

A background image of a Denver cityscape with various buildings and a park area with trees and a person on a bicycle.

Denverright.

Your Voice. Our Future.

Blueprint Denver

Task Force Meeting #16 – February 22, 2018



Agenda

- Welcome, Meeting Overview and Process Update
- Change Categories
- Small Group Recommendations Discussions:
 - Land Use and Built Form – General
 - Land Use and Built Form – Design Quality
 - Mobility and Access
 - Quality of Life Infrastructure
- Questions and Comments
- Next Steps

Meeting Objectives

- Provide an update on:
 - Change Categories
 - Housing Recommendations
- Discuss potential plan recommendations:
 - Land Use and Built Form – General
 - Land Use and Built Form – Design Quality
 - Mobility and Access
 - Quality of Life Infrastructure

1. Blueprint Denver Process Update

Blueprint Process Update

A. Denveright Kickoff
City visionaries talk Denver's future

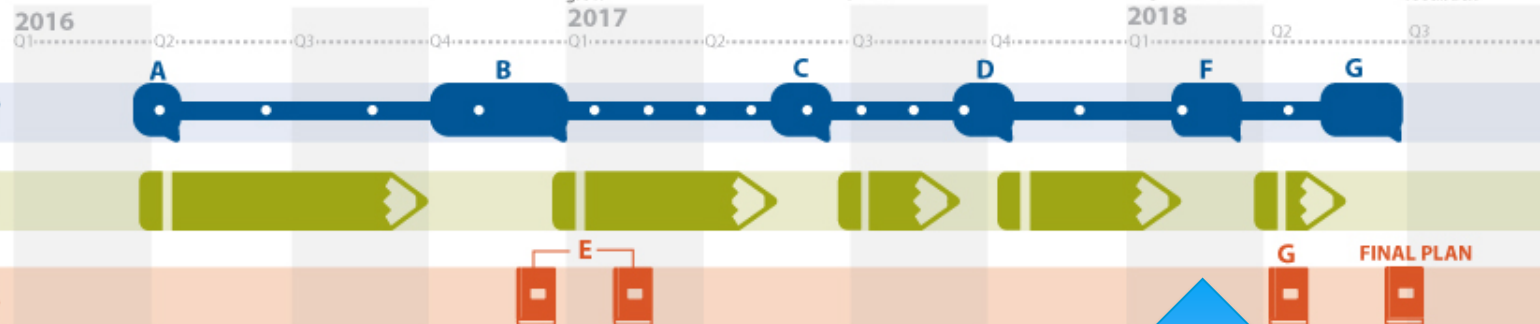
B. Denveright Workshops & Surveys
To hear your vision for Denver

C. The Growth Game
Workshops and online map game on how Denver could grow

D. Creating Great Places
Workshops & map surveys to begin classifying Denver's places

F. Change and Evolution
Workshops on how to guide change to create complete neighborhoods.

G. Draft Plan
Open houses & online surveys to collect your feedback



COMMUNITY INPUT

RESEARCH & ANALYSIS

DELIVERABLES

○ Community Task Force

Appointed community leaders meet on a regular basis to guide the planning process

— Street Team

Denveright's Street Team meets Denverites where they are to share updates & capture input on Denver's future

E. Community Profile & Diagnostic

Existing conditions report and analysis of the 2002 Blueprint Denver plan

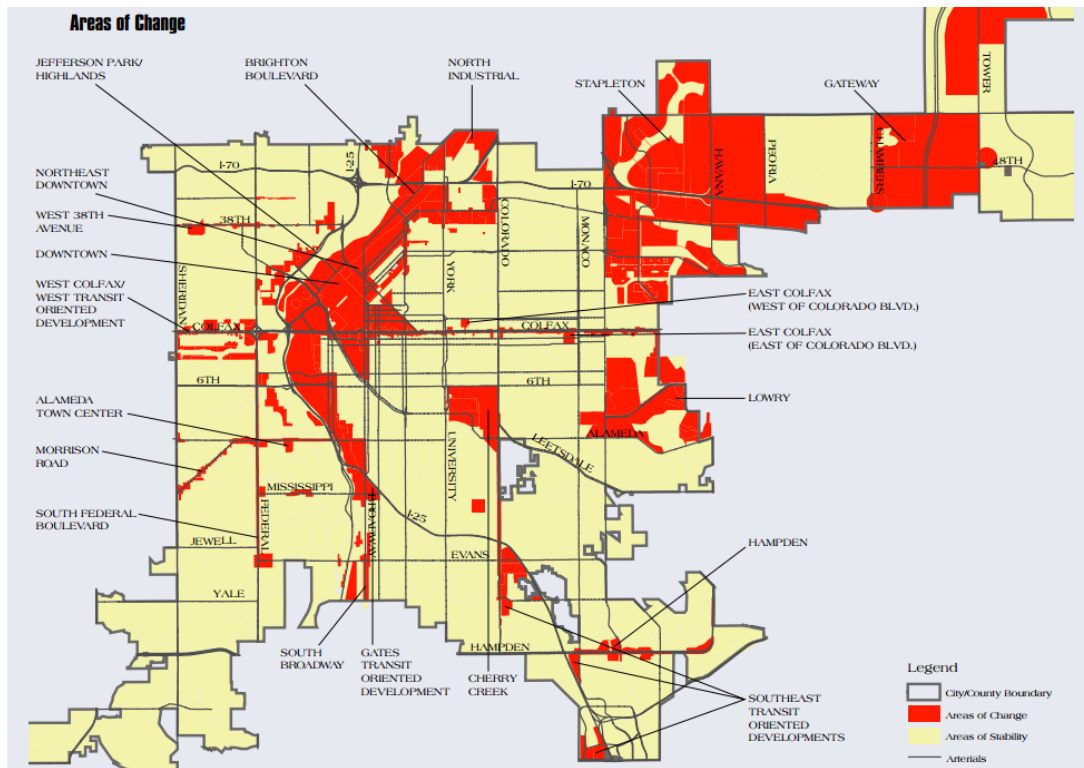
FINAL PLAN

2. Blueprint Denver Change Categories

Blueprint 2002: Change Categories

Two categories

- Areas of Change
 - Direct growth
- Areas of Stability
 - Maintain character



Blueprint 2002: Change Categories

Assumptions:

- Only looks forward at desired outcomes
- New development is the only significant type of change
- Neighborhoods stop evolving
- Households and their needs don't change dramatically over time
- A full set of community values are not acknowledged



Binary Tool

Blueprint 2018 Categories of Change

More Change

Less Change

Transform

- Expected to experience significant Character Change

Connect

- Improve Access to Opportunity

Integrate

- Vulnerable to Displacement

Enrich

- Strengthen and be inclusive

NEIGHBORHOOD CHANGE



Blueprint 2018 Categories of Change

Assumptions:

- Looks forward while acknowledging existing conditions and community values
- Everywhere is evolving
- Neighborhoods experience different types of change
- Need for policies/objectives and strategies to address different types of change

