Main Street Zoning: Process, Outcomes, Lessons

Prepared by Denver Community Planning & Development
Railvolution 2006
Orientation

east colfax plan: MAIN STREET ZONING
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Process: Root implementation in COMPREHENSIVE PLANNING to build a base of COMMUNITY SUPPORT & establish a clear POLICY DIRECTION

- Plan 2000, adopted January 2000
- Blueprint Denver: An Integrated Land Use and Transportation Plan, adopted March 2002
- East Colfax Corridor Plan, adopted May 2004
- Main Street Zoning, enacted September 2005
- Main Street Map Amendment, applied April 2006
Process: Identify KEY PLAYERS

- Private sector champion
- Public sector partner
- Political leadership
- Engaged stakeholders
- Land use attorney
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Process: Start with a UNIFIED VISION
Restore a MAIN STREET sense of place
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Process: Know & communicate your PLANNING FRAMEWORK
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Process: IDENTIFY PROBLEMS
Form, F.A.R and parking ratios
Process: IDENTIFY PROBLEMS
Nonconforming structures
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Process: Establish ACHIEVABLE GOALS

1. Establish the appropriate Main Street form
2. Create user-friendly regulations
3. Introduce both flexibility & predictability
Process: Establish a clear PURPOSE & INTENT

- **Sustainable, efficient utilization of urban land near transit**
- **Enhanced street function**
  - Buildings define street edges & corners and limit driveways
  - Increase pedestrian experience of the public realm
- **Context sensitive forms**
- **Flexible parking standards**
Outcomes: Main Street...one size does not fit all (Goal: Appropriate Form & Predictability)

Main Street 1
- 38 feet
- Low-intensity
- Context: Residential

Main Street 2
- 65 feet
- Varied intensity
- Context: Mixed-use

Main Street 3
- 100 feet
- High-intensity
- Context: Transit rich activity center
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Outcomes: MS Key Elements (Goal: Predictability)

- **Building placement**
- **Height**
- **Massing – upper story setbacks**
- **Windows and primary entrances**
- **Location of parking**
- **Residential buildings**
Process: Parking Analysis
To park or not to park, that is the question...

- Parking was the “hard sell” and required extensive education and analysis:
  - BACKGROUND
  - SUPPLY ANALYSIS
  - PHYSICAL ANALYSIS
  - MODELING
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BACKGROUND: Impacts of the 1967 Parking Code

- Obliterated historic development patterns
- Dramatically altered the land development potential of the city
- Required significantly greater amount of surface parking
- Favored auto-oriented patterns of development such as low density commercial uses surrounded by parking
SUPPLY ANALYSIS: What factors affect the need for parking?

- On-street supply of parking spaces
- Mixed-use, pedestrian friendly environment
- Transit rich environment
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Transit and vehicles per household

VEHICULAR IMPACT

Vehicles per Household

- 0.00
- 0.21 - 0.49
- 0.50 - 0.99
- 1.00 - 1.39
- 1.40 - 1.79
- 1.80 - 2.19
- 2.20 - 2.59

Census Tract

Department of Community Planning & Development
201 West Colfax Avenue, Dept. 205
Denver, CO 80202
720.865.2939
PHYSICAL ANALYSIS: Parcel Geometry
### East Colfax Plan: Main Street Zoning

#### Modeling

<table>
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<tr>
<th>Lot Size</th>
<th>Bldg. SF</th>
<th>Bldg. Depth</th>
<th>Bldg. Width</th>
<th>&quot;Needed parking&quot;</th>
<th>&quot;Needed parking&quot; ratio</th>
<th>Parking spaces supported by land</th>
<th>Surplus or Deficit*</th>
<th>MS required spaces</th>
<th>MS req. surplus (+) or deficit (-)**</th>
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Outcomes: Main Street Parking Standards

- **Two parking classifications** *(Goal: Predictability/User-Friendly):*
  - NON RESIDENTIAL USES: 1 space per 500 SF
  - RESIDENTIAL USES: 1 space per market-rate housing unit

- **Parking relief for special housing conditions** *(Goal: Flexibility)*
  - Affordable and special purpose housing
  - Stimulate “Car-free” living opportunities
Outcomes: Parking Relief for Special Conditions (Goal: Flexibility & Predictability)

- Graduated parking requirements correspond to parcel geometry
  - EXEMPTION: EXTREMELY SMALL LOTS (Under 6,250 SF)

- Other Exemptions
  - LANDMARKED STRUCTURES
  - FORM COMPLIANCE: buildings (built prior to 1967) that meet the form standards

- “Faith-based” planning: parking requirements may be met off site through lease agreement or as provided through a parking management district
Process: Create your TOOLS first & apply tools SYSTEMATICALLY

• **Language amendment preceded mapping**
  • What are the appropriate forms vs. What do I want on my block...

• **Map amendment: Legislative process vs. quasi-judicial**
  • Authorizing legislation rests in case law
  • Expedited, comprehensive process
  • City Council acts as applicant and can advocate for the rezoning
Outcomes: Comprehensive application of MS zones
(Goal: Appropriate form, User-friendly, Predictability)

• Plan informed application of MS zones
• Eliminated split lot zoning
• Corrected previous zoning errors
• Largest rezoning in Denver since 1956
  – 300 parcels
  – 3 miles of commercial corridor rezoned
  – Completed rezoning in less than 6 months
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Outcomes: Initial Application of Main Street zones
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Outcomes: Active projects along East Colfax
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Outcomes: Active Projects - Infill development
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Outcomes: Active Projects - Renovations
Next Steps...near to long term

- Joint development partnerships with National Credit Tenants
- Colfax Street Design Guidelines
- Scattered Site Historic District
- Application of Main Street to other corridors
- Streetcar
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Next Steps: Main Street citywide
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For more information...
Visit: www.denvergov.org/MainStreet

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Thank you!