



# Denverright.

Your Voice. Our Future.

Blueprint Denver  
Task Force Meeting #5

12.8.16

**Denverright.**  
Your Voice. Our Future.



# Agenda Overview

- Process Update
- Overview of 2002 Blueprint Denver Diagnostic
- Planning for Growth/Scenario Modeling
- Small Group Breakout
- Questions and Comments
- Next Steps and Meeting Close

## 2. Process Update

# Blueprint Denver Update

## planning process



# Blueprint Denver Update

## planning process

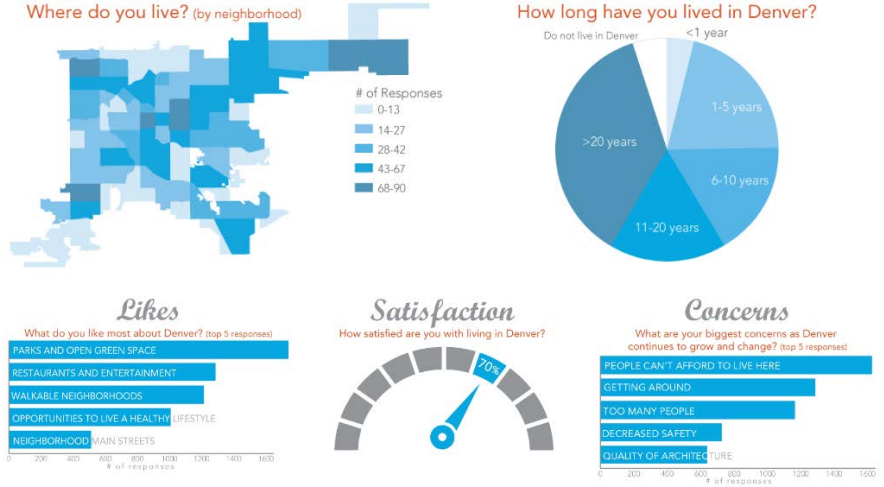


# Denveright Community Visioning Survey (Survey #2)

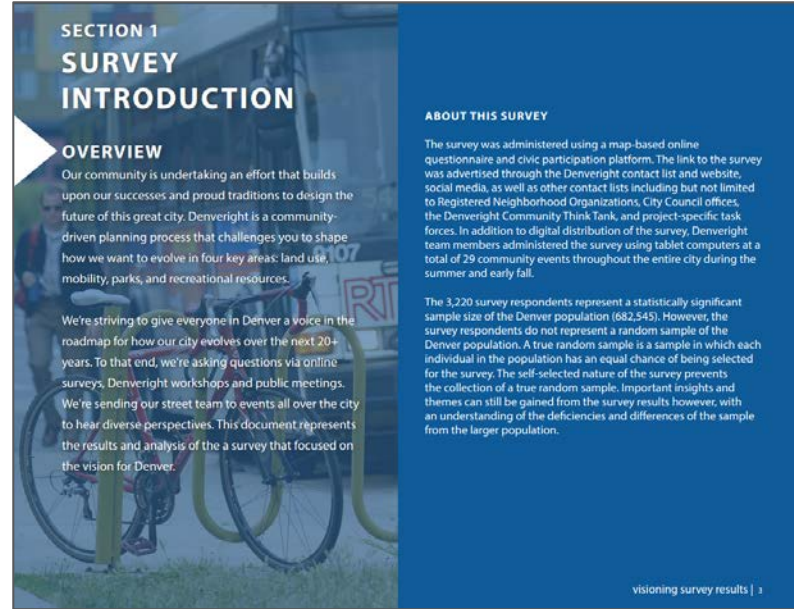
- Summary available on [Denveright.org](http://Denveright.org)
- High level infographics
- PDF of more detailed report

## Visioning Survey

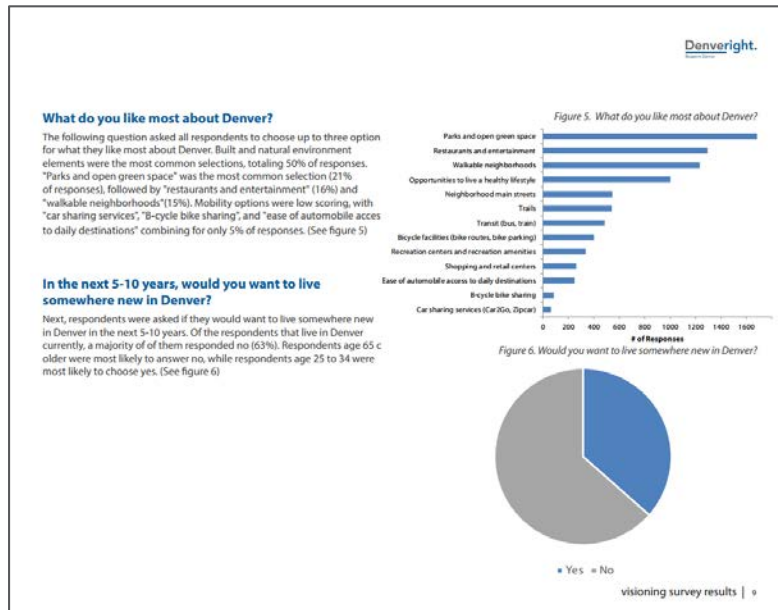
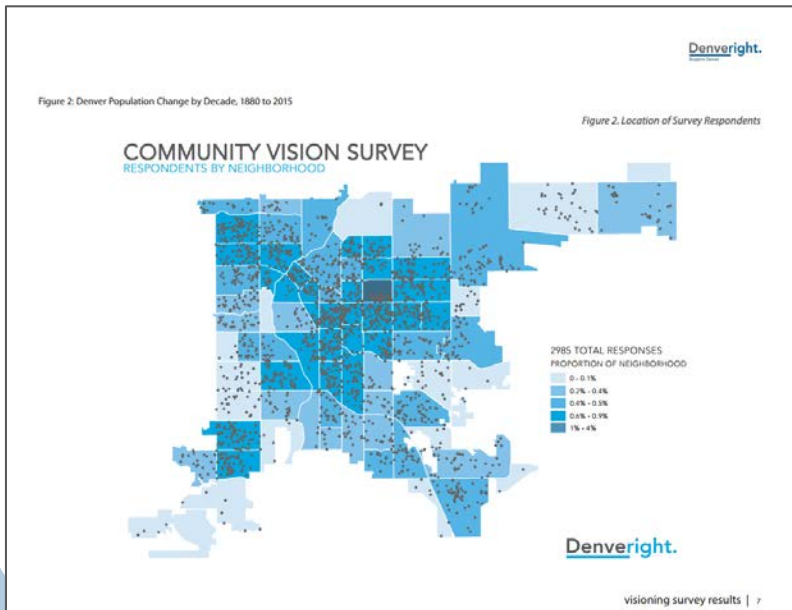
2,985 total responses from July - October 2016



# Denverright Community Visioning Survey Summary (Survey #2)



# Denverright Community Visioning Survey Summary (Survey #2)

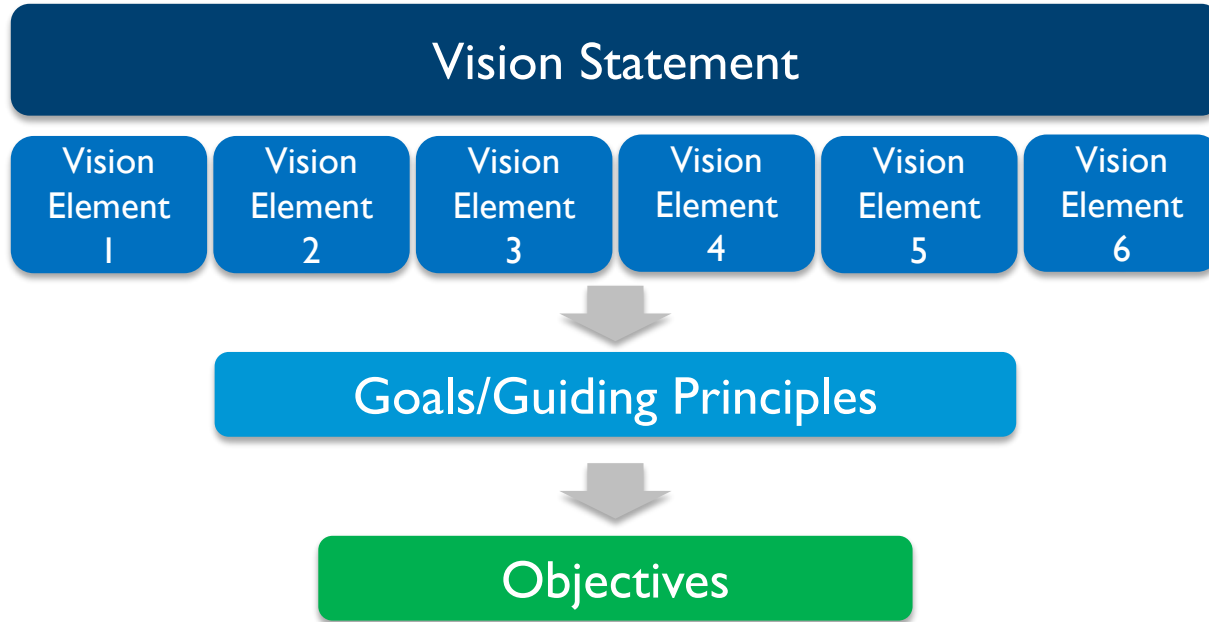




# Revised Vision Framework

- **Six vision elements due to splitting of Economic and Environmental elements**
- **Review values and vision on website: <http://www.Denveright.org>**
- **Task Force members email comments to David by January 16th**
- **Draft guiding principles/goals (collapsed into one layer) still under development and staff review (Task Force review in January)**

# Community Values



# Vision Elements - DRAFT

1. **Equitable, Affordable and Inclusive**
2. **Strong and Authentic Neighborhoods**
3. **Well Connected, Safe and Accessible Places**
4. **Economically Diverse and Vibrant**
5. **Environmentally Resilient**
6. **Healthy and Active**

# Revised Vision Framework - DRAFT



# 3. Overview of 2002 Blueprint Denver Diagnostic

# 2002 Blueprint Denver Diagnostic

## Outline

- Introduction and Approach
- Summary of major changes since 2002
- Review of 4 Goals
  - Key Measures and Infographics
  - Implementation Actions and Level of Completion
  - Lessons Learned

connectivity and mobility  
urban design equity and access  
growing region  
competitive landscape

DECEMBER 2, 2016

# Denverright.

Blueprint Denver

## blueprint denver 2002 diagnostic

Logos: M I G, Fehr & Peers, DENVER THE MILE HIGH CITY

Areas of change  
Unit change in

ended to target residential and  
to lessen the development  
Areas of Change comprise less  
were identified in the original  
priority of new housing units and

Source: Denver 2002 Diagnostic | 8

Stability adjacent to downtown appear to have experienced a spillover effect from development pressure related to 31st and other Areas of Change. In addition, several Areas of Stability have characteristics (large quantities of undeveloped land, large employers, major institutions, or existing transportation infrastructure) that are typically attractive to new housing development.