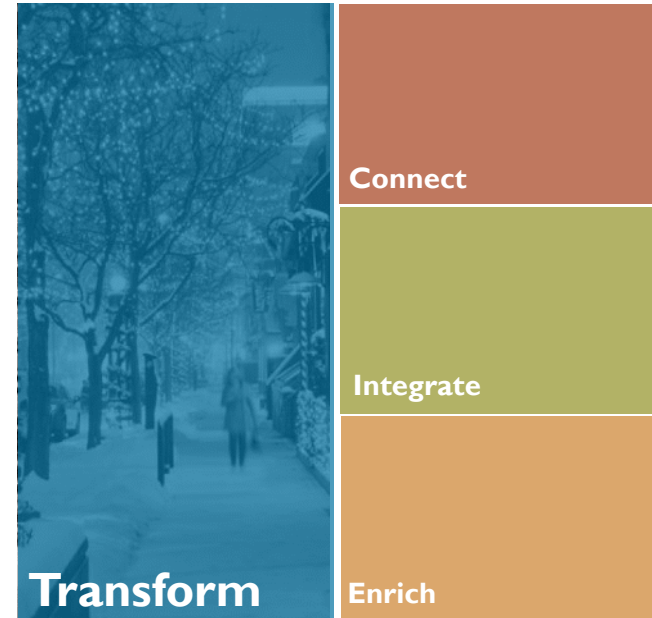
NEIGHBORHOOD CHANGE

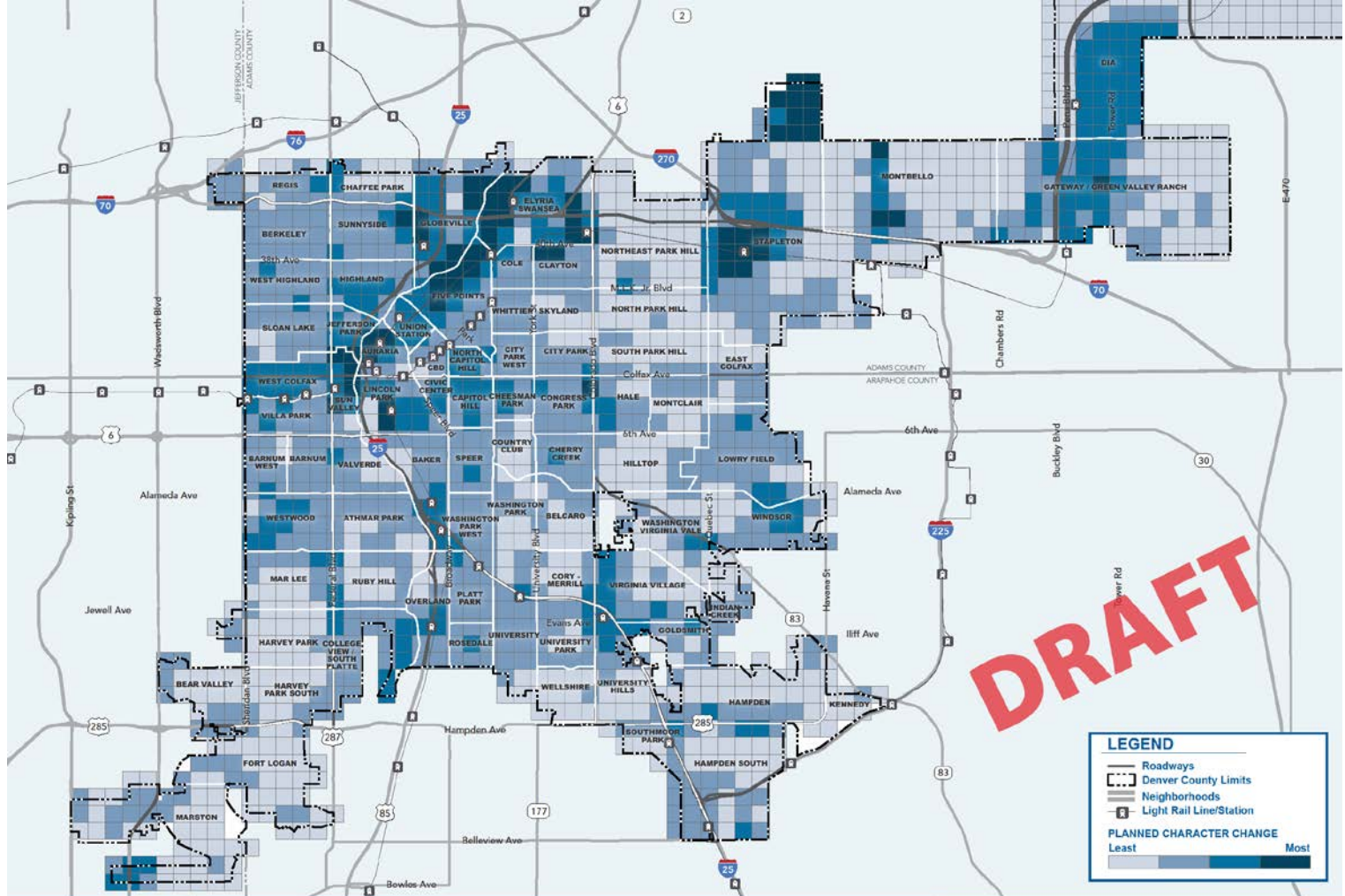


Categories of Change – Four Inputs

1. Character Change

- Measurement = the amount of desired physical change for an area
- Captures areas where Blueprint recommends a change in Place Type and/or Neighborhood Context





DRAFT

LEGEND

- Roadways
- Denver County Limits
- Neighborhoods
- Light Rail Line/Station

PLANNED CHARACTER CHANGE

Least Most

Example Categorization

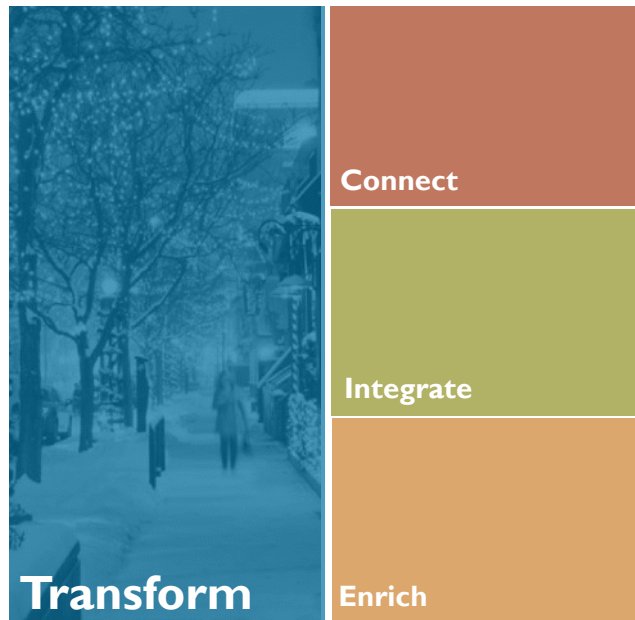
Enrich

Integrate

Connect

TRANSFORM

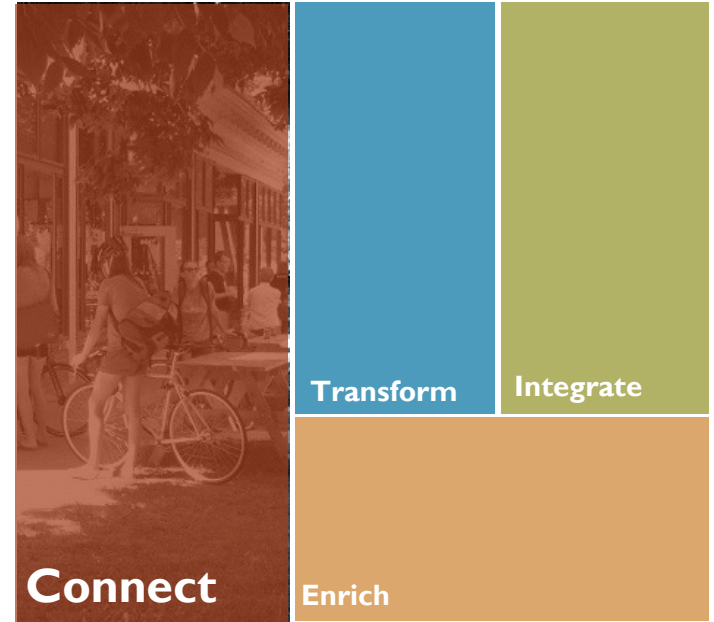
Example: Central Platte Valley - Auraria

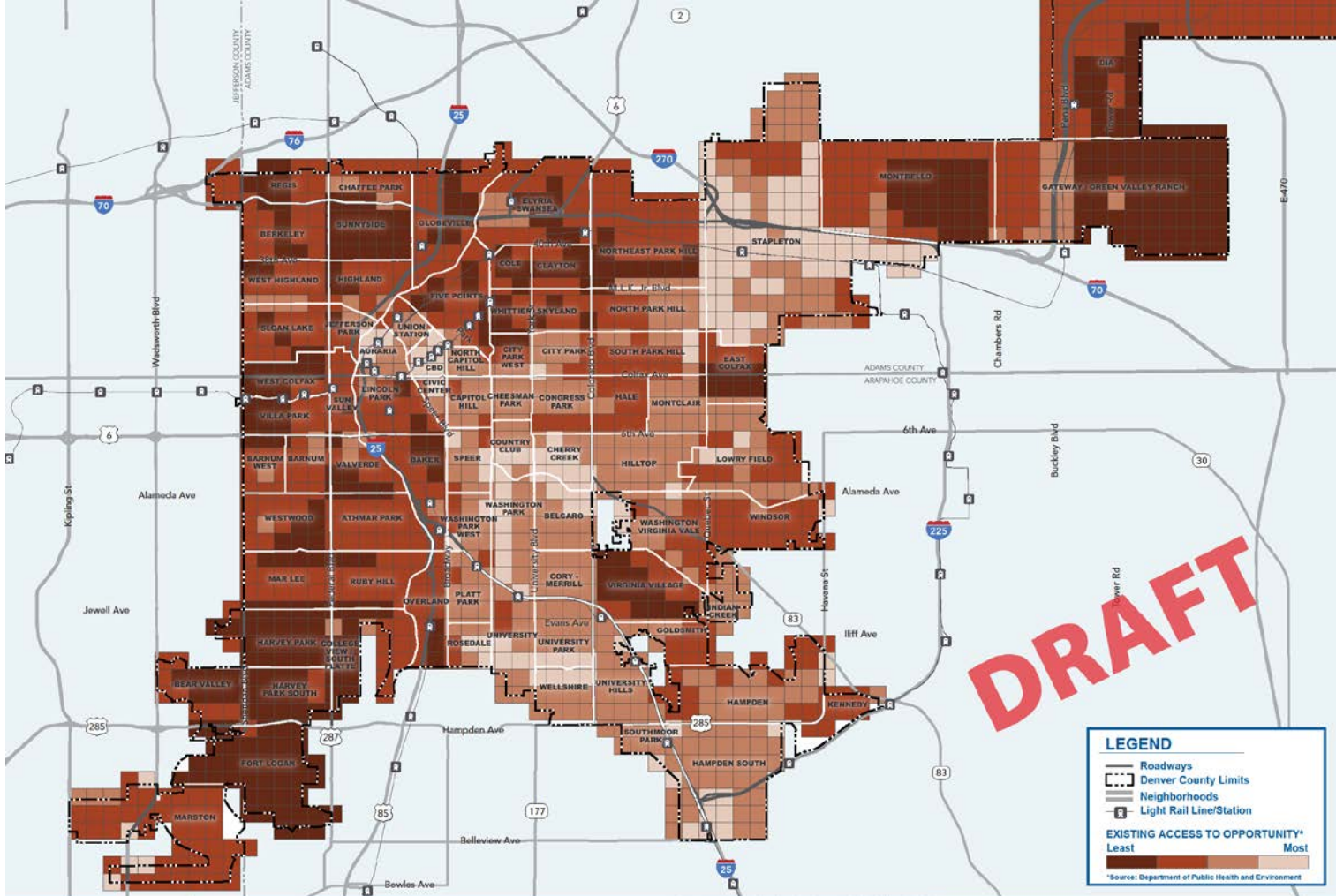


Categories of Change – Four Inputs

2. Access to Opportunity

- Measurement = Physical access to healthy food, education, parks, shopping, entertainment and jobs
- Captures areas that currently do not have access to key elements of a complete neighborhood





