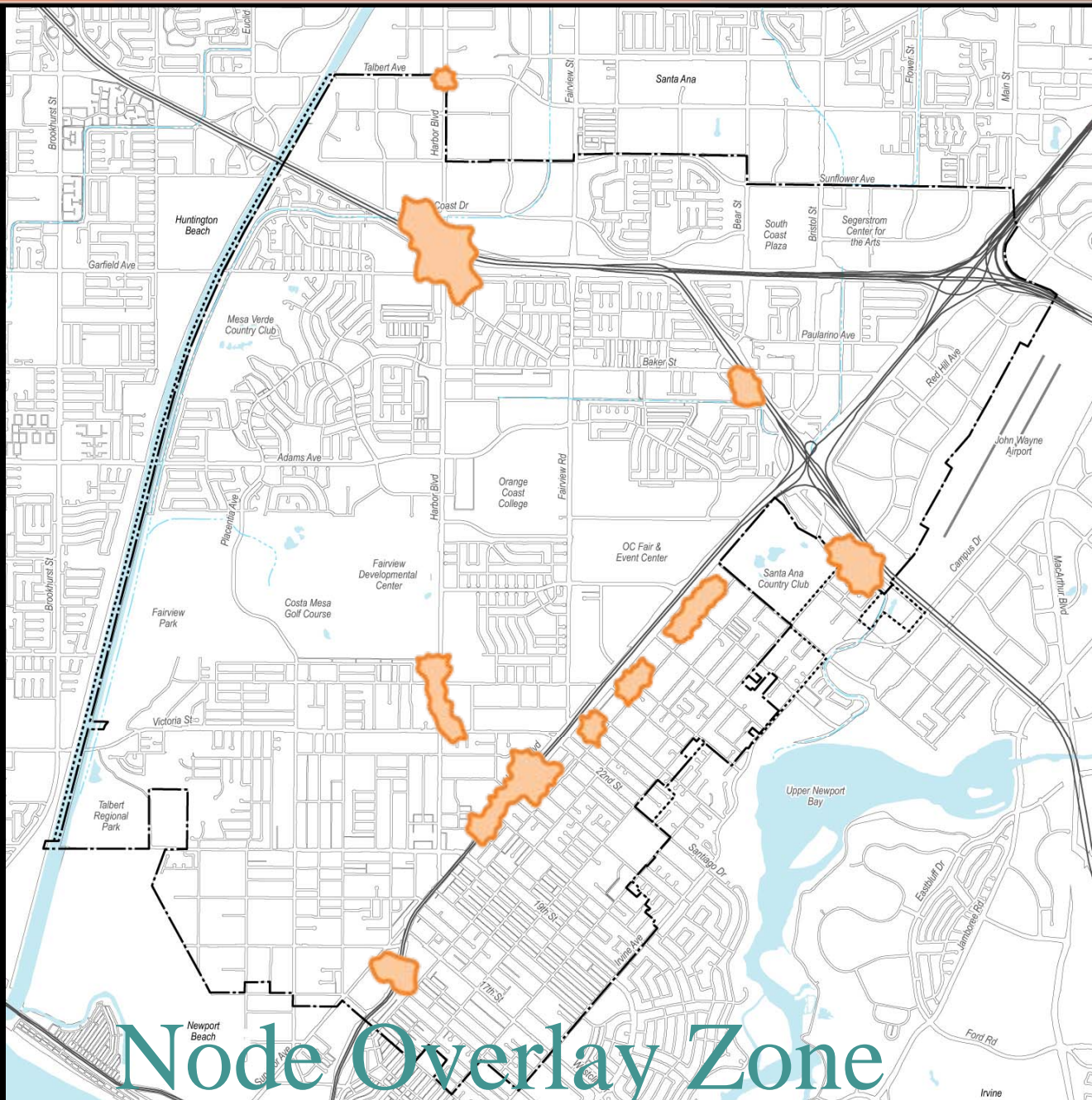
Photo Simulations



Photo Simulations







Node Overlay Zone

Westside Costa Mesa

Pacific Ocean

192nd West Urban Plan



Developed under the authority of the
City of Costa Mesa
775 West Ocean
Costa Mesa, CA 92626
(714) 441-4000