12 | Blueprint Denver 2002 Diagnostic

### MAINTAINING AREAS OF STABILITY

82% OF CITY LAND AREA

33% CAPTURE OF NEW HOUSING

36% CAPTURE OF NEW JOBS



### MOVING MORE PEOPLE IN MORE WAYS

ANNUAL SHIFT IN COMMUTE MODES SINCE 2009

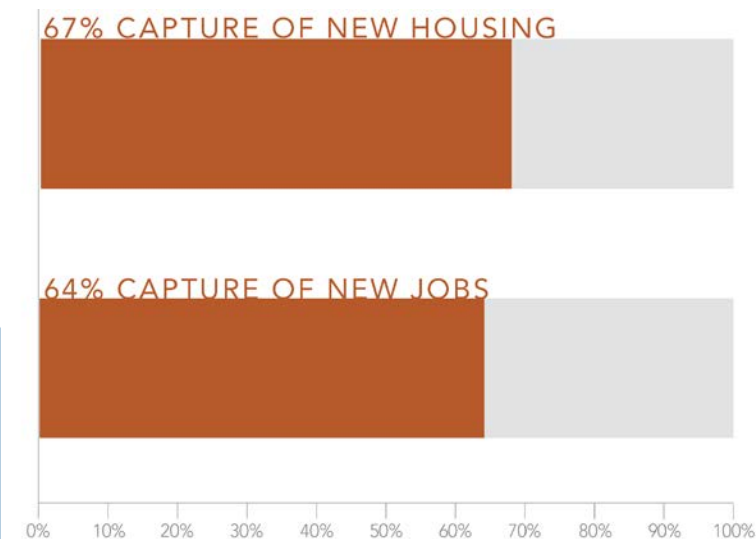
2014 MODE SHARE % CHANGE 2009-2014

- Drive Alone - 70% 2% ↑
- Carpool - 9% 5% ↓
- Transit - 7% 1% ↓
- Telecommute - 6% 2% ↑
- Walk - 4% 0%
- Bike - 3% 2% ↑

Source: Denver 2002 Diagnostic | 15

# Goal 1 Lessons Learned

- Relative to land area, Areas of Change captured a significant proportion of investment and new growth.



## GROWTH IN AREAS OF CHANGE

18 % OF CITY LAND AREA



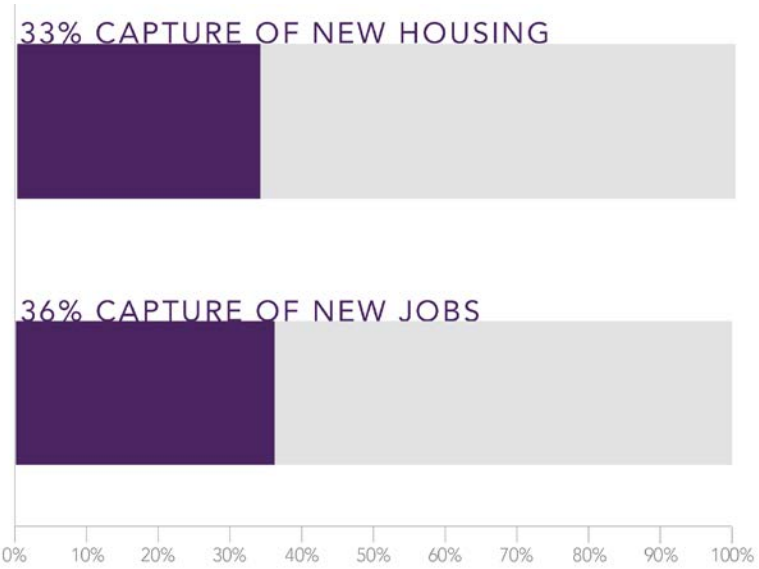


# Goal 2 Lessons Learned

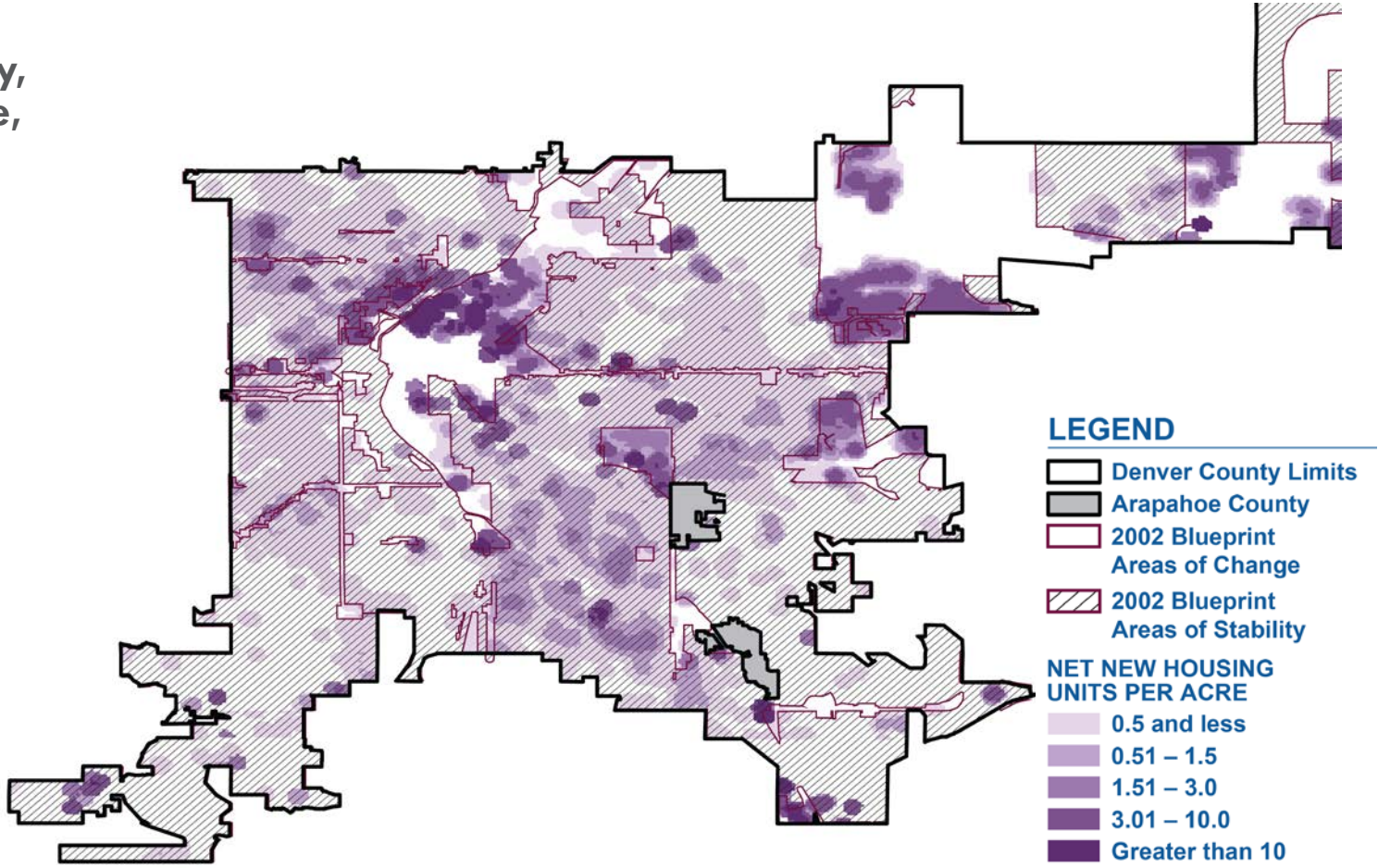
- Areas of Stability experienced a relatively small proportion of investment related to new growth, especially relative to their land area.

## AREAS OF STABILITY

82 % OF CITY LAND AREA



# Areas of Stability, Areas of Change, and Net New Housing Units (2002-2016)



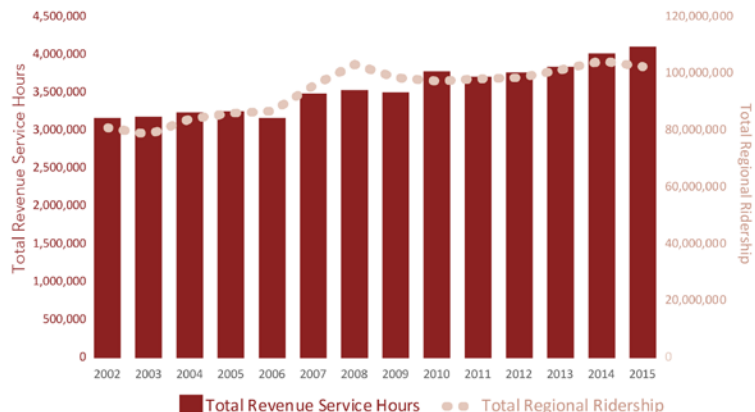
# Goal 3 Lessons Learned

- Investments in transit and bicycle infrastructure have dramatically improved the function of the transportation network in certain locations, but are not system-wide.