DRAFT

LEGEND

- Roadways
- Denver County Limits
- Neighborhoods
- Light Rail Line/Station

EXISTING ACCESS TO OPPORTUNITY*

Least Most

*Source: Department of Public Health and Environment

Example Categorization

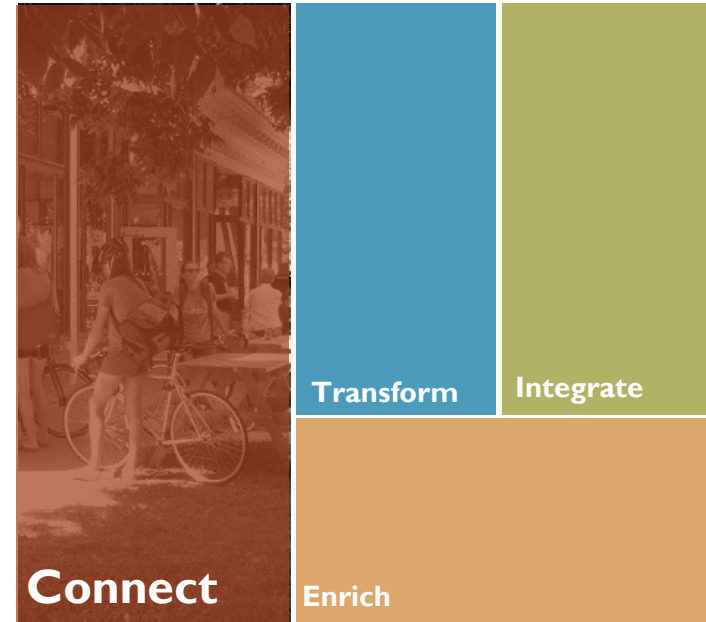
Enrich

Integrate

CONNECT

Transform

Example: Montbello

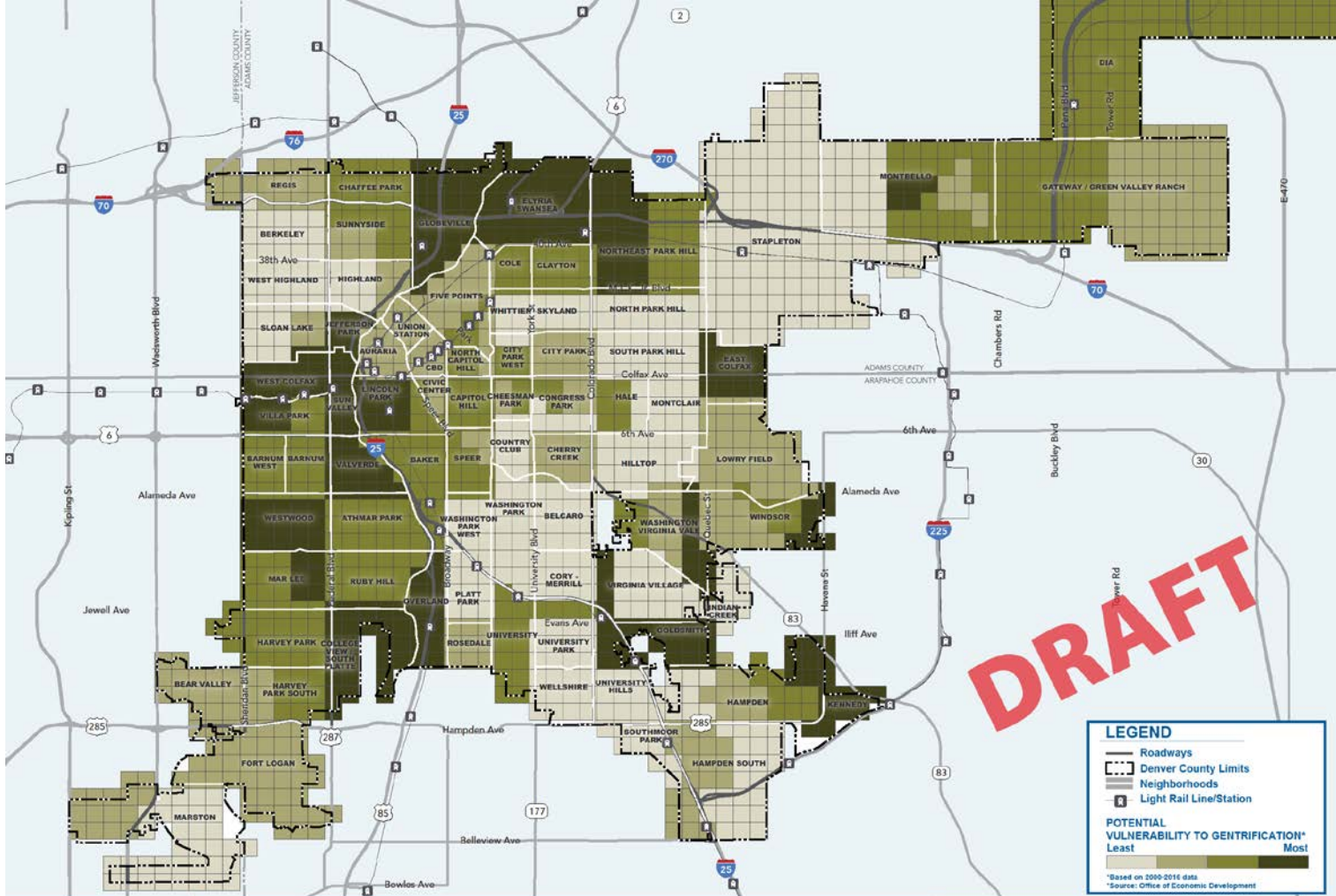


Categories of Change – Four Inputs

3. Vulnerable to Displacement

- Measurement: Socioeconomics, market pressure and pace of appreciation and transactions
- Captures areas that are vulnerable to displacement





DRAFT

LEGEND

- Roadways
- ▭ Denver County Limits
- ▭ Neighborhoods
- Ⓜ Light Rail Line/Station