Mixed-Use Development

Vertical & Horizontal Mixed-Use Development

MesaWest Bluffs Urban Plan



Developed under the authority of the
City of Costa Mesa
775 West Ocean
Costa Mesa, CA 92626
(714) 441-4000



LIVE/WORK LOFTS OR RESIDENTIAL DEVELOPMENT

Live/Work Lofts or Residential Development

Residential Ownership URBAN PLAN



Developed under the authority of the
City of Costa Mesa
775 West Ocean
Costa Mesa, CA 92626
(714) 441-4000

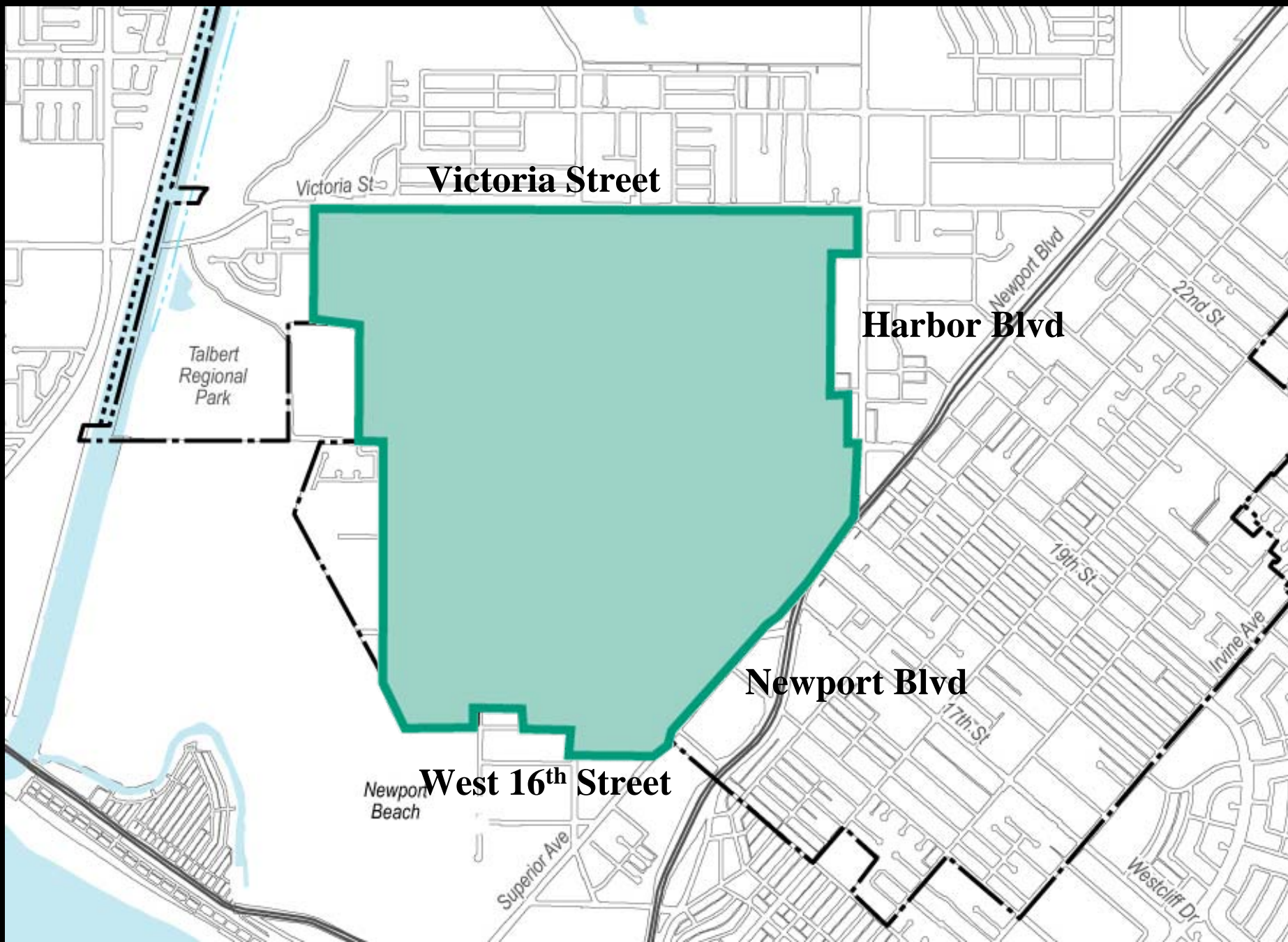


RESIDENTIAL OWNERSHIP INCENTIVES