## IMPROVING FUNCTION OF STREETS

### TRANSIT SERVICE

30% INCREASE IN REGIONAL TRANSIT SERVICE



27% INCREASE IN REGIONAL TRANSIT RIDERSHIP

2014 MODE SHARE

Transit - 7%



1% ↓

# Goal 3 Lessons Learned

- Investments in transit and bicycle infrastructure have dramatically improved the function of the transportation network in certain locations, but are not system-wide.



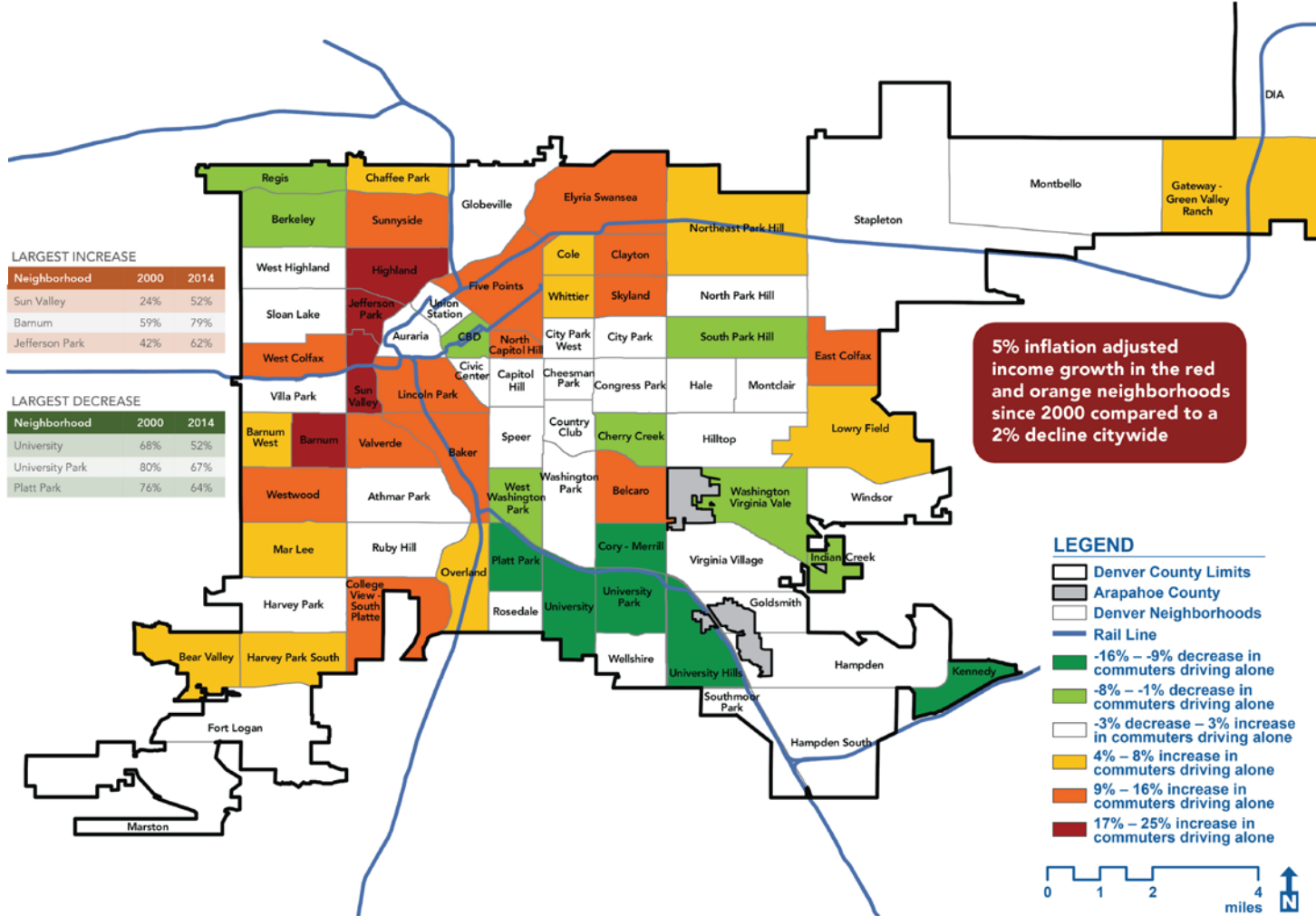
2014 MODE SHARE

Bike - 3%



2% ↑

# Change in Drive Alone Commute Mode Share by Neighborhood (2000-2014)

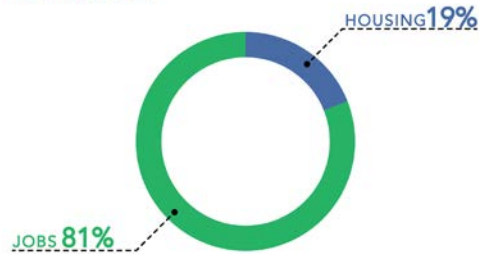


Source: 2000 U.S. Census, 2010-2014 5-yr American Community Survey

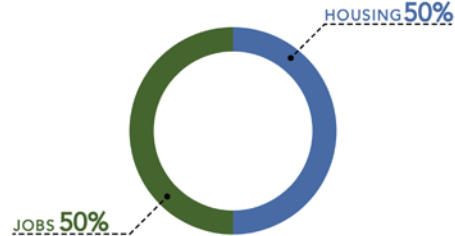
# Goal 4 Lessons Learned

- The mixture of new jobs and new housing units in mixed use areas and transit station areas is strongly skewed toward residential.

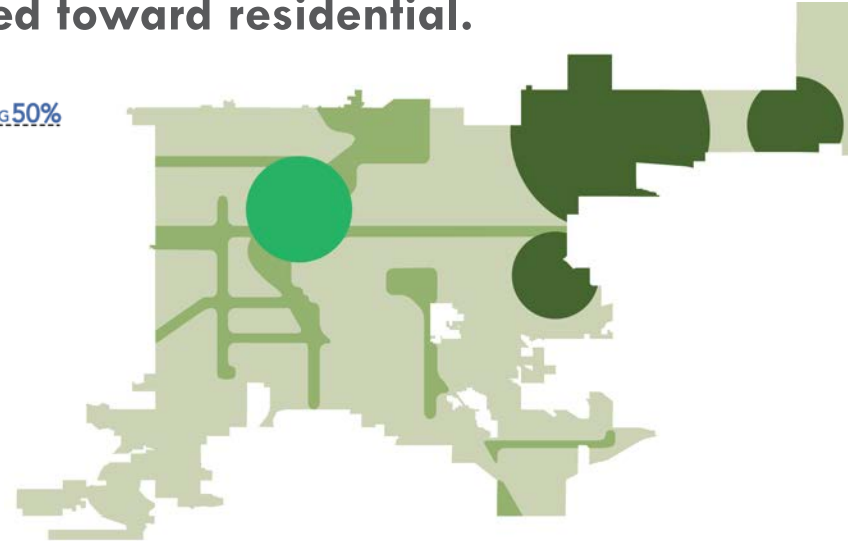
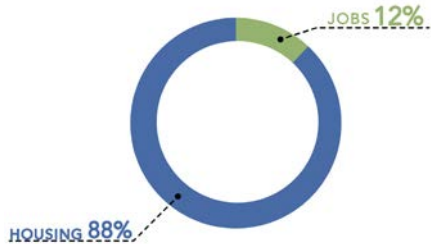
DOWNTOWN