POTENTIAL VULNERABILITY TO GENTRIFICATION*

Least Most

*Based on 2010-2016 data
*Source: Office of Economic Development

Example Categorization

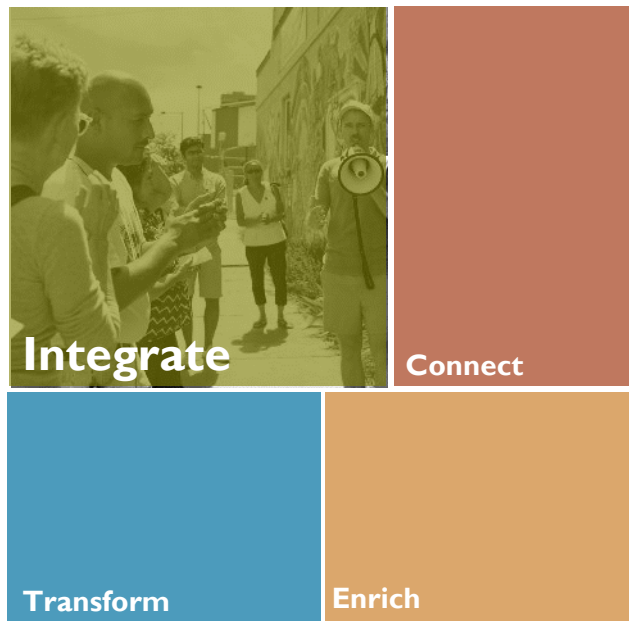
Enrich

INTEGRATE

Connect

Transform

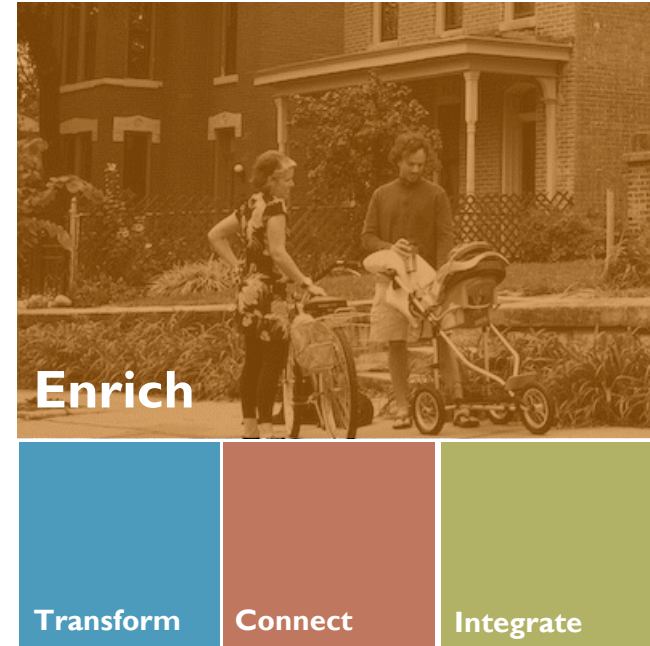
Example: Westwood

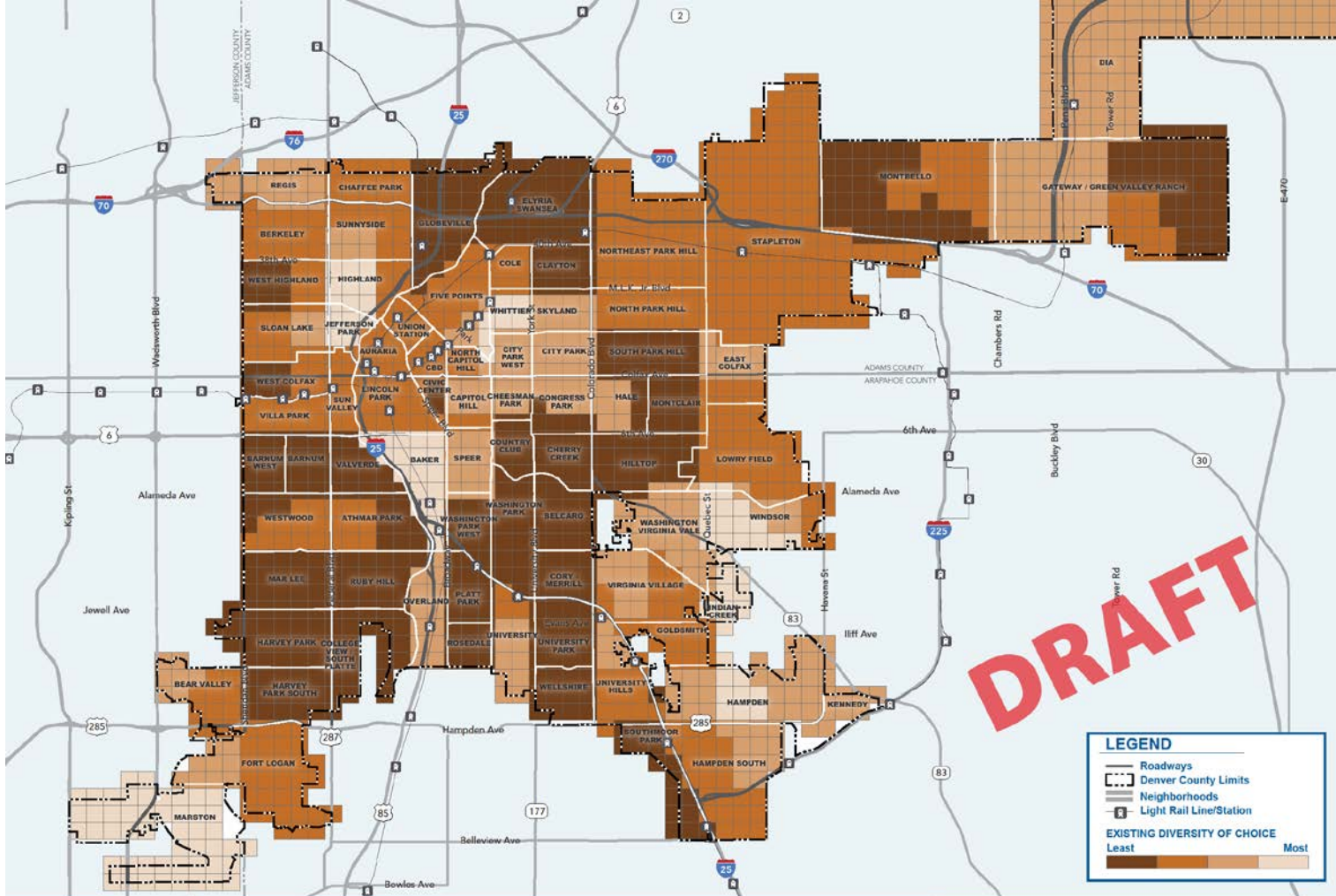


Categories of Change – Four Inputs

4. Diversity

- Measurement = Diversity in income, education, and housing stock
- Captures areas that seek to become stronger and more resilient by diversifying





Example Categorization

ENRICH

Integrate

Connect

Transform

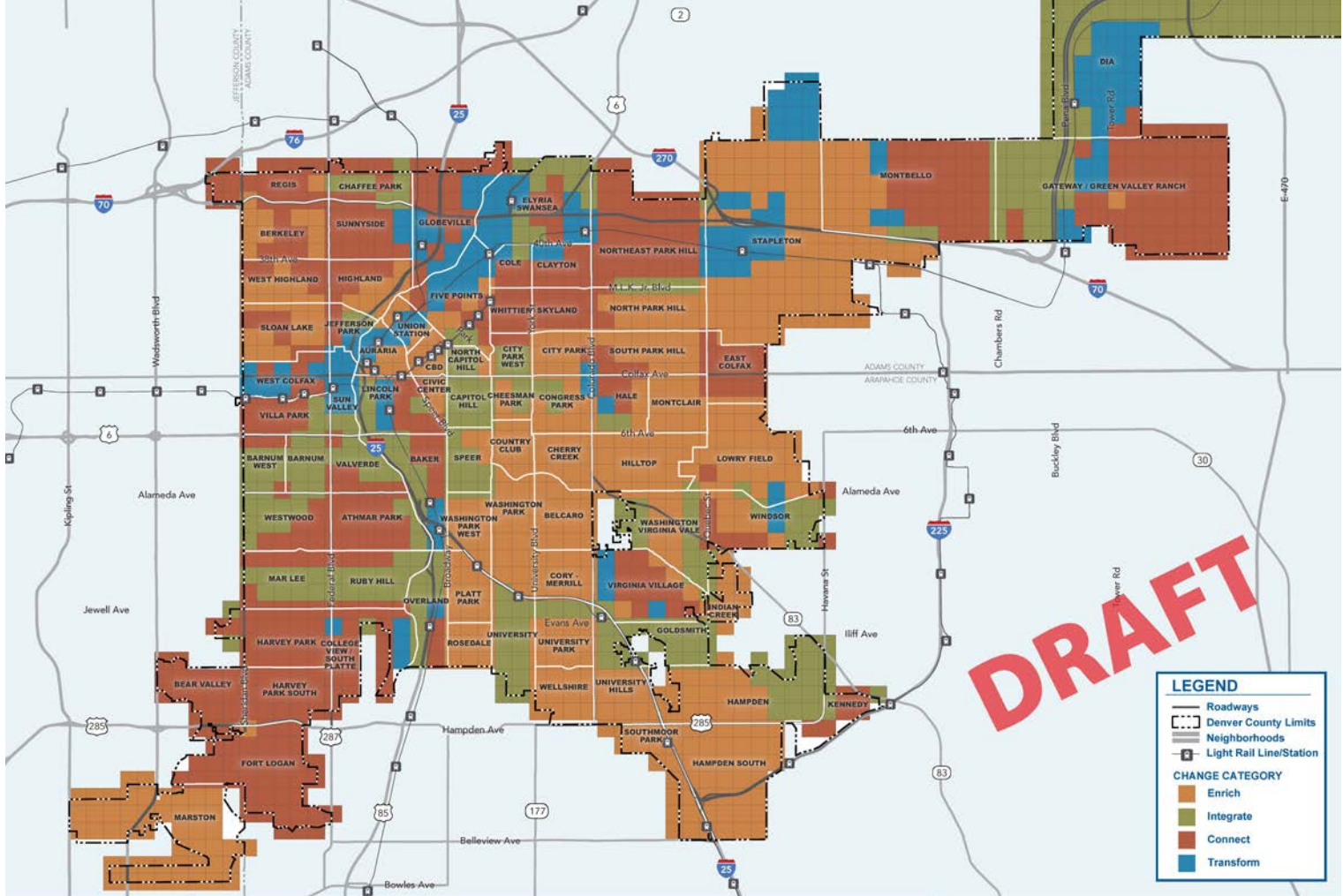
Example: West Wash Park



Transform

Connect

Integrate



DRAFT

LEGEND

- Roads
- - - Denver County Limits
- ▭ Neighborhoods
- Light Rail Line/Station

CHANGE CATEGORY

- Orange: Enrich
- Green: Integrate
- Red: Connect
- Blue: Transform

3. Draft Blueprint Denver Plan Recommendations

Recommendations for Community Input

Seeking community input on initial ideas for four key topics:

1. Housing
2. Design Quality
3. Mobility and Access
4. Quality of Life Infrastructure

Community Values



Ten Blueprint Goals

Policies/Objectives

Strategies

Organization of Recommendations

To help achieve the goals outlined in Blueprint Denver, a series of policies, objectives and strategies have been identified.

Policies and Objectives:

- Policies are statements that help to achieve the desired goals.
- Objectives are at the same level as Policies, but are measurable and include time-bound targets.

Strategies:

- Strategies are actions and incremental steps that help achieve the policies and objectives.

