Great Legacies
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Weaving the Urban Fabric
Making PLACES
Reacting to Growth
Building on the Opportunity of Growth
Building on the Opportunity of Growth
BLUEPRINT
DENVER

An Integrated Land Use and Transportation Plan
Denver’s growth

- 87,000 new Denver residents between 1990 to 2000
- 132,000 new Denver residents by 2020

24% increase
Balancing Density and Growth

Density is desirable in certain locations:

• Links land uses with transportation
• Creates population & activity to support all forms of transit use
• Stimulates and channels growth to new neighborhoods
Areas of Stability/Change
Why is Blueprint Denver Important?

- Represents collective vision of the people of Denver
- Promotes the preservation and creation of URBAN patterns of diverse land use, multi-modal streets and unique places.
URBAN Perspective
URBAN Perspective

- Land Use and Transportation Diversity
- Builds on Existing Patterns and Context
- Public Realm of Streets, Blocks and Squares
- Public Aspects of Private Buildings
- Placemaking
- Pedestrian Friendly
- TOD
Implementation Strategies

Planning is Human, Implementation is Divine

1. Land Use Regulations
2. Public Infrastructure
3. Partnerships
Implementing Blueprint Denver:

• Zoning Code Update
• Main Street Zoning
• Strategic Transportation Plan
• Strategic TOD Plan
• TOD Station Area Plans
• Greenprint Denver
• Permit Process Improvement
• Downtown Area Plan
• And much more…
Why update Denver’s Zoning Code?

1. Mismatched to our collective community visions
2. Complicated to understand, use and consistently enforce
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Why update Denver’s Zoning Code?
Context-based Approach

Typology AI

Description
This area typifies many of the earlier single family residential neighborhoods of the City. The development pattern in this area has particularly high lot coverage, with long street blocks concentrating consistently narrow lots. Unbroken sidewalks and mature street trees contribute to a maturity and consistency to an air of an extremely cohesive pattern of housing. Front set backs tend to be consistent while the building form varies considerably either between lots or within the block, building heights are also relatively consistent. This would seem to be one of the most consistent of the residential typologies.

Differs from other traditional typologies:
- Very high lot coverage and narrow streets
- No front accessed parking
- Very consistent pattern of street trees

Framework Features
- Street pattern: Regular Rectilinear Grid
- Street Work: Medium Avenues and Narrower Streets
- Detached
- Consistent
- Street Trees: Yes - Regular Pattern
- Block Work: RELATIVELY CONSISTENT 300 BY 600'
- Consistency OVERVIEW: RELATIVELY CONSISTENT

Lot Features
- LOT SIZE: 25' X 145'
- LOT SHAPE & ORIENTATION: LONG, NARROW, PERP TO STREET
- LOT COVER: WITH SOME EXCEPTIONS
- LOT COVERAGE: 50% & GREATER
- BUILDING ORIENTATION: GEN. WITH LOT
- BUILDING PLACEMENT: FORWARD
- PARKING ACCESS/LAYOUT: GEN. REAR ACCESS

Building Placement
- Front setback: 20'
- Side setback: 5'
- Rear setback: 20'

Building Form
- Eave Height: 2-5'
- Plate Height: 15-22'
- Roof Ridge Height: 25-33'
- Roof Pitch: 4/12
- Entry (Point of Entrance): Consistent front porch
- Transparency (Window Location & %): Some transparency

Extract of the Snapshot Area - Aerial Photography (Left)
Extract of the Snapshot Area - Building Placement Diagram (Right)
Context-based Approach

**Typology Bi**

**Description**
This area includes both rectangular and square street blocks created by a regular pattern of avenues with narrow streets. Arrows are present throughout the area, generally supporting the street block into east & west. This relationship is not constant, however, and several square and rectangular blocks have always providing access to the interior from different sides of the street block. Street trees are relatively common but occur on a sporadic basis. Building setbacks work with the detached side walls to create a strong landscaped street exposure. There are both a mixture of consistent and also diverse housing arrangements. Lot coverage is relatively high in both more cohesive and diverse areas.

Diffs from A typologies:
- Lower lot coverage
- Smaller structures
- Some front accessed parking

Diffs from other B typologies:
- More cohesive than B1 with demonstrating some later development of variable scale, especially within the square blocks
- Lot coverage is higher than B1

**Framework Features**
- Vertical Rect. 7 Square Grid
- Radar Vision
- Detached Location
- Some Elevation
- Common But Sporadic
- Mixed

**Lot Features**
- 60 by 120 Standard
- Rect. Perp. To Street
- 45 to 50°
- HSH c. 40-50%
- Gen. With Lot
- Forward & Central
- Rear, Some Garages