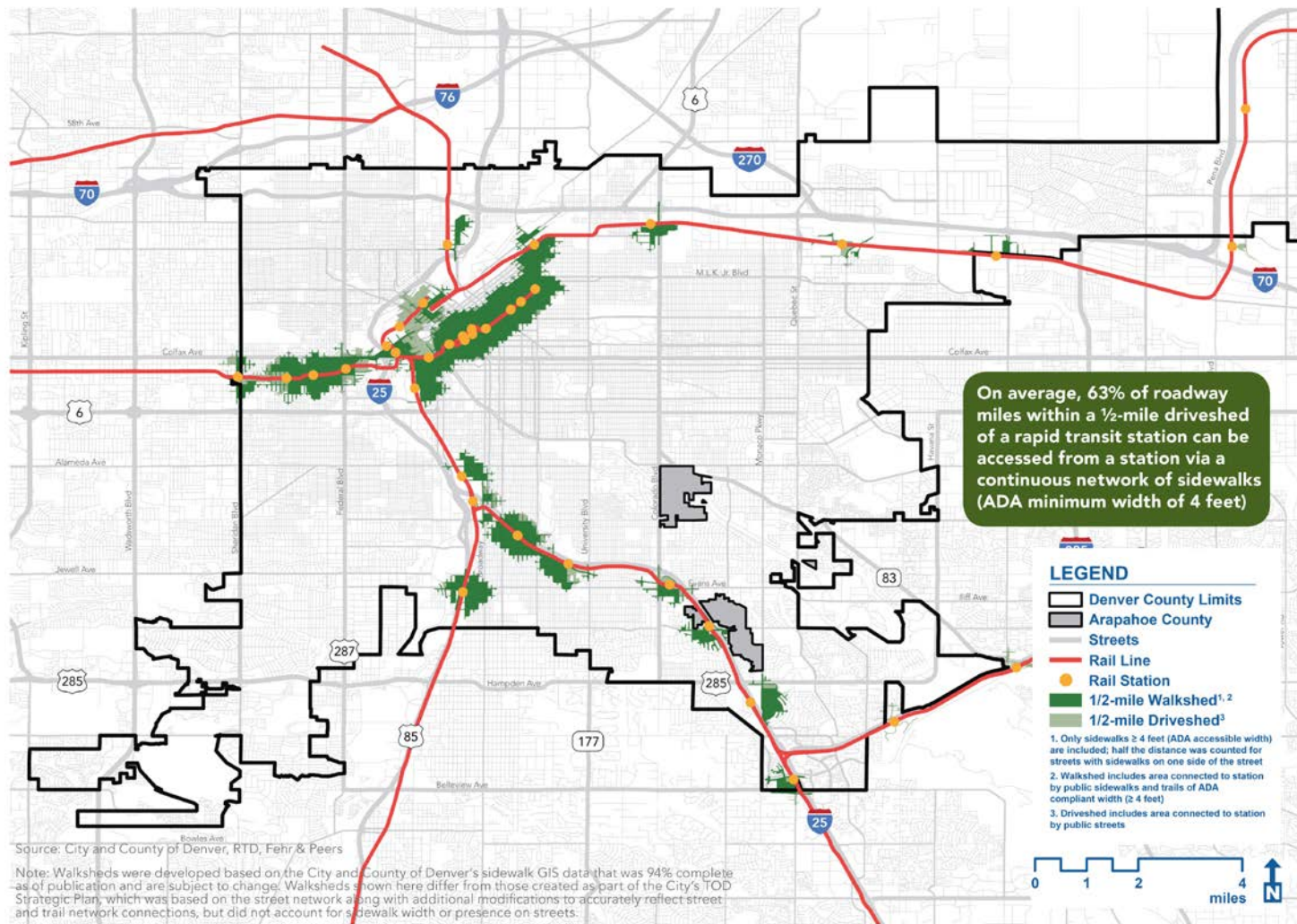
BIG THREE



REMAINING AREAS OF CHANGE



# 1/2-mile Walk Network



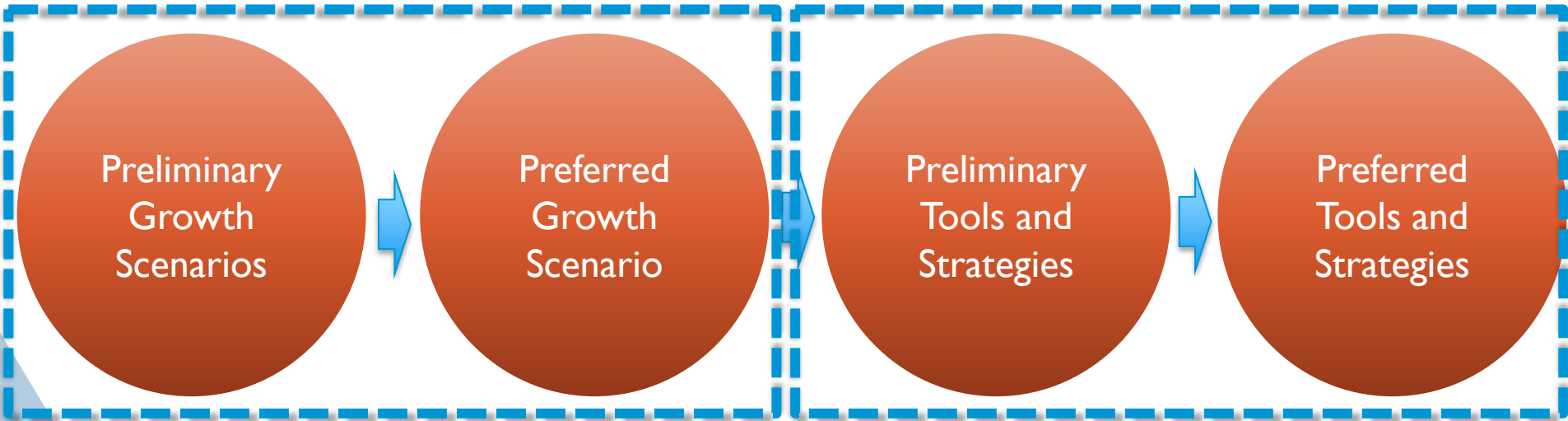
Source: City and County of Denver, RTD, Fehr & Peers

Note: Walksheds were developed based on the City and County of Denver's sidewalk GIS data that was 94% complete as of publication and are subject to change. Walksheds shown here differ from those created as part of the City's TOD Strategic Plan, which was based on the street network along with additional modifications to accurately reflect street and trail network connections, but did not account for sidewalk width or presence on streets.

# 4. Planning for Growth/Scenario Modeling



# Growth Scenarios and Blueprint

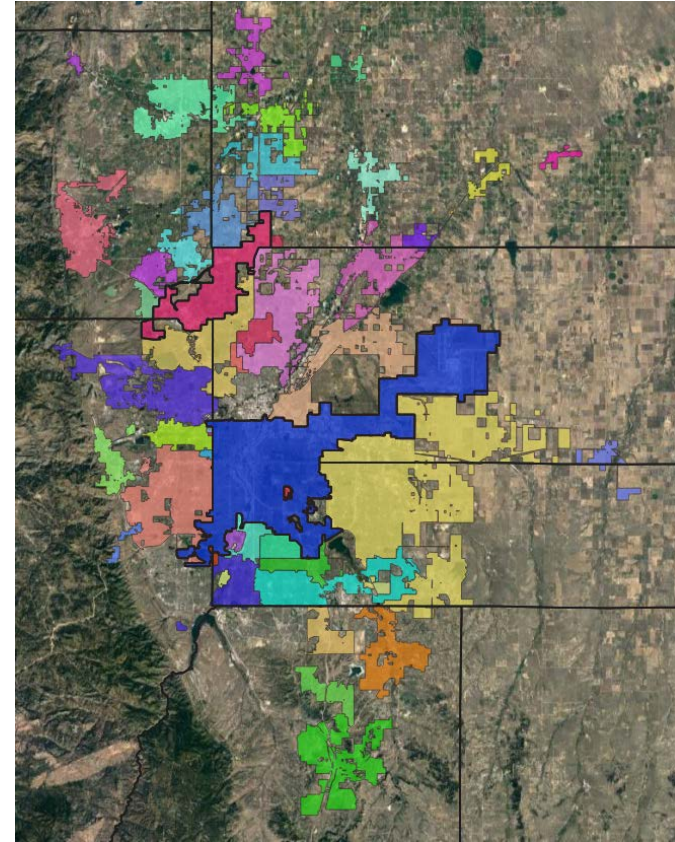


- Identify how and where we grow
- Tell the story of development patterns
- Understand high level impacts

- What projects, policies and programs will help achieve the preferred scenario?
- How effective are tools and strategies?

# Regional Context

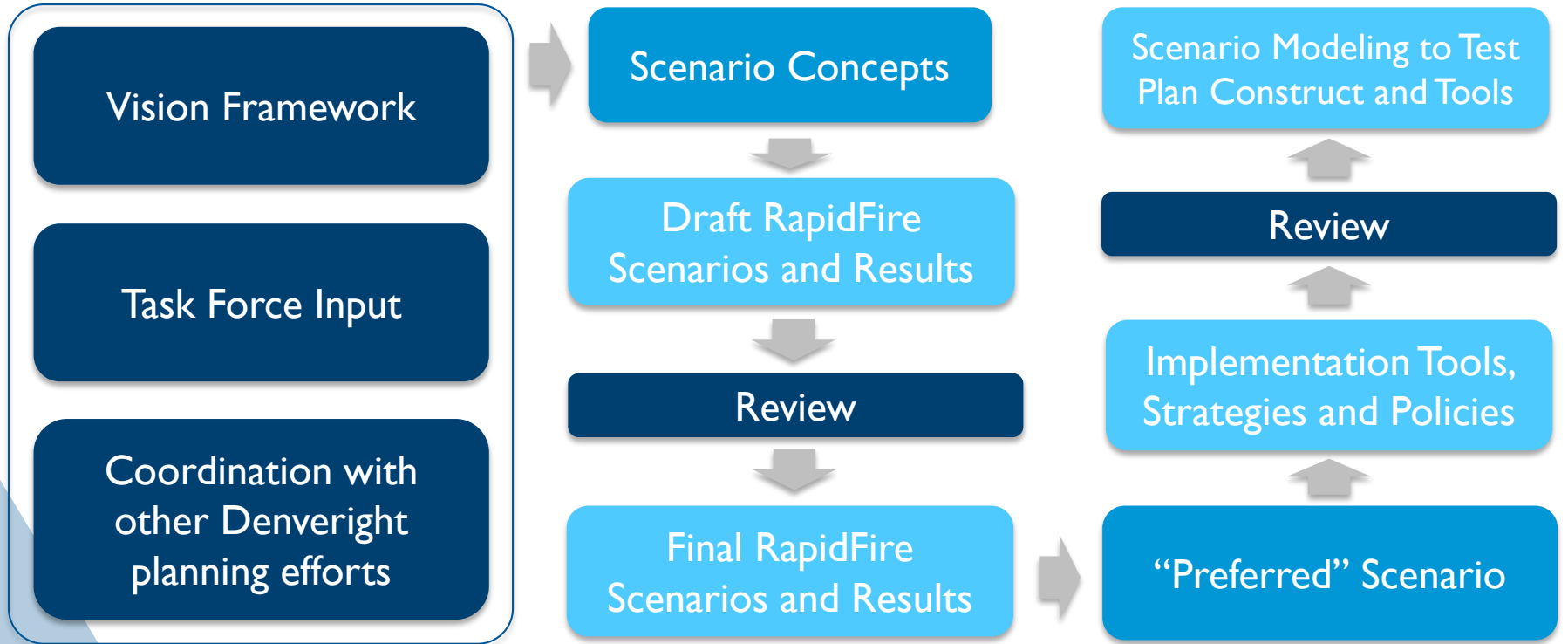
- Growth share – how much of the region's housing and jobs growth will Denver take on?
- Jobs/housing balance – how will distributions of housing and jobs vary and what impacts might that have?



