

# Denver Outdoor Places Program





# COVID forces food/beverage indoor capacity limits and closures



Source: CPR



**City grants  
regulatory relief  
for patios in ROW  
and on private  
property through  
Temp Outdoor  
Expansion  
Program**





**Success of  
the  
temporary  
program led  
City to  
develop a  
formal  
program**





# Some key issues

- Accessibility
- Design quality
- Enforcement challenges
- Safety
- Neighborhood impacts
- Confusing review process



*This Pedestrian Access Route in San Diego is blocked by a heating element*



**Below Curb  
(full street)**

**Private Property**



**Above Curb**

**Below Curb  
(on-street parking)**



# Outdoor Places Program

## Patio typologies

### Above Curb (right-of-way)

Patios in the right-of-way that do not occupy on-street parking or travel lanes.

“Above Curb” covid patios are typically on the sidewalk, tree lawn or both





# Outdoor Places Program

## Patio typologies

### Below Curb (right-of-way)

Patios in the right-of-way where any part of the patio is located in an on-street parking space(s) or in a vehicle travel lane.





# Outdoor Places Program

## Patio typologies

### Private Property

Patios located completely on private property. Typically these are located on private parking lots and open areas on a property.





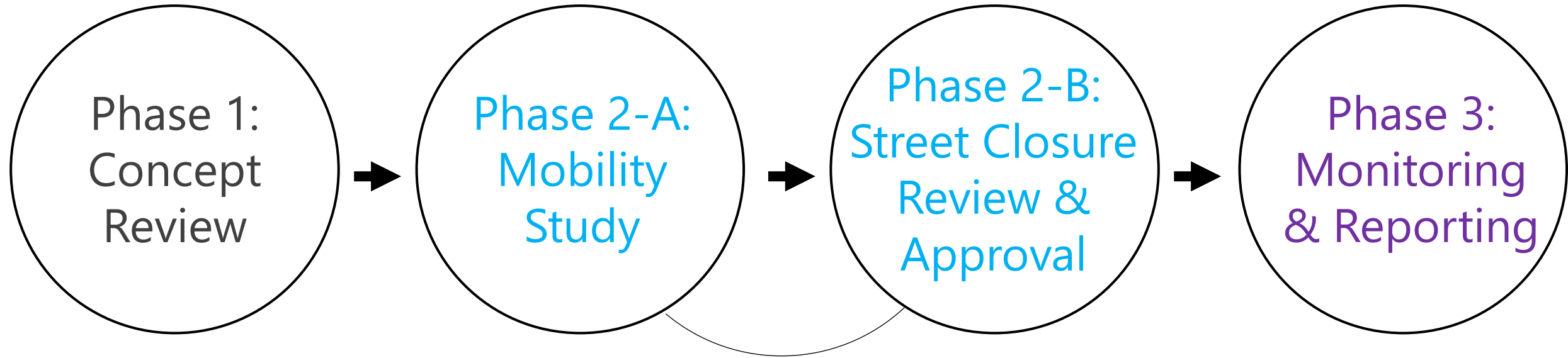
# Pilot Street Closure

- Establish a formal DOTI pilot street closure process under the new Outdoor Places Program
- Goal: To evaluate a small number of street closures during a 3 - 5 year pilot period that takes place during more “normal” times. The new process will require much higher safety, emergency accessibility, and urban design standards.





# The review & approval process





# Phase 1: Concept Review

## Objectives:

- Review and comment on fundamentals
- Give applicant confidence to move forward with detailed design

## Key components

- Inter-agency concept meeting
- Mobility Study scoping meeting with DOTI & DFD
- Consolidated city comments on concept
- Resubmittal (if needed)





# Phase 2-A: Mobility Study

## Objectives:

- Does data prove it can stay closed without significant impacts to transportation network?
- And if so, how do we mitigate impacts

## Key components:

- Mobility Study scope approval
- Key elements:
  - LOS and congestion impacts
  - Transit service
  - Bicycle and pedestrian access
  - Freight, deliveries, and ride share
  - Emergency access & impacts to surrounding areas
- Identify and delivery mitigation measures





# Phase 2-B: Street Closure Review & Approval

## Objectives

- Detailed submittal, review and approval (similar to CPD site development process)
- Focus on higher quality design, management, emergency access, & mobility within site
- Required public outreach/notification

## Key components

- Detailed submittal (drawings and narrative)
  - General
  - Mobility & freight
  - Emergency access/fire connections/fire apparatus conflicts & overhead elements
  - Barricade types
  - Urban design
  - Management and operations
  - Liquor service areas
  - Removal procedures
- Process (resubmittals may be required)
  - a. Submittal
  - b. Interagency review meeting
  - c. Written City comments
  - d. Preliminary approval
  - e. Public outreach/notification
  - f. Installation permit
  - g. Installation
  - h. DOTI/CPD/DFD?etc Inspections
  - i. Final approval



# Phase 3: Monitoring and Reporting

## Objectives:

- Annual monitoring of closure to assess success/failures
- Address issues during permit period as needed
- Use data to determine if street closure can become permanent

## Key components:

### City

- 311 reports and general comments/complaints
- Inspection & compliance reports
- Annual digital survey to solicit feedback from residents
- Denver Fire Department issues and/or

### Operator

- Economic/sales data from participating businesses
- Maintenance and operation incidents (graffiti, crashes, etc.)
- Mobility data





# 7<sup>th</sup> Ave Closure Status

- Allowed to operate through 2023 under temporary permit
- Have not formally applied for Street Closure Pilot permit yet
- Bike lane construction started





# Next Steps

## Phase 1: Concept Review

- Formally apply and discuss concept and vision with City

## Phase 2A: Mobility Study

- Conduct mobility study
- City uses data to determine if the closure can remain
- If closure can remain, use community input, data, and technical expertise to mitigate conflicts

## Phase 2B: Site Plan

- Redesign site with higher safety, material quality, and public space requirements
- Make necessary changes based on community input
- Annual permit issued and new site constructed

## Phase 3: Monitoring and Reporting

- Permit can be renewed for up to 5 years if operating well
- After 3 - 5 years, City will work with community to remove or make permanent