Residential Ownership Incentives



Mixed-Use Overlay Zone



Victoria St

Victoria Street

Talbert
Regional
Park

Harbor Blvd

Newport Blvd

Newport
Beach

West 16th Street

Superior Ave

19th St

17th St

22nd St

Irvine Ave

Westcliff Dr



1036 W. 18th Street – 33 three-
story Live/work Units



1527 Newport Blvd. – 40 three-story Live/work Units



1974 Meyer Place – 5 three-story residential units



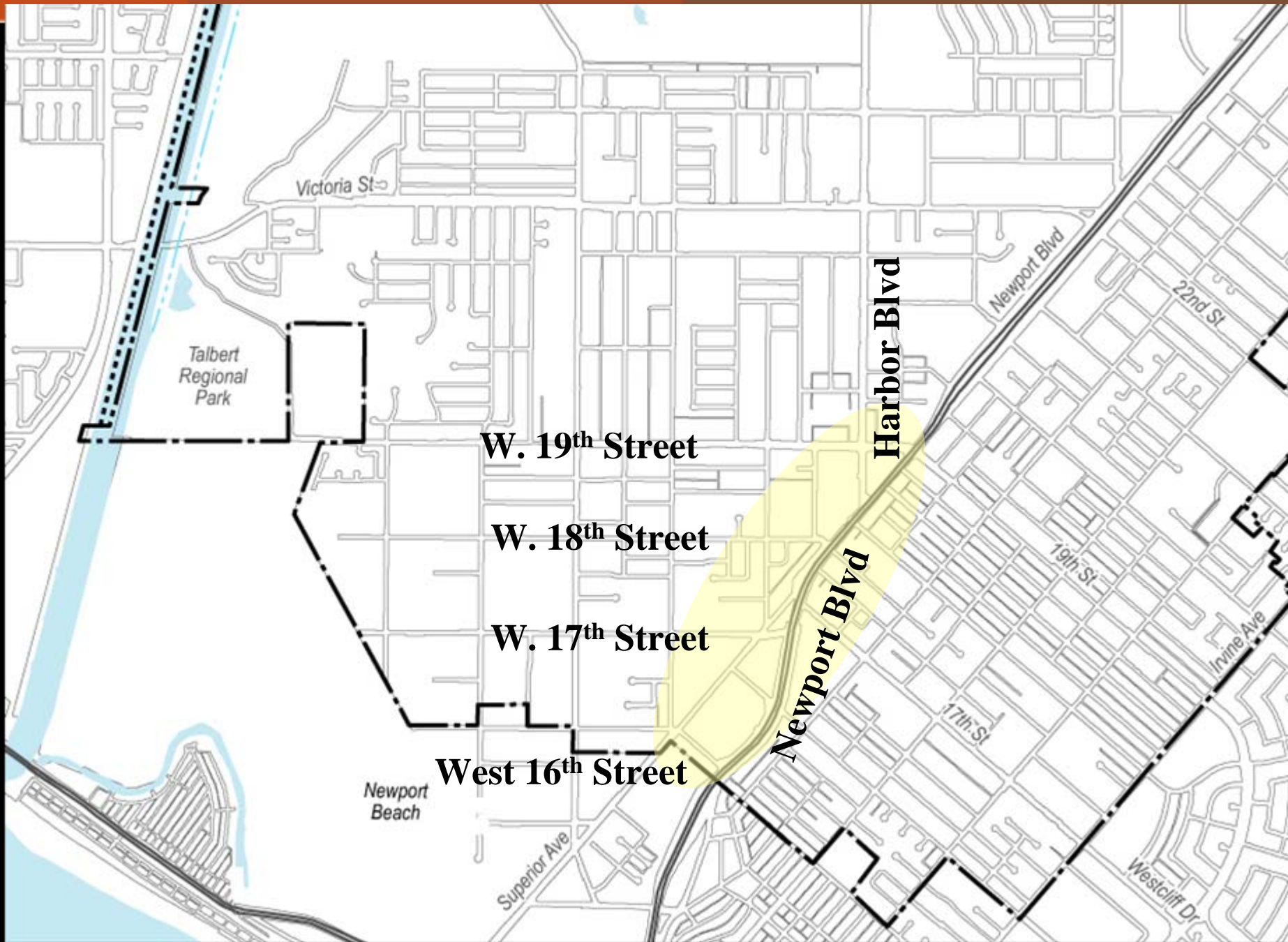
743 W. 20th Street – 4 three-story residential units