# Regional Growth Modeling

Presentation by Daniel Jarrett, DRCOG

# Scenario Development Process

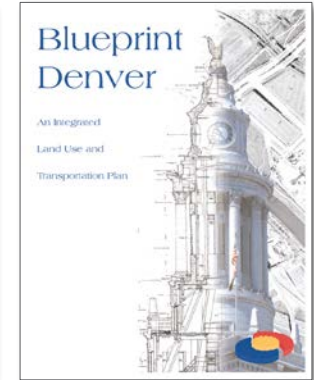


# RapidFire Scenario Modeling

# Calthorpe Analytics / Calthorpe Associates

*Two decades of planning in the Denver region*

- Original Blueprint Denver
- Stapleton Master Planning
- Highland Gardens
- Curtis Park
- Englewood Town Center
- Jefferson Park
- Five Points



# 25+ Years of Metropolitan Planning Experience



# Introduction to the RapidFire Model

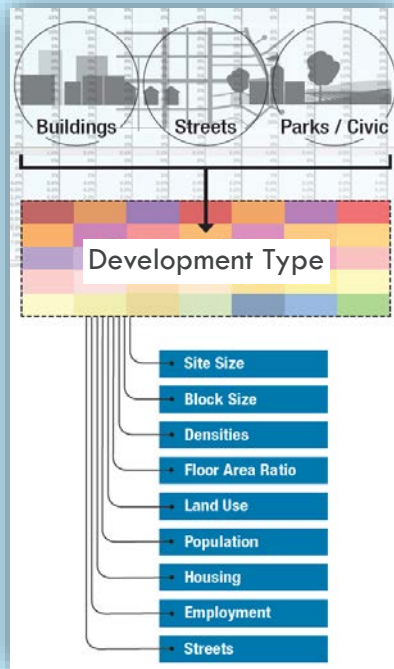
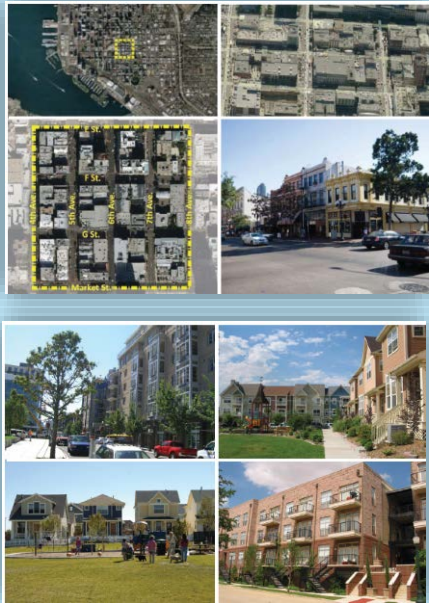


- Programmatic modeling based on spatial data and analysis inputs
- Existing development and future growth represented in terms of *land development categories*
- Provides multi-metric analysis to frame critical land use and transportation planning issues



# Built Form Types

## Place and building studies



## DEVELOPMENT TYPES – PLACES and BUILDINGS

Mixed Use Centers and Corridors	1	Urban Mixed Use	<b>Mixed Use</b>
	2	Urban Residential	Skyscraper Mixed Use
	3	Urban Commercial	High-Rise Mixed Use
	4	City Mixed Use	Mid-Rise Mixed Use
	5	City Residential	Low-Rise Mixed Use
	6	City Commercial	Parking Structure/Mixed Use
	7	Town Mixed Use	Main Street Commercial/Mixed Use High (3-5 Floors)
	8	Town Residential	Main Street Commercial/Mixed Use Low (1-2 Floors)
	9	Town Commercial	<b>Residential</b>
	10	Village Mixed Use	Skyscraper Residential
	11	Village Residential	High-Rise Residential
	12	Village Commercial	Urban Mid-Rise Residential
	13	Neighborhood Residential	Urban Podium Multi-Family
	14	Neighborhood Low	Standard Podium Multi-Family
Employment Areas	15	Office Focus	Suburban Multifamily Apt/Condo
	16	Mixed Office and R&D	Urban Townhome/Live-Work
	17	Office / Industrial	Standard Townhome
	18	Industrial Focus	Garden Apartment
	19	Low-Density Employment Park	Very Small Lot 3000
Suburban	20	High Intensity Activity Center	Small Lot 4000
	21	Mid Intensity Activity Center	Medium Lot 5500
	22	Low Intensity Retail Centered Neighborhood	Large Lot 7500
	23	Retail- Strip Mall / Big Box	Estate Lot
	24	Industrial / Office / Residential Mixed High	Rural Residential
	25	Industrial / Office / Residential Mixed Low	Rural Ranchette
Suburban Residential	26	Suburban Multifamily	<b>Commercial</b>
	27	Suburban Mixed Residential	Skyscraper Office
	28	Residential Subdivision	High-Rise Office
	29	Large Lot Residential Area	Mid-Rise Office
Rural	30	Rural Residential	Low-Rise Office
	31	Rural Ranchettes	Main Street Commercial (Retail + Office/Medical)
	32	Rural Employment	Parking Structure + Ground Floor Retail
Institutional	33	Campus / University	Parking Structure
	34	Institutional	Office Park High
	35	Parks and Open Space	Office Park Low

## 4. Planning for Growth/Scenario Modeling

## Development Types

## Key Characteristics

Density

Mix of Uses

Street  
Connectivity

Location/  
Accessibility

Mixed Use Centers and Corridors	1	Urban Mixed Use
	2	Urban Residential
	3	Urban Commercial
	4	City Mixed Use
	5	City Residential
	6	City Commercial
	7	Town Mixed Use
	8	Town Residential
	9	Town Commercial
	10	Village Mixed Use
	11	Village Residential
	12	Village Commercial
	13	Neighborhood Residential
	14	Neighborhood Low
Employment Areas	15	Office Focus
	16	Mixed Office and R&D
	17	Office / Industrial
	18	Industrial Focus
	19	Low-Density Employment Park
Suburban	20	High Intensity Activity Center
	21	Mid Intensity Activity Center
	22	Low Intensity Retail Centered Neighborhood
	23	Retail: Strip Mall / Big Box
	24	Industrial / Office / Residential Mixed High
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Suburban Residential	26	Suburban Multifamily
	27	Suburban Mixed Residential
	28	Residential Subdivision
	29	Large Lot Residential Area
Rural	30	Rural Residential
	31	Rural Ranchettes
	32	Rural Employment
Institutional	33	Campus / University
	34	Institutional
	35	Parks and Open Space

# RapidFire Land Development Categories

## Urban



## Compact Walkable



## Standard Suburban



## + variants

### Development condition

- Infill/redevelopment
- Greenfield









### Accessibility condition

- Transit proximity
- Job or urban center proximity

# RapidFire Land Development Categories

*Three broad categories encompass a range of development patterns*

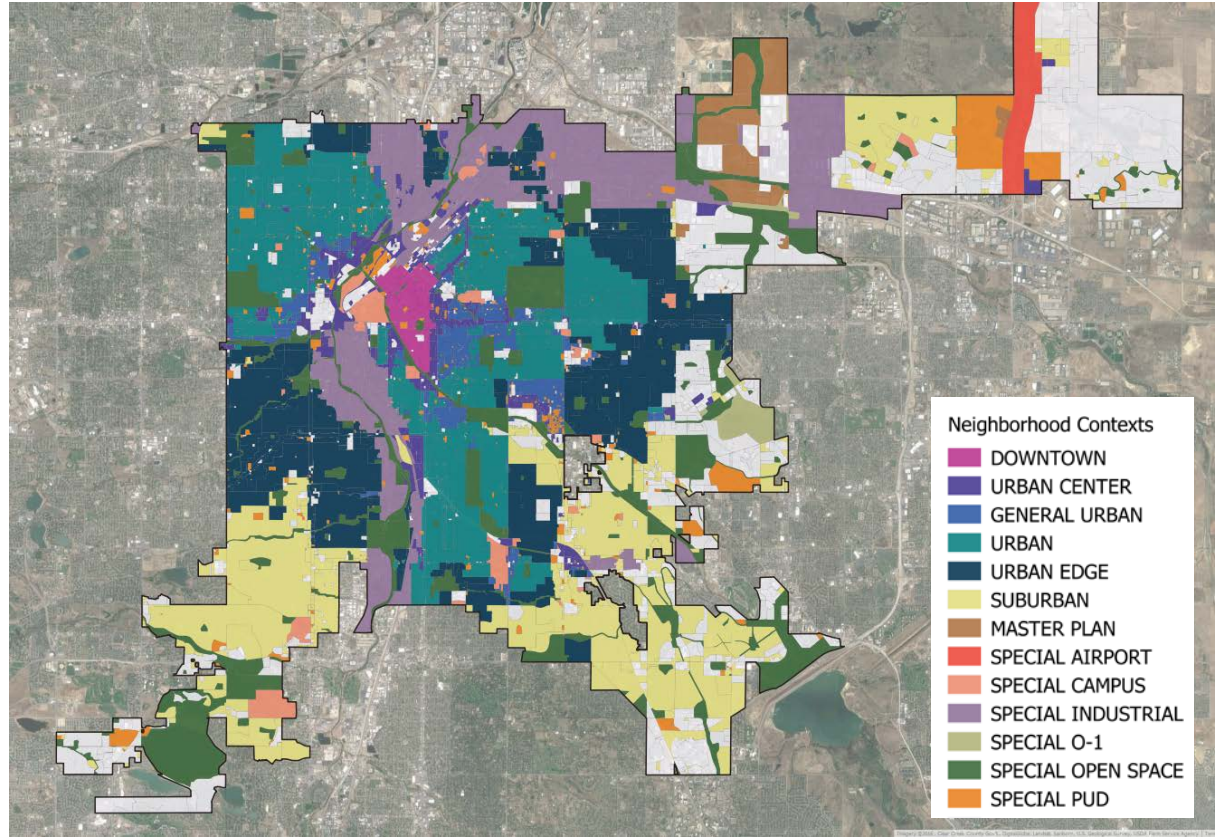
- **Urban places**  
Downtown Denver neighborhoods
- **Compact Walkable places**  
Stapleton, Highland
- **Standard Suburban places**  
Many existing corridors and residential areas in and around Denver