**Building Placement**
- Front setbacks: 20'-25'
- Side setbacks: 5'
- Rear setbacks: 20'

**Building Form**
- Building Height: 1-16 Stories
- Plate Height: 10'-15'
- Roof Ridge Height: 12'-15'
- Roof Form: Side Gabled & Front Gabled
- Entry: Porch/Doorway/Window
- Transparency (Windows, Doors, & More): 34-45% Transparency
Context-based Approach

Typology D2

Description
This area combines a curvilinear or modified grid with cul-de-sac elements of the classic curvilinear, which becomes more common in later residential development. Here the connectivity provided by the street network is still relatively high, while block length although variable tends to be very long. Sidewalks are attached and trees in private yards convey an impression of spindly street trees. Lot size and shape vary in response to the street alignments and are relatively disparate. Building plan is generally long and parallel to the street. Although in many cases a protuding garage element presents a gable to the street in an “L” or “T” shaped plan. Architectural form varies considerably, as does building height or mass, creating a strong sense of diversity. Some blocks however exhibit a greater sense of architectural cohesion. Where there is a consistent front set back this also contributes a greater sense of order.

Differes from D1 typology:
- Introduction of cul-de-sacs
- Curvilinear grid form is retained but more pronounced
- Higher lot coverage and larger structures

Framework Features
- Street Pattern: CURVILINEAR GRID WITH CUL-DE-SACS
- Street Width: WIDE
- Domain Location: ATTACHED
- Aisle: NONE
- Access: NONE. TREES IN NARROW FRONT YARDS
- Block: BOTH
- Consistency: Variability

Lot Features
- Lot Size: 75 BY 125
- Lot Shape & Orientation: RECT TO SQUARE
- Lot Align: 75 AVENUE VARIES WITH ST. PATTERN
- Lot Coverage: 40-50%
- Lot Orientation: LONG AXIS PARALLEL TO STREET
- Parking Arrangement: FRONT, ATTACHED PROTRUDING GARAGES

Building Placement
- Front Setback: 25 BUT VARIES
- Lot Depth: Varies - relatively large
- Building Height: 1-2 STORIES - VARIES
- Roof Height: 14'-18'
- Roof Form: GABLED OR PYRAMIDAL
- Entry: (Porches/porches) FRONT, DETACHED GARAGE
- Transparency (Window Location & Size): 20-35% TRANSPARENCY

Although expansion and reconstructions in relatively recent in this typology, some homes are undergoing renovation as shown in the photographs above.
Why update Denver’s Zoning Code?

• The current Zoning Code is COMPLICATED and the result of years of incremental change
  – Cumbersome Documents
  – Inconsistent Processes
  – Considerable complexity in the form of waivers and conditions, PUDs, limitations, procedures, etc.
Understandable Regulations
Understandable Regulations
How does simplification of the zoning code help Denver?

- The complexity of the current zoning code makes it difficult for property owners to easily identify what is allowed to be built on a given property.
- Unnecessary complexity can add cost to development, lessen design quality and make Denver less competitive.
Implementing Plans Through Regulations

• Adopted plans express the community vision and provide the conceptual basis for regulations.

• The Zoning Code is the legal MEANS of implementing adopted plans.

• Land development regulations should not be mysterious but should clearly broadcast what communities want.

• Standards and Processes should recognize and facilitate CUSTOMER needs.
East Colfax Plan: Enhance the relationship of the corridor to the city
East Colfax Plan: Identify pulse points or catalyst sites for investment
Vision: Restore a sense of MAIN STREET
What can be built under B-4?
What can’t be built under B-4?
Main Street: KEY ELEMENTS

- Building placement
- Street activation
- Height/transition to context
Main Street: TRANSITIONS

Height responds to RESIDENTIAL context

Height responds to MIXED-USE context
<table>
<thead>
<tr>
<th>Main Street Category</th>
<th>Frontage</th>
<th>Max Height</th>
<th>Min Height</th>
<th>Upper Story Setback</th>
<th>Windows</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Front</td>
<td></td>
</tr>
<tr>
<td>MS-1</td>
<td>MS=75%</td>
<td>35’</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>SS=25%</td>
<td></td>
<td></td>
<td></td>
<td>SS=25%</td>
</tr>
<tr>
<td>MS-2</td>
<td>MS=75%</td>
<td>65’</td>
<td>24’</td>
<td>V=35’</td>
<td>MS=60%</td>
</tr>
<tr>
<td></td>
<td>SS=25%</td>
<td></td>
<td></td>
<td>H=20’ unless adjacent bldg &gt; 35’</td>
<td>SS=25%</td>
</tr>
<tr>
<td>MS-3</td>
<td>MS=75%</td>
<td>100’</td>
<td>24’</td>
<td>V=65’</td>
<td>MS=60%</td>
</tr>
<tr>
<td></td>
<td>SS=40%</td>
<td></td>
<td></td>
<td>H=20’ Unless adjacent bldg. &gt; 35’</td>
<td>SS=30%</td>
</tr>
<tr>
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</tr>
</tbody>
</table>
Strategic Transportation Plan