2070 Maple Street – 6 three-story residential units



1856 Placentia Ave. – 5 two-story detached residential units



Circulation Element Update

- Reflect Current Conditions
- Address New Legislation on Complete Streets
- Incorporate New Policies and Direction from Council and Public Workshops

Circulation Element Status

- Existing Conditions Analysis Near Completion
- Transportation Model Development Underway
- Modeling of Future Land Use and Circulation Strategies in Six Months

Circulation Element Issues

- SR-55 Improvements – Scope and Timeline
- Development of Westside Urban Plans
- Level of Service and Impact Threshold Under Near Term Conditions

Level of Service (LOS)

- Measure Used to Express Performance of Intersections or Arterials
- LOS Varies from “A” Through “F” with “A” being Free-Flow and “F” being Congested
- Costa Mesa General Plan Identifies LOS “D” as Acceptable Threshold

Intersection Capacity Utilization

- ICU is Quantitative Measure of Intersection Performance
- LOS “D” Relates to ICU Value of 0.90
- ICU Over 1.00 Indicates Intersection Over Capacity and LOS F Operation
- Costa Mesa General Plan Requires Mitigation for Intersections Exceeding ICU of 0.90

Strategic Circulation Options

- Potential Need for Circulation Policy Change
- Westside Projects Limited by ICU and LOS Policies when Analyzing Near Term Conditions
- Only Small Projects Can Get Approval Without Exceeding Impact Threshold
- Issues Limited to Intersections Along Newport Boulevard and Immediate Vicinity

Strategic Circulation Options

- Potential Options for Near-Term Conditions
 - LOS Threshold E; ICU Impact 0.02
 - LOS Threshold E; ICU Impact 0.01
 - LOS Threshold D; ICU Impact 0.02
- Keep the General Plan Policy of LOS D and Threshold of 0.01 for SR-55 Freeway Extension Conditions
- Consider the Above in 6-Months When Future Conditions are Modeled

Development Summary

Year	New Dwelling Units
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2007	62
2008	905*
2009	38
2010	17
2011	0

**890 units for the Enclave by Irvine Company*

Development Summary

Year New Dwelling Units

2007 62

2008 905*

2009 38

2010 17

2011 0

.....

2012/2013 500+ UNITS

**890 units for the Enclave by Irvine Company*