Development	Housing Mix	Transportation
		
		
		

# Denver Neighborhood Context Zones



# RapidFire Land Development Categories



# Urban

## *Downtown Neighborhood* and *Urban Center* Context Zones

- Highest intensity development
- Primarily multifamily housing
- Best regional and local transit service
- Occurs mostly as infill or redevelopment in the existing urban core



# Urban



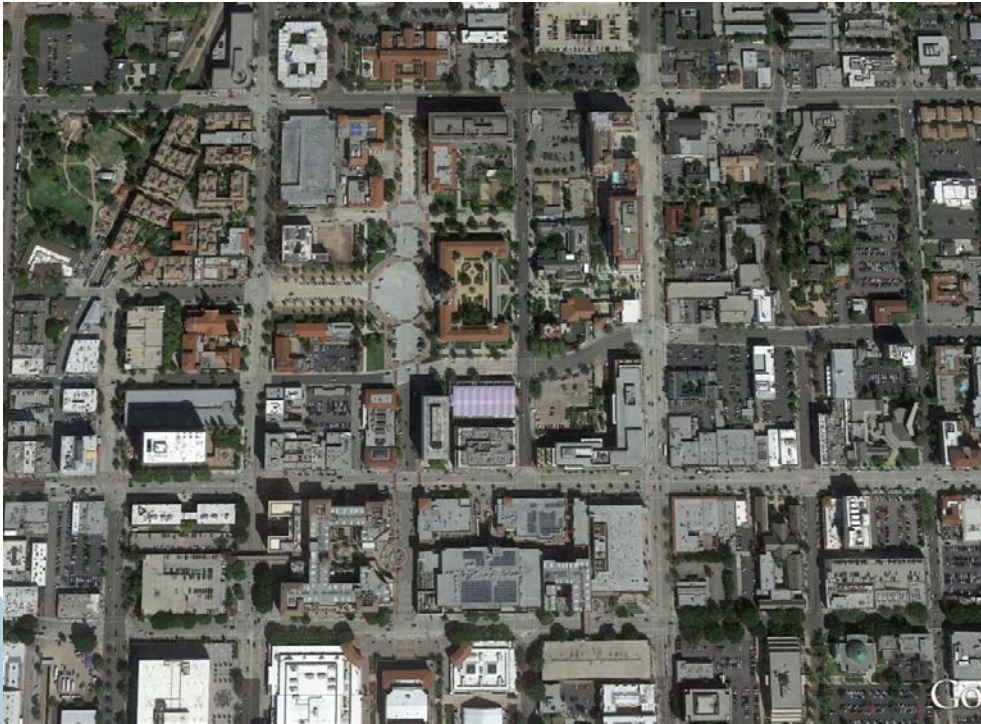
# Compact Walkable



## *Urban Center, General Urban, and Urban Neighborhood Context Zones*

- Highly walkable with rich mix of uses
- Diversity of housing options, including smaller-lot single family homes, townhomes, and multifamily housing
- Good regional and local transit service
- Occurs primarily as infill or redevelopment in existing developed areas, or as larger-scale redevelopment

# Compact Walkable





# Compact Walkable



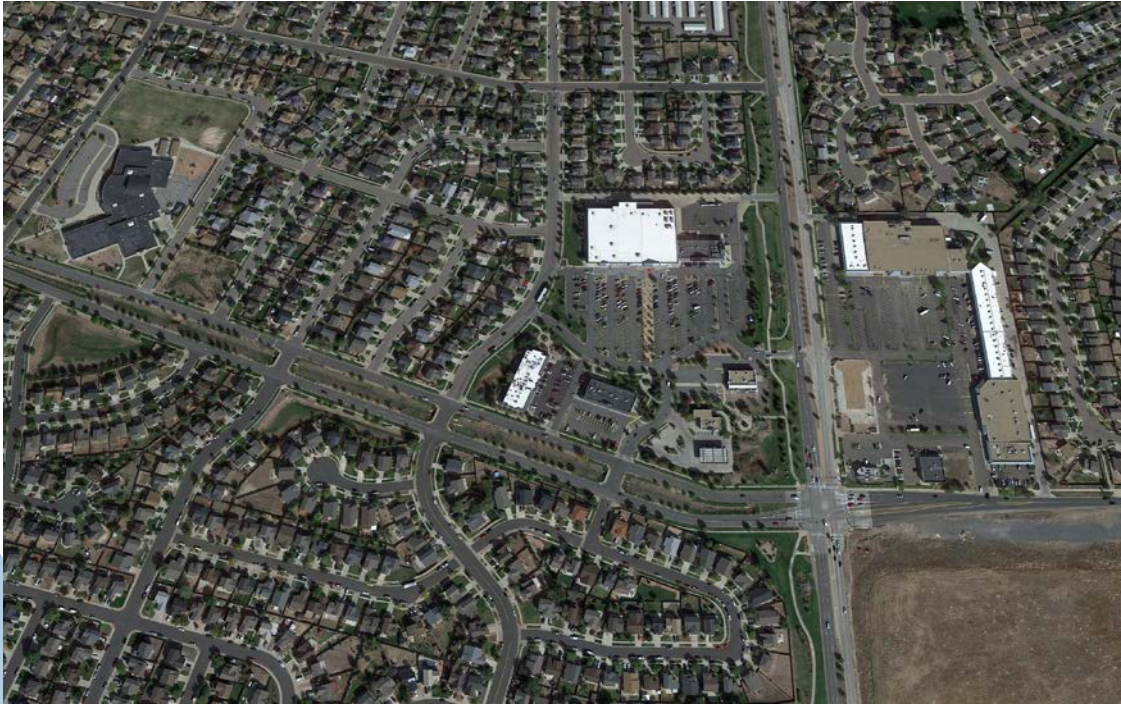
# Standard Suburban



## *Urban Edge Neighborhood and Suburban Neighborhood Context Zones*

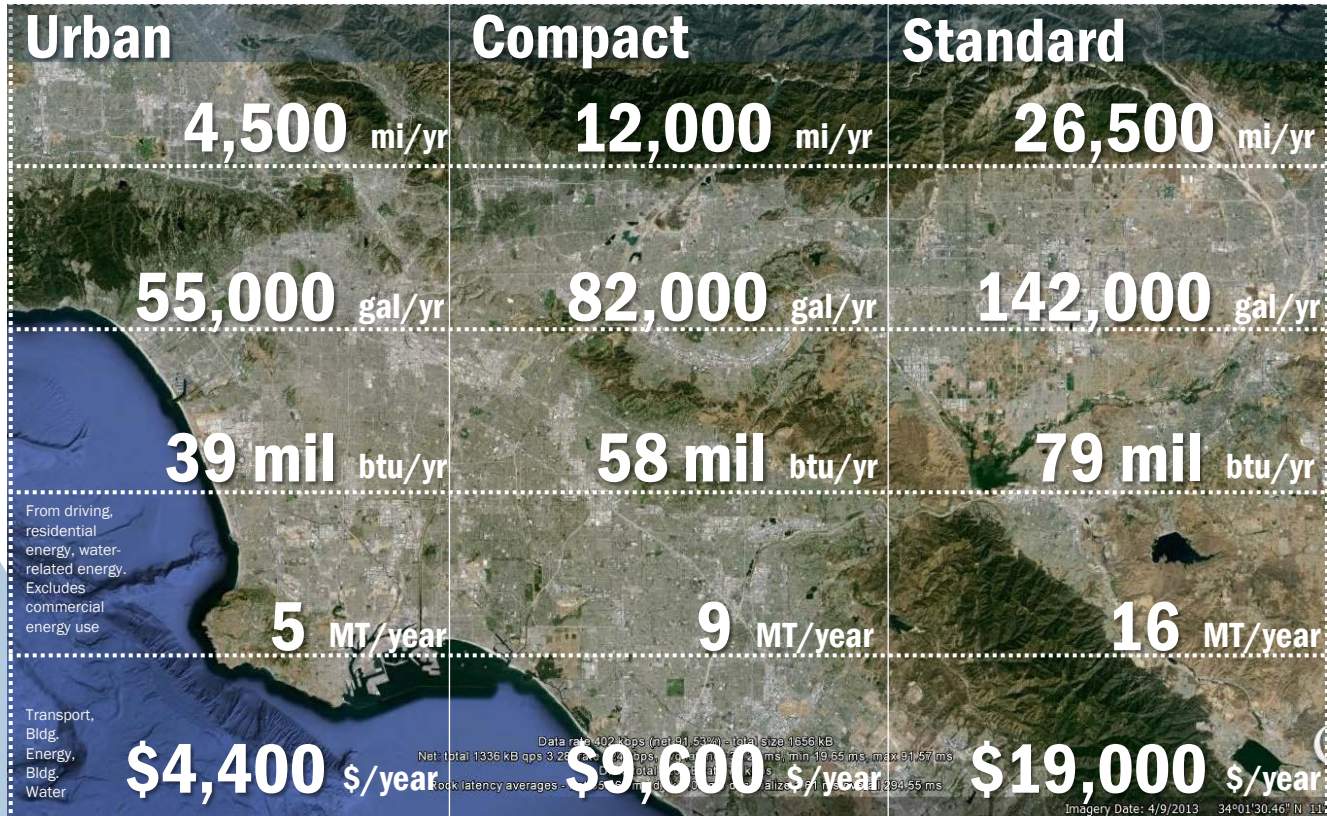
- Auto-oriented development with separated uses
- Mostly single family homes
- Low levels of regional transit service
- Occurs primarily on undeveloped land at the urban edge, or as infill in existing Standard Suburban areas