Land Use and Built Form: Housing

Housing

Addressing Housing in Blueprint Denver will:

1. Help increase the **diversity of housing options** in all Denver neighborhoods;
2. Help provide **different housing sizes** that accommodate different households, ages, and incomes;
3. Help provide the **ability to age-in-place**: housing options that are affordable and easy to maintain for seniors; and
4. Help provide housing that allows younger residents to **buy their first homes**.

Housing an Inclusive Denver outlines four key goals:



Create affordable housing in vulnerable areas AND in areas of opportunity.



Preserve affordability and housing quality.



Promote equitable and accessible housing options.



Stabilize residents at risk of involuntary displacement.

Housing

Recap of Task Force meeting with Housing Advisory Committee:

- Overview of *Housing an Inclusive Denver*, Denver's new housing plan
- Breakout discussion and feedback on initial ideas for Blueprint recommendations on:
 - ADUs
 - Missing Middle Housing
 - Incentivizing affordable housing through zoning

Housing – Draft Recommendations

Policy

Expand housing choice by allowing more accessory dwelling units (ADUs) – also called granny flats or carriage houses – throughout the city.

Example Strategies

- Allow ADUs in all residential areas.
 - Consider impacts for areas most vulnerable to displacement and look for tools – such as removing financial barriers – to promote ADUs as wealth-building tools for low- and moderate-income homeowners
- Revise ADU zoning standards to be sensitive to surrounding character, including height and building mass.

Input from Task Force/HAC

- Strong consensus to recommend ADUs as a detached accessory use throughout all neighborhood contexts
- Do not require ADUs to be income restricted since we are trying to remove barriers and see more ADUs throughout the city
 - We could explore ways to incentivize income restricted ADUs
- At this time we probably don't want to remove the restriction that the owner live on-site or enable selling of the ADU

Housing – Draft Recommendations

Policy

Diversify housing options by integrating “missing middle housing” into low- and low-medium scale Residential Areas

Example Strategies

- In single- and two-unit areas, allow two- to four-unit structures in appropriate locations, such as corner lots along collector streets. This could include a requirement to provide income-restricted affordable units in exchange for the increased density.
- Incentivize the re-use of existing structures to add more units, rather than a complete redevelopment of the site.

Input from Task Force/HAC

- Strong consensus to pursue this approach – some expressed desire to enable it to happen anywhere in a residential neighborhood, others think it makes sense to limit to strategic locations such as corners along a collector street
- General support to explore how to make this an incentive for income restricted units – will require a feasibility study

Housing – Draft Recommendations

Policy

Incentivize the development of affordable and mixed-income housing.

Example Strategies

- Study and implement zoning tools to incentivize affordable housing in regional centers, community centers, and community corridors. Tools could include height bonuses.
- Study the feasibility of parking reductions and reduced building permit fees for projects that commit to a certain level of affordability
- Leverage publicly owned land for affordable housing development

Input from Task Force/HAC

- Strong consensus to pursue this approach – definitely in corridors and centers served by transit
- Consider an incentive approach that could be scaled to different areas
 - Residential areas: slightly more units allowed if income restrictions met
 - Corridors and centers: more stories allowed if income restrictions met (similar to height incentive just implemented at 38th and Blake station area)

Additional Task Force Input Needed

Building on Housing discussion, seeking Task Force input on initial ideas for four additional topics:

1. Land Use and Built Form – General
2. Land Use and Built Form – Design Quality
3. Mobility and Access
4. Quality of Life Infrastructure

Land Use & Built Form: General

Background

- This is a category of recommendations that relate to Land Use and Built Form and are not captured in the Housing or Design Quality
- Two major topics to address today:
 - Explore minimum density/height requirements in centers and corridors to encourage more efficient use of land
 - Street level uses in centers and corridors

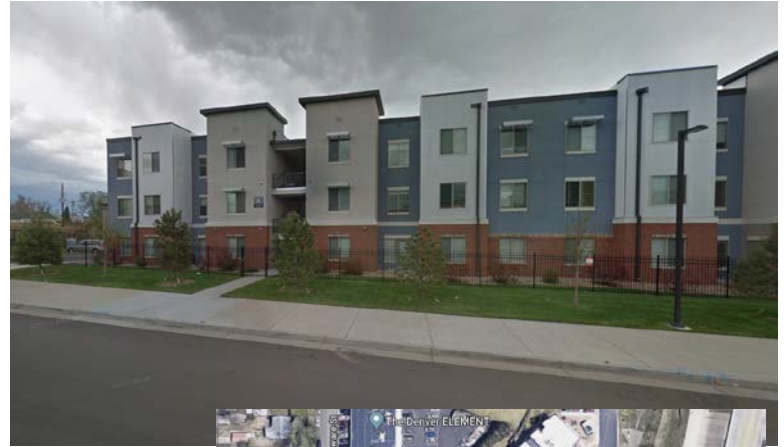
Efficient Use of Land

- In centers and corridors, especially at the regional and community scale, we need intensity to achieve:
 - Projected growth
 - Walkable, mixed use communities
 - Densities and land use that support transit ridership



Efficient Use of Land

- Zoned for mixed use 20 stories
- Within three blocks of a major commuter rail station



Efficient Use of Land

Policy

Promote the efficient use of land, especially in centers and corridors with high transit connectivity

Example Strategy

- In regional centers and community centers and corridors, study the feasibility of requiring or incentivizing density. One example could be minimum heights

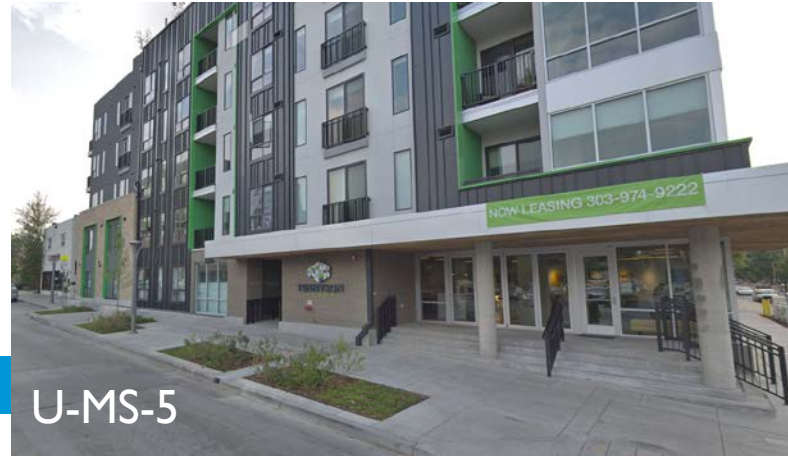
Street Level Active Uses

- Active uses at the street level help to achieve goals for:
 - Mixed-use, walkable communities
 - Vibrant and attractive streets
- In most mixed use zone districts, the Denver Zoning Code prohibits inactive uses at the street level in the build-to area such as parking and mini-storage
 - Most other uses, such as residential, are allowed



Street Level Active Uses

- Many new buildings in Denver are 100% residential with residential uses at the street level
- This is a particular concern for small local corridors, which are intended to provide neighborhoods with entertainment, service, and employment uses
- Examples along Tennyson, zoned for Mixed-use/Main Street, fully residential built



Street Level Active Uses

Policy

Ensure an active and pedestrian-friendly environment that provides a true mixed-use character where neighborhood services are desired.

Example Strategies

- Require strong street level active use standards for local centers and corridors. This may include a prohibition on residential units for a portion of the street level building.
- Study stronger street level active use requirements for other centers and corridors (community and regional scale)

Land Use & Built Form: General

- *Small Group Recommendations Discussion*

Land Use & Built Form: Design Quality

Blueprint Goals That Support Design Quality

- Enhance the overall character and sense of place of neighborhoods through all stages of development and reinvestment.
- Foster great urban design and the creation of authentic places that thoughtfully integrate streets, public spaces and private property.
- Promote enduring and compatible design that responds to an evolving community while embracing character and cultural heritage.



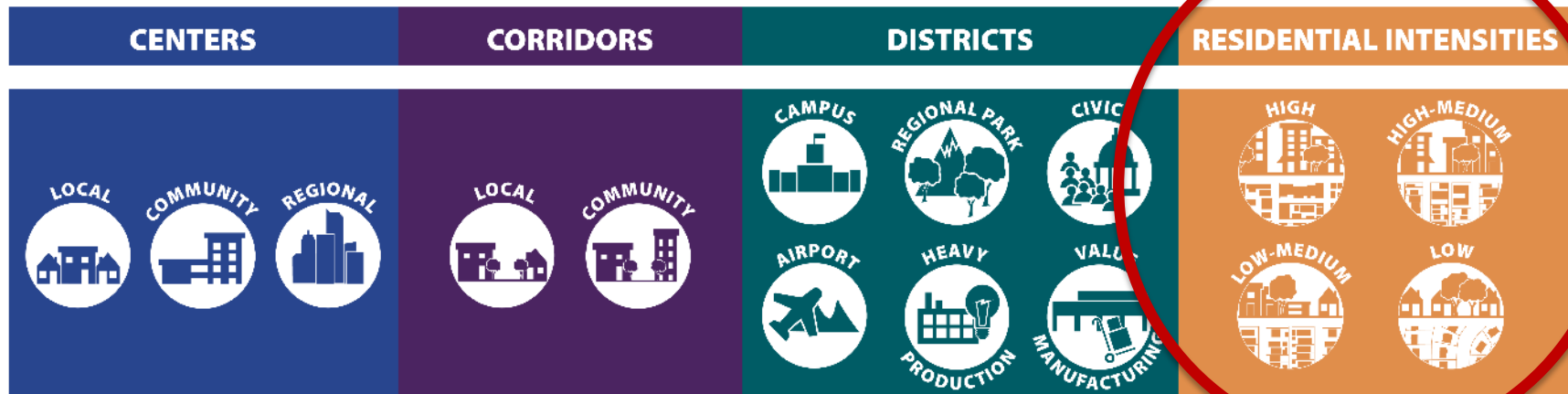
Design Quality

- **Key Question: what should Blueprint Denver recommend to achieve high-quality design from private development?**
- Remember:
 - Blueprint is policy – it does not have “teeth” to enforce or change the rules of development
 - Implementation of Blueprint recommendations will rely on regulatory tools such as zoning and design standards and guidelines