# Standard Suburban



# Standard Suburban





Land Development Category Comparison  
(Typical household in Southern California, 2012)

Household VMT

Residential Water Use

Residential Energy Use

Carbon Emissions

Household Costs

From driving, residential energy, water-related energy. Excludes commercial energy use

Transport, Bldg. Energy, Bldg. Water

Data rate: 402 kbps (net: 41.53%) - total size: 1656 kB  
 Net: total: 1336 kB qps: 3.22 (avg: 3.22) - total: 1336 kB qps: 3.22 (avg: 3.22) - total: 1336 kB qps: 3.22 (avg: 3.22)  
 Rock latency averages - 1.50 ms (min: 1.50 ms, max: 1.50 ms) - total: 1336 kB qps: 3.22 (avg: 3.22)

Imagery Date: 4/9/2013 34°01'30.46" N 111°

# Redevelopment Potential

*Standard Suburban transitions to Compact Walkable*



# Redevelopment Potential

*Standard Suburban transitions to Compact Walkable*



# Redevelopment Potential

*Standard Suburban transitions to Compact Walkable*





# Redevelopment Potential

## *Corridor Enhancement*



# Redevelopment Potential

## *Corridor Enhancement*



# Redevelopment Potential

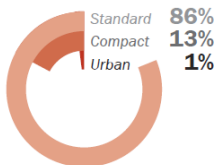
## *Corridor Enhancement*



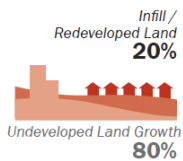
# Scenario Composition

Year-2050 scenarios for Columbus, Ohio region

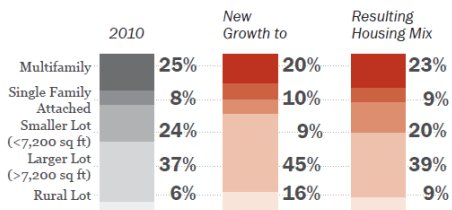
## Land Development Category Proportions



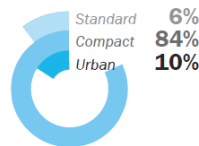
## Infill / Redeveloped Land vs. Undeveloped Land



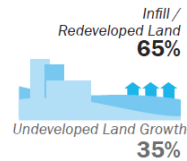
## Housing Unit Mix



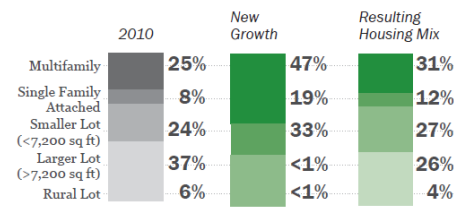
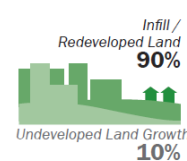
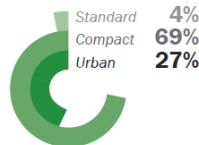
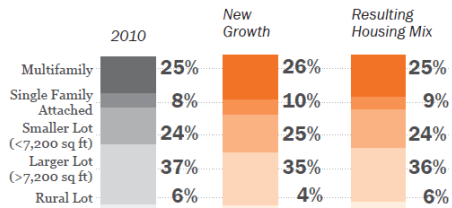
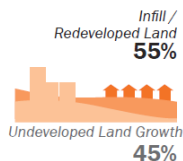
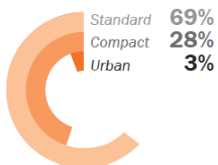
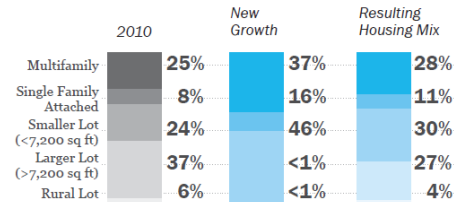
## Land Development Category Proportions



## Infill / Redeveloped Land vs. Undeveloped Land










## Housing Unit Mix



# Scenario Metrics

The comparative scenario metrics summarized here are described in more detail in the following sections. For clarity, values are rounded. All costs are expressed in 2014 dollars.

Visit [www.getinsight2050.org](http://www.getinsight2050.org)

	 <b>Land Consumption</b> <small>Includes all previously undeveloped land that is authorized from 2010-2050.</small>	 <b>Transportation</b> <small>Miles driven in passenger vehicles in Central Ohio in 2050.</small>	 <b>Public Health Costs</b> <small>Annual costs due to health incidents related to auto emissions, including hospitalizations, premature mortality, and lost work days, in 2050.</small>	 <b>Building Energy Use</b> <small>Cumulative energy (electricity and gas) consumed by new and existing residential and commercial buildings from 2010-2050.</small>	 <b>Building Water Use</b> <small>Cumulative water used to serve and maintain new and existing homes from 2010-2050.</small>	 <b>Greenhouse Gas Emissions</b> <small>Annual CO2e emissions from passenger vehicles, and residential and commercial buildings, in 2050.</small>	 <b>Household Costs</b> <small>Annual automobile transportation (fuel, insurance, maintenance) and home energy and water costs, in 2050.</small>
<b>scenario A</b> <i>Past Trends</i> <small>This scenario extends the land use and transportation investment decisions of the past decades forward to 2050.</small>	495 square miles	15.9 billion miles <small>8,450 miles/year (for year-round 2050)</small>	Scenario A used as baseline for comparison	4.27 quadrillion Btu (British Thermal Units) <small>\$78.2 Billion (Cumulative Costs 2010-2050)</small>	3.19 trillion gallons	35.8 MMT / year (Million Metric Tons)	\$13,100 per new household
<b>scenario B</b> <i>Planned Future</i> <small>The housing and job distribution of this scenario reflects the direction of local plans and policies from the cities and townships across the Central Ohio region.</small>	270 square miles	15.4 billion miles <small>7,450 miles/year (for year-round 2050)</small>	-\$41 Million	4.23 quadrillion Btu <small>\$77.5 Billion (Cumulative Costs 2010-2050)</small>	3.12 trillion gallons	35.2 MMT / year	\$11,600 per new household
<b>scenario C</b> <i>Focused Growth</i> <small>This scenario seeks to accommodate more growth in infill and redevelopment locations in and around existing cities and towns.</small>	45 square miles	12.0 billion miles <small>4,450 miles/year (for year-round 2050)</small>	-\$246 Million	4.15 quadrillion Btu <small>\$76.0 Billion (Cumulative Costs 2010-2050)</small>	3.03 trillion gallons	33.2 MMT / year	\$7,700 per new household
<b>scenario D</b> <i>Maximum Infill</i> <small>This scenario strives to maximize growth accommodated through infill on previously developed lands and within existing urban areas.</small>	15 square miles	11.1 billion miles <small>3,650 miles/year (for year-round 2050)</small>	-\$315 Million	4.12 quadrillion Btu <small>\$75.5 Billion (Cumulative Costs 2010-2050)</small>	3.01 trillion gallons	32.7 MMT / year	\$6,800 per new household

## Transportation

- Vehicle Miles Traveled
- Vehicle Emissions
- Transportation Costs

## Social

- Housing Diversity
- Household Driving and Utility Costs

## Environmental

- Greenhouse Gas Emissions
- Air Pollution & Health Impacts
- Energy and Water Use

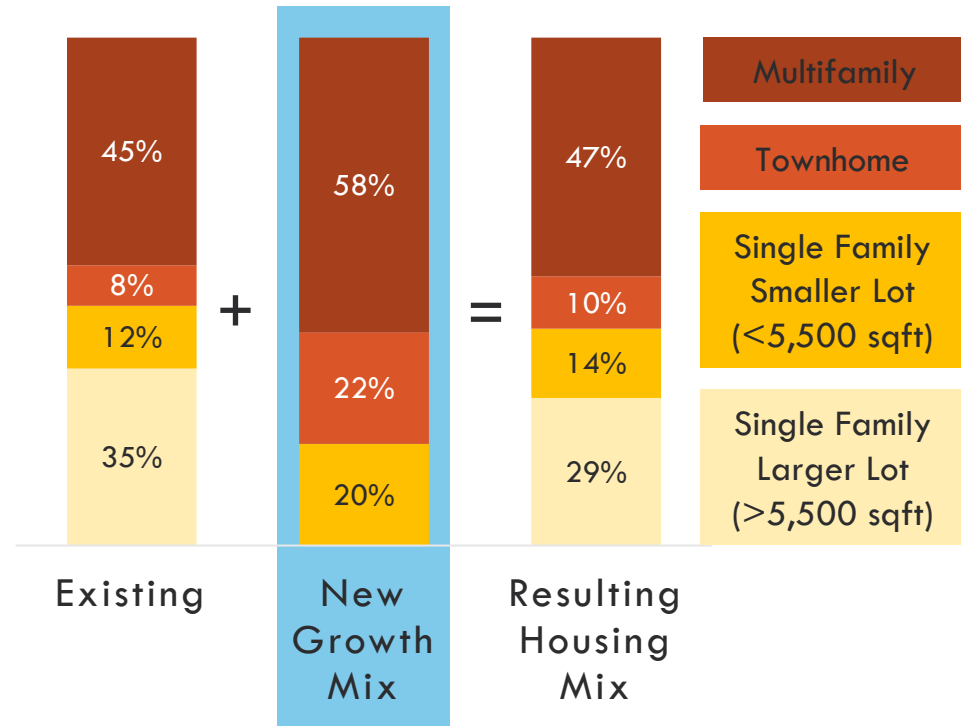
# Developing the Scenario Concepts

# Scenario Drivers

- Regional growth share
- Jobs/housing balance
- Development in Denver
- Housing type mix
- Transportation options

# Housing Type Mix

- How will changing demographics affect housing demand?
- How should scenarios be oriented with respect to development trends vs. projected demand?