Residential Areas

← NEIGHBORHOOD CONTEXTS →

PLACE
TYPES



Residential Areas – Current Challenges

- Inappropriate bulk and scale
- Lack of respect for the public realm – no doorways, stoops, windows that engage the building with the street



Residential Areas – Desired Outcomes

- Context-sensitive bulk and scale
- Respect the public realm
- Promote flexibility and creativity
- Do not prescribe a particular architectural style



Residential Areas – Proposed Recommendations

- Modify **zoning code standards** to achieve better design outcomes
- Amendments to code could include changes to:
 - Bulk, maximum height
 - Setbacks, lot coverage
 - Transparency, entry features

Bulk & height standards



Transparency & entry features

Setbacks & lot coverage

Residential Areas – Proposed Recommendations

Zoning code changes:

- Would likely vary by neighborhood context
- Can achieve significant improvements without requiring a new design review system or new staff to administer
- Could apply to all residential areas throughout the city
- Could be paired with other regulations, such as new street design guidelines, to improve landscaping in the public right-of-way



Neighborhood Contexts



Residential Areas – Proposed Recommendations

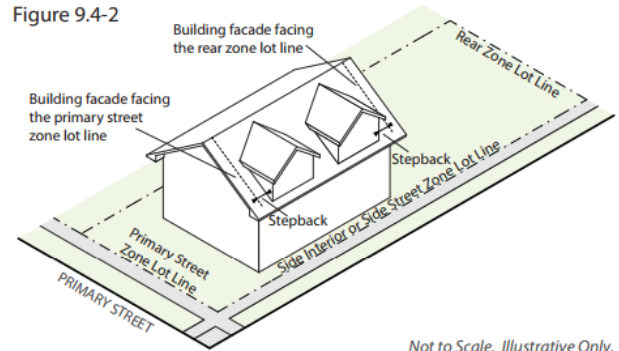
Additional zoning code tools to address design quality:

- **Conservation Overlay:** areas with unique features to conserve
- **Design Overlay:** areas with a desired unique design outcome

Overlays:

- Administrative zoning tools
- Typically do not regulate materials
- Not used to limit demolition

Figure 9.4-2



Not to Scale. Illustrative Only.

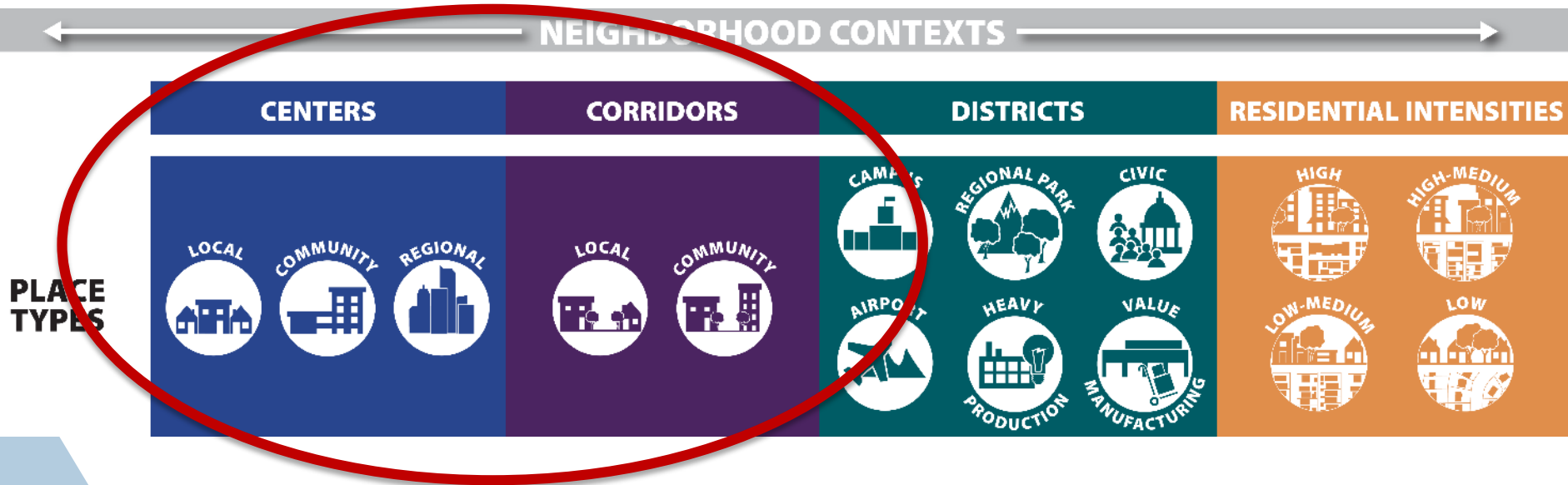
Residential Areas – Proposed Recommendations

For historically significant areas, could also use **Historic District**

- Ensure design outcomes that preserve distinct character and integrity
- Design review by a board, guided by design guidelines
- Limits demolition of contributing structures
- Allows for additions and contemporary architecture



Centers and Corridors



Centers and Corridors – Current Challenges

- Inactive street level uses
- In some locations, such as transitions to residential areas, inappropriate bulk and scale
- Lack of façade articulation and little variation in materials
- Lack of respect for the public realm:
 - Large parking structures exposed to the street
 - Inadequate landscaping, cafes, and other features that engage the sidewalk



Centers and Corridors – Desired Outcomes

- Active and engaging street levels that support pedestrian activity
- Appropriate bulk and scale
- Sensitive transitions to residential areas
- Human-scaled facades with variation and interest
- Respect and engage the public realm



Centers and Corridors – Recommendations

- Modify **zoning code standards** to achieve better design outcomes
- Amendments to code could include changes to:
 - Street level active uses
 - Setbacks, stepbacks and other tools to address bulk and transitions
 - Transparency, entry features



Centers and Corridors – Recommendations

Zoning code changes:

- Would likely vary by neighborhood context
- Can vary by place type
 - For example, local corridors may need different standards than community corridors
- Could apply to all/most centers and corridors throughout the city



Centers



Corridors

Centers and Corridors – Recommendations

- In addition to code changes, add **design review** for corridors and centers of a certain scale/type
- Design review uses design standards & guidelines to address:
 - Facade articulation
 - Material quality and variation
 - Additional guidance on zoning-related items including transitions, massing & bulk, transparency, and entry features