**New housing will blend with existing stock to shift housing mix over time**



# 5. Small Group Breakout

# Small Group Breakout

- **Map Exercise:** Urban Centers and Corridors
- **Discussion:** Neighborhood Infill and Intensification

# DRCOG Urban Centers

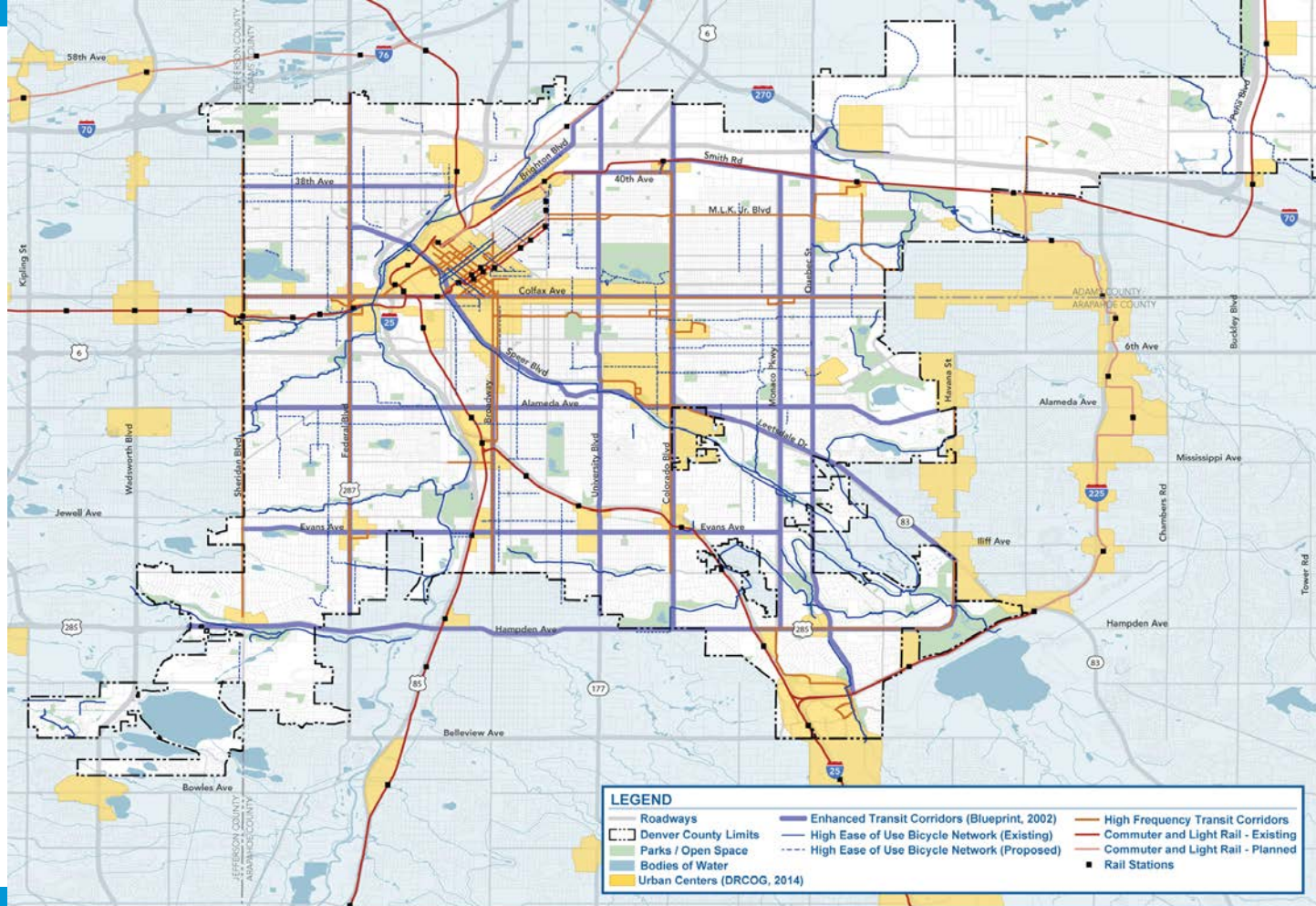
- Urban Centers are one element of DRCOG's *Metro Vision*
- While they will vary based on individual context, Urban Centers must all:
  - Be active, pedestrian-, bicycle, and transit-friendly places that are more dense and mixed in use than surrounding areas;
  - Allow people of all ages, incomes and abilities to access a range of housing, employment, and service opportunities without sole reliance on having to drive;
  - Promote regional sustainability by reducing per capita vehicle miles traveled, air pollution, greenhouse gas emissions and water consumption; and
  - Respect and support existing neighborhoods.

Source: Metro Vision 2035 Growth and Development Supplement

## LEGEND

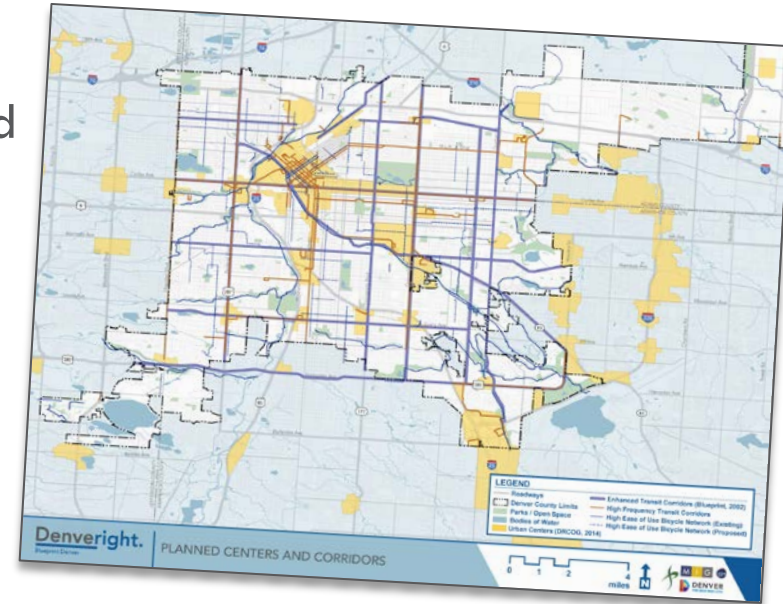
— Roadways	— Enhanced Transit Corridors (Blueprint, 2002)	— High Frequency Transit Corridors
□ Denver County Limits	— High Ease of Use Bicycle Network (Existing)	— Commuter and Light Rail - Existing
■ Parks / Open Space	— High Ease of Use Bicycle Network (Proposed)	— Commuter and Light Rail - Planned
■ Bodies of Water		■ Rail Stations
■ Urban Centers (DRCOG, 2014)		

# DRCOG Urban Centers



# Planned Urban Centers and Corridors

- Are all of the DRCOG Urban Centers appropriate for higher intensity housing and employment development?
- Are any urban centers missing?
- What urban centers have the greatest capacity for new growth and what should that look like?
- What corridors should be prioritized for multi-modal investment and higher intensity development?



# Neighborhood Infill and Intensification

- What type of infill and housing is appropriate in neighborhoods?
- What characteristics of a neighborhood make what is appropriate different across the City?
- What are the right conditions for increasing the density of neighborhoods?
- How do we ensure that the impacts of new growth (good and bad) are equitable demographically and geographically?

# 6. Questions and Comments

# 7. Next Steps



# Late 2016/Early 2017 Outreach

- Vision and Values Online Commenting
- Supplemental Vision Questionnaire and Outreach to Under-Represented Groups

The screenshot shows the Denverright website. At the top is a dark blue navigation bar with the Denver logo (The Mile High City) and menu items: Neighborhood, Business, Visiting, Government, Online Services, and A to Z. A search bar is on the right. Below the navigation bar is the 'Denverright.' logo with the tagline 'Your Voice. Our Future.' and social media icons for Facebook, Twitter, Instagram, Email, and a calendar. A blue button labeled 'En Español' is on the right. Below this is a horizontal menu with four categories: Land Use & Transportation (blue), Parks & Recreation (green), Pedestrians & Trails (orange), and Transit (yellow). A banner below the menu asks 'What are Denverites saying about the future of our city?' and says 'Check out some of what we've heard at Your Voice.' Below the banner is a video player showing a woman with sunglasses holding a baby, with the text 'Denverright: Your Voice. Our Future.' and a play button. To the right of the video is the text 'Your Voice. Our Future.' followed by a paragraph: 'Our community is undertaking an effort that builds upon our successes and proud traditions to design the future of this great city. Denverright is a community-driven planning process that challenges you to shape how we want to evolve in four key areas: land use, mobility, parks, and recreational resources.' A blue button labeled 'Share Your Voice' is at the bottom right.

# Upcoming Task Force Meetings

- Task Force Meeting #6
  - January 26 – Goals/Guiding Principles and Mobility
- Task Force Meeting #7
  - March 23 – Scenario Evaluation and Place Types Intro
- Community Meetings
  - April 2017

## 8. Meeting Close



# Denverright.

Your Voice. Our Future.

Blueprint Denver  
Task Force Meeting #5

12.8.16

**Denverright.**  
Your Voice. Our Future.