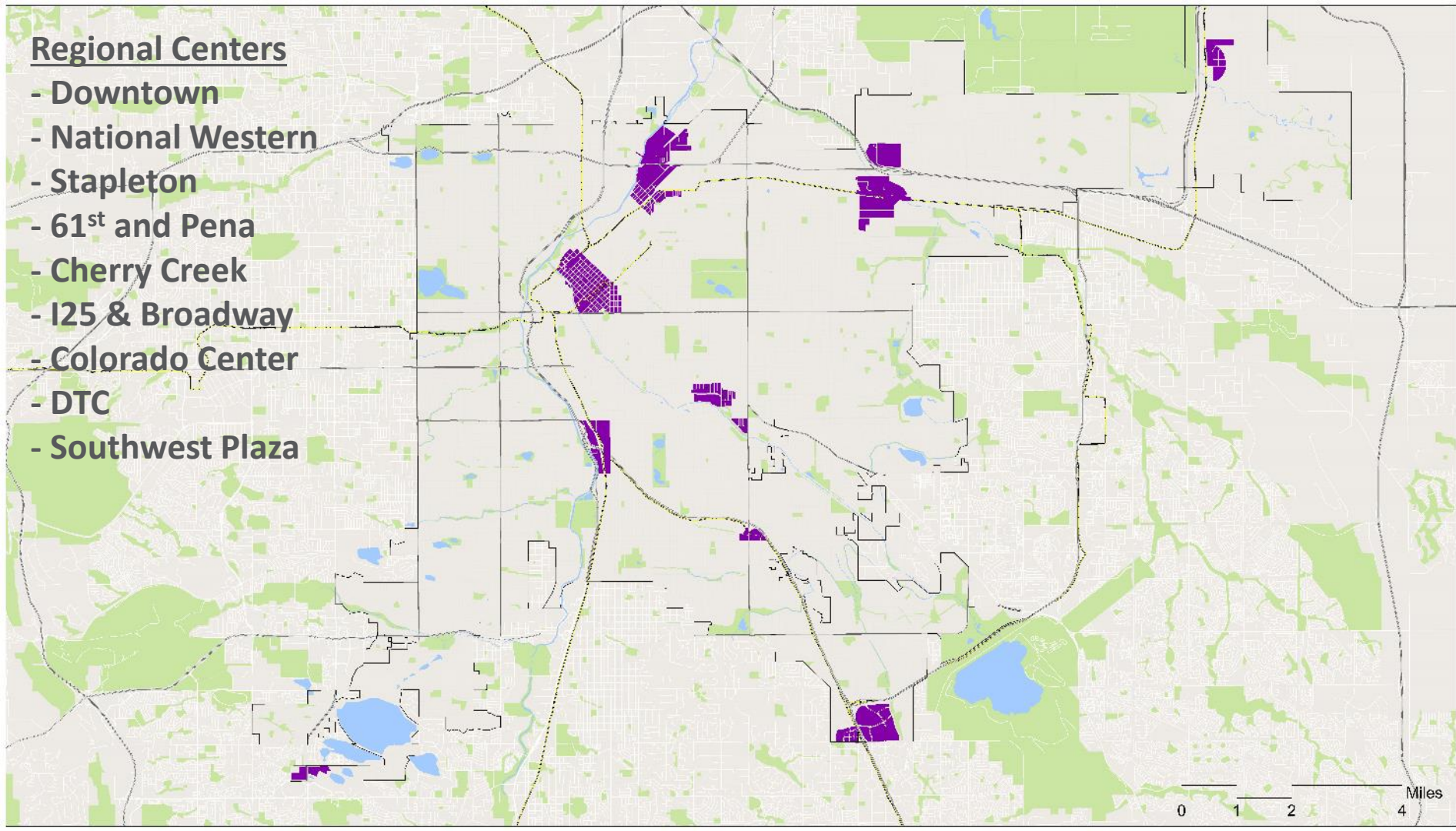
Centers and Corridors – Recommendations

- **Design review** can be administrative (by staff) or through a design review board
- Design review with professional design review board recommended for:
 - **Downtown:** currently does not exist for all of Downtown
 - **Cherry Creek North:** already exists



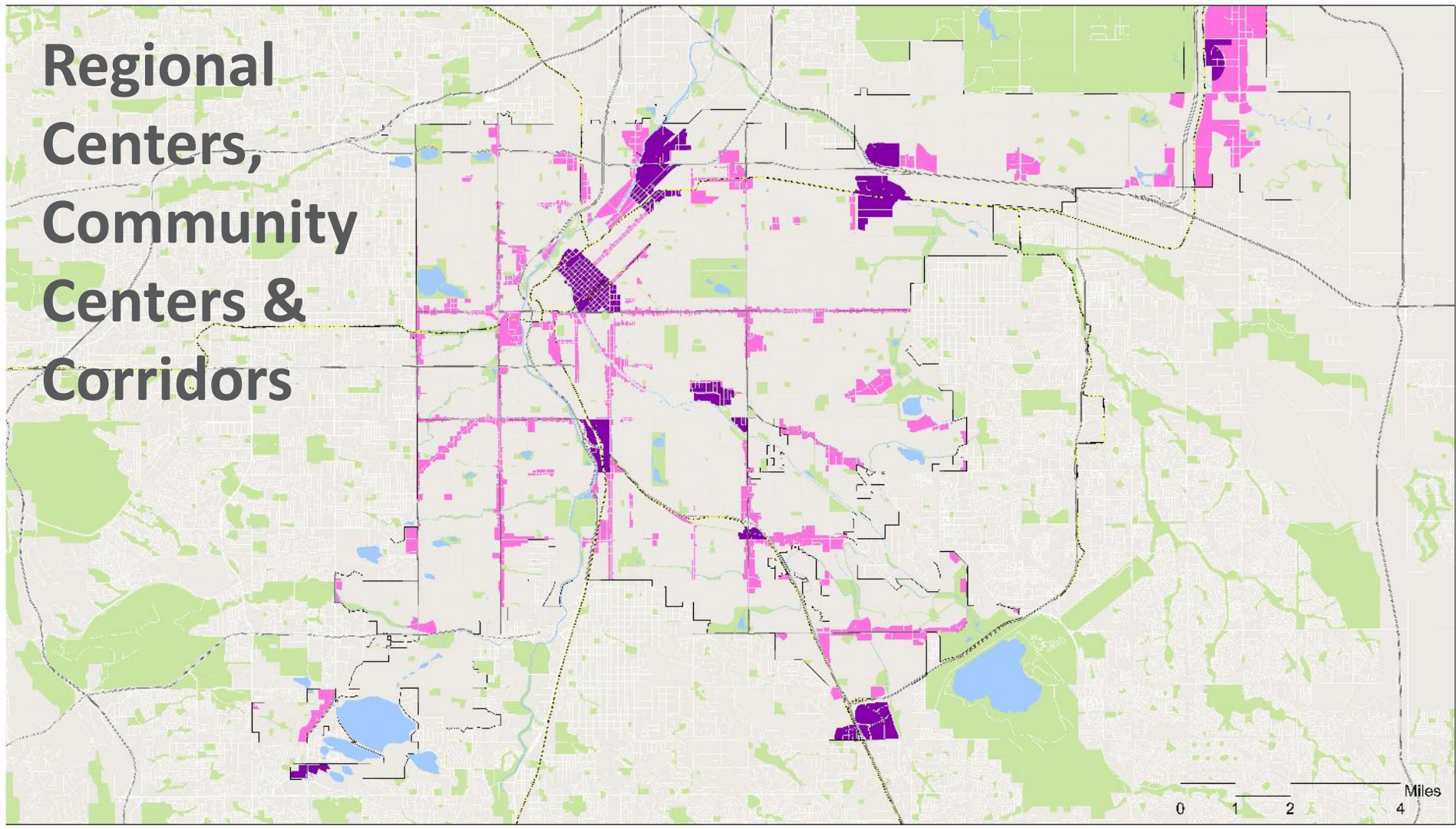
Regional Centers

- Downtown
- National Western
- Stapleton
- 61st and Pena
- Cherry Creek
- I25 & Broadway
- Colorado Center
- DTC
- Southwest Plaza



0 1 2 4 Miles

Regional Centers, Community Centers & Corridors



0 1 2 4 Miles

Centers and Corridors – Recommendations

- Consider a two-track design review system for all regional & community centers and community corridors
 - Projects below threshold reviewed administratively by staff
 - Projects of a certain size or type could be triggered for review by a professional design review board
- Similar approach used in peer cities like Portland
- Requires significant increase in staff resources



Centers



Corridors

Land Use & Built Form: Design Quality

- *Small Group Recommendations Discussion*

Mobility and Access

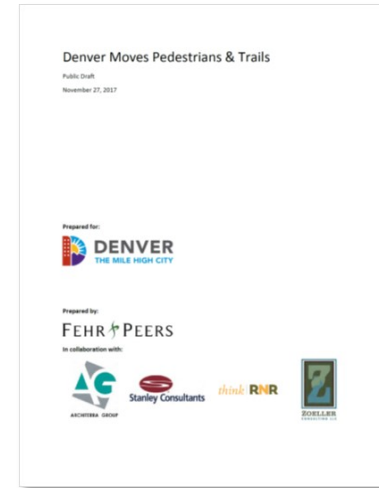
Why Integrate Land Use & Transportation in Blueprint?

- Streets can better serve the needs of everyone when the design of a street considers the needs surrounding character.
- When there are more amenities and services available near the places where people live, it reduces the distance needed to travel.
- As Denver grows, certain corridors will need to accommodate growth by providing more housing while also providing more transportation choices.



Coordination with other Denverright Plans

Denver Moves: Transit will help Denver identify and create new transportation choices to move more people efficiently and safely on our existing street network.



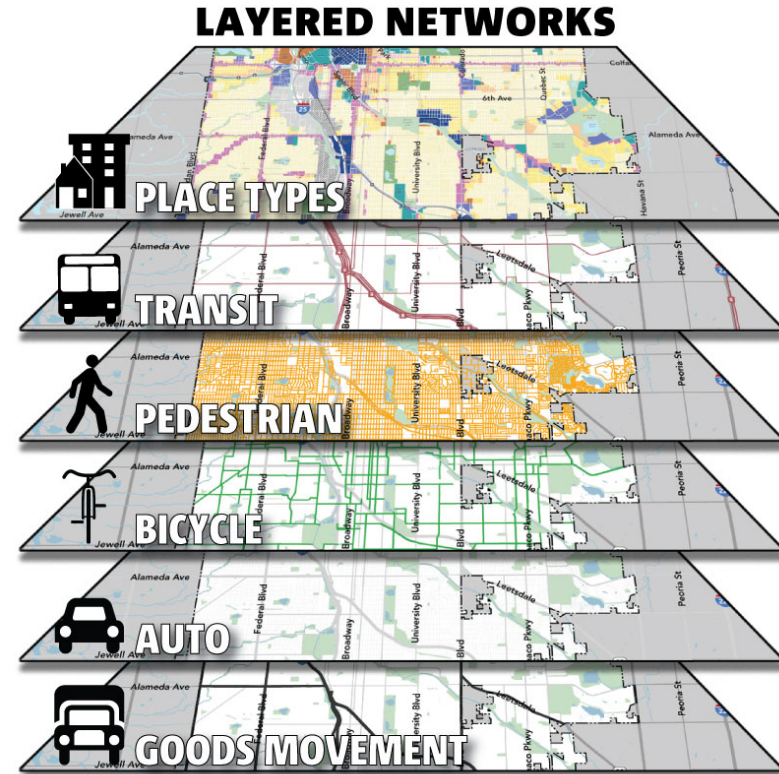
Denver's Pedestrians and Trails Plan will help make walking a viable and primary way for people to get around town and access recreational resources — comfortably and safely.

Transportation Components of Blueprint

- Layered Network/Modal Priorities
 - Establishes clear modal priorities for streets
 - Built from Denver Moves plans
- Street Typology System
 - Establish street types that are context-sensitive to land use
 - Basis for which to make design and regulatory decisions.
- High-level policies and objectives that support transportation & mobility goals from land-use perspective

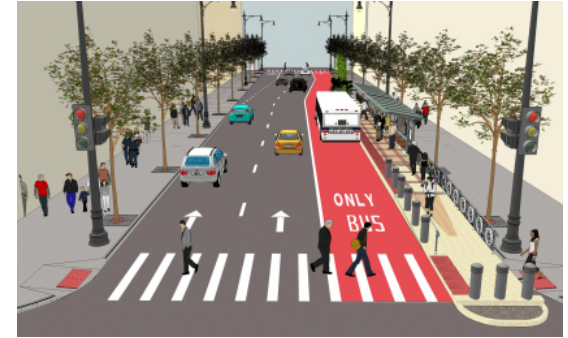
Modal Priority Networks

- Streets that will be prioritized for a particular mode (or modes)
 - Design
 - Operations
- Each modal network should provide a reasonable degree of mobility and access
- Together, the modal networks should create a complete system that provides more options for how to travel



Transit Priority Streets

- Transit priority streets make transit a reliable and attractive travel choice
- *Capital Investment and Speed and Reliability* corridors from Denver Moves: Transit
 - Future bus-rapid transit or rail on certain corridors
- Station improvements
 - Real-time passenger information
 - Improved shelters



Pedestrian Priority Streets

- **Pedestrian Priority Areas** will be places where walking is fundamental to creating vibrancy and economic vitality.
- Determined from Denver Moves: Pedestrians Plan
- Safe & Dignified environment for all streets



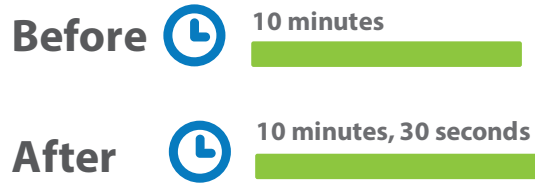
Bicycle Priority Streets

- **Bicycle Priority Streets** make traveling by bicycle more comfortable and convenient.
- Low-stress (high ease-of-use) network from Denver Moves Bicycles.



Modal Priority Considerations

Depending on the street characteristics, to achieve modal priority may come with trade-offs. This may include:



Fewer driveways, medians, or turning restrictions in some places to reduce likelihood of crashes.

Slightly increased travel times for people driving on certain streets to dedicate space for transit, people walking, or biking and make safety improvements.



Repurposing of vehicle lanes (travel lanes or turn lanes) **or on-street parking** into space for transit vehicles, people biking or people walking.

Modal Priority

Policy

Promote a safe and dignified pedestrian environment citywide.

Example Strategy

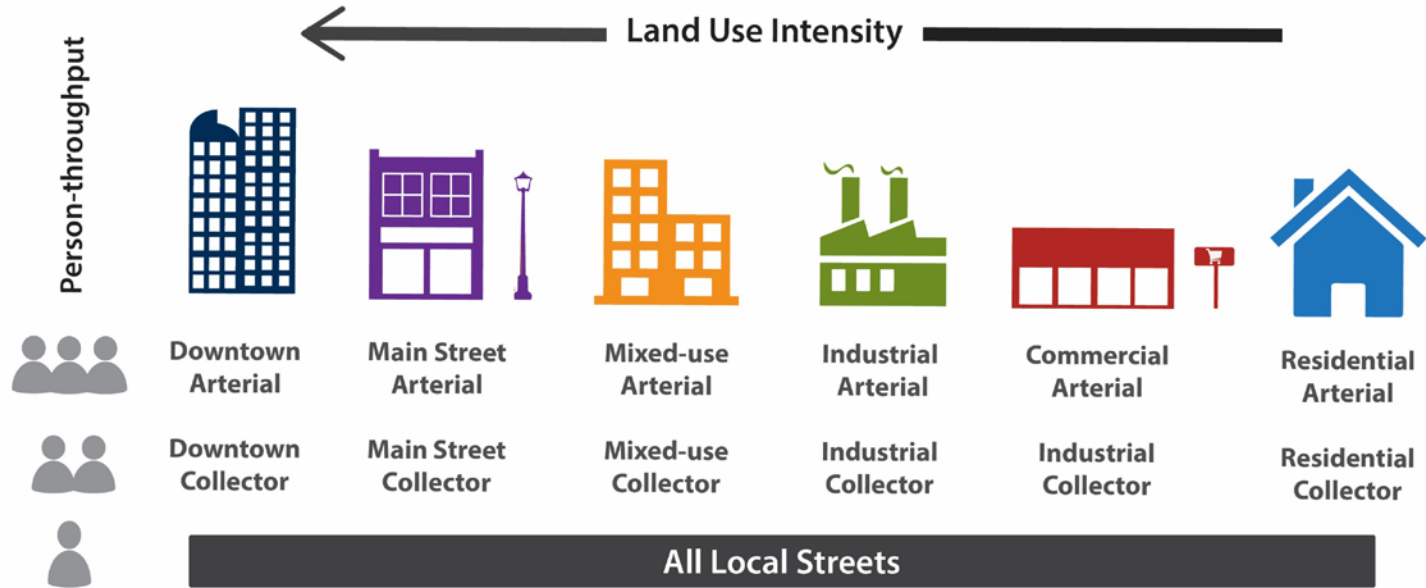
- Ensure that café seating in the public right-of-way provides adequate space for pedestrians and streetscape, especially in areas with high pedestrian volumes.

Goals for Street Type Systems

- Safe for all users
- Context-sensitive
 - Existing and planned land-use
 - Urban design
 - Economic development
 - Person throughput vs. access
- Framework to base future street-design guidelines from

Conventional Way of Describing Streets	Blueprint Way of Describing Streets
Arterial	Downtown
Collector	Main-Street
Local	Mixed-Use
	Commerical
	Residential
	Industrial

Blueprint 2018 Street Types



Street Types and Future Regulatory Changes

- Provides guidance to develop new standards for the design of streets that is sensitive to land-use character and context:

- Sidewalk widths
- Space for streetscape amenities
- Space for café seating
- Tree lawns and vegetation
- Signal timing and operations



Street Types and Modal Priority

Policy

Explore regulations to implement vision for street types and the layered modal network.

Example Strategy

- Develop comprehensive Street Design Guidelines based on street types that address components such as green infrastructure, bikeway design, streetscaping, and pedestrian spaces.

Mobility and Access

- *Small Group Recommendations Discussion*

Quality of Life Infrastructure

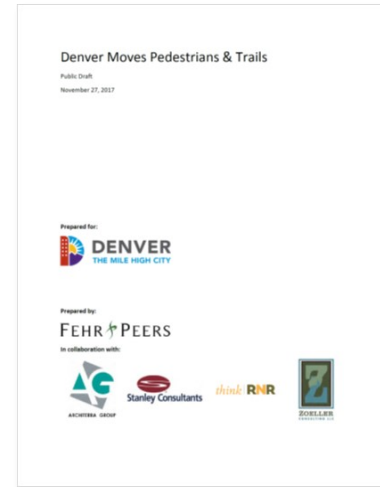
Quality of Life Infrastructure

Why is it important?

- Addressing Quality of Life Infrastructure in Blueprint Denver will:
 - Help ensure that active recreation is available to all areas of Denver;
 - Help protect and increase access to Denver’s natural features;
 - Help define appropriate types and uses of green infrastructure; and
 - Help create social spaces for residents throughout Denver’s neighborhoods, centers, and corridors.

Coordination with other Denverright Plans

Denver's Game Plan emphasizes the vision of a 'city in a park' and supports a set of core principles that address every drop, every person, every dollar, and uniquely Denver. The ultimate goal is to provide quality recreational amenities citywide.



Denver's Pedestrians and Trails Plan will help make walking a viable and primary way for people to get around town and access recreational resources — comfortably and safely.

Quality of Life Infrastructure

What we've heard from the community:

- Green spaces and community gathering places are essential do Denver's quality of life.
- Denver needs more tools to ensure our network of open space keeps pace with growth.



Quality of Life Infrastructure

Policy

Expand tools and regulations to ensure that the provision of high-quality parks and public spaces keeps pace with Denver's growth.

Example Strategy

- Evaluate the need for increased requirements for open space for mid- and large-scale developments in centers and corridors.

Quality of Life Infrastructure

Policy

Ensure great streets and community spaces in all centers and corridors, giving priority to pedestrian spaces and amenities.

Example Strategy

- Encourage “road diets” and remove unnecessary concrete/asphalt from the city’s network of streets and other rights-of-way.

Quality of Life Infrastructure

- *Small Group Recommendations Discussion*

4. Next Steps

Next Steps

- Community workshops in City Council Districts continuing for the next 2 weeks
- Check out www.denvergov.org/denveright for more information, plan materials and to provide feedback.
- Task Force review of draft plan sections coming soon!
- Public review draft released in the spring!





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Blueprint Denver

Task Force Meeting #16 – February 22, 2018

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