Transportation Enhancements

Legend

- Areas for Capacity Improvement*
- Roadway Corridors for Capacity Improvement*
- Enhanced Transit Corridors
- Regional Rapid Transit (Light Rail, Commuter Rail, High Occupancy Vehicle (HOV) Lanes, Bus Rapid Transit (BRT))
- RTD Rail Route Under Study

*Improvements shown are recommendations from previously adopted City plans

Blueprint Denver — Graphics Department, Community Planning & Development Agency 2002
Increase in Congestion

Lane Miles - Projected Change:
2005 to 2015 = 9.1% increase
2015 to 2030 = 0.6% increase

VHD - Projected Change:
2005 to 2015 = 22.9% increase
2015 to 2030 = 97.0% increase
Strategic Transportation Plan
Strategic Transportation Plan

Street Classifications
- Freeway (Arterial)
- Arterial
- Collector
- Local - Not Displayed
Strategic Transportation Plan
Strategic Transportation Plan
Adding Choices vs Solving Congestion

• Transit enhances personal travel choices
• Additional transit options increase mobility but does not necessarily reduce traffic congestion
• Flexible mobility is more realistic than reducing traffic congestion in a growing region
FasTracks

- $4.7 billion transit expansion
- 6 New Lines, 119 Miles
- 70 Stations
- LRT, BRT, Commuter Rail
- Denver will have 40 stations of which 30 have opportunities for transit oriented development (TOD)
FasTracks

- Opportunity to fundamentally reshape growth patterns in the metro region
- Opportunity to create sustainable urban centers around multi-modal transportation
The Original TOD
The Original TOD
The Opportunity of TOD
The Opportunity of TOD
Denver TOD Initiative

TOD Strategic Plan

• Set priorities for where City resources and policy development
• Identify implementation tools and strategies for TOD
• Ensure close coordination internally and externally
<table>
<thead>
<tr>
<th>TOD Typology</th>
<th>Desired Land Use Mix</th>
<th>Desired Housing Types</th>
<th>Commercial/ Employment Types</th>
<th>Proposed Scale</th>
<th>Transit System Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown</td>
<td>Office, residential, retail, entertainment, and civic uses</td>
<td>Multi-family and loft</td>
<td>Prime office and shopping location</td>
<td>5 stories and above</td>
<td>Intermodal facility/transit hub. Major regional destination with high quality feeder bus/streetcar connections</td>
</tr>
<tr>
<td>Major Urban Center</td>
<td>Office, retail, residential and entertainment</td>
<td>Multi-family and townhome</td>
<td>Employment emphasis, with more than 250,000 sf office and 50,000 sf retail</td>
<td>5 stories and above</td>
<td>Sub-Regional destination. Some Park-n-ride. Linked with district circulator transit and express feeder bus</td>
</tr>
<tr>
<td>Urban Center</td>
<td>Residential, retail and office</td>
<td>Multi-family and townhome</td>
<td>Limited office. Less than 250,000 sf office. More than 50,000 sf retail</td>
<td>3 stories and above</td>
<td>Sub-Regional destination. Some Park-n-ride. Linked with district circulator transit and express feeder bus</td>
</tr>
<tr>
<td>Urban Neighborhood</td>
<td>Residential, neighborhood retail</td>
<td>Multi-family, townhome and small lot single family</td>
<td>Local-serving retail. No more than 50,000 sf</td>
<td>2-7 stories</td>
<td>Neighborhood walk-up station. Very small park-and-ride, if any. Local and express bus connections</td>
</tr>
<tr>
<td>Commuter Town Center</td>
<td>Office, retail, residential</td>
<td>Multi-family, townhome, small lot single-family</td>
<td>Local and commuter-serving. No more than 25,000 sf</td>
<td>2-7 stories</td>
<td>Capture station for in-bound commuters. Large park-n-ride</td>
</tr>
<tr>
<td>Main Street</td>
<td>Residential, neighborhood retail</td>
<td>Multi-family</td>
<td>Main street retail infill</td>
<td>2-7 stories</td>
<td>Bus or streetcar corridors. District circulator or feeder transit service. Walk-up stops. No transit parking</td>
</tr>
<tr>
<td>Campus/ Special Events Station</td>
<td>University Campus, Sports Facilities</td>
<td>Limited multi-family</td>
<td>Limited office/retail</td>
<td>varies</td>
<td>Large Commuter destination. Large park-n-ride</td>
</tr>
</tbody>
</table>
TOD Planning

City and County of Denver
Comprehensive Planning Activities

- Blueprint Denver Implementation
- Assessments and Profiles
- Neighborhood - District - Corridor Plans

TOD Initiative
- All Stations
- 2006 / 2007 Planning Activity
- Light Rail Station

Map Date: 9/8/06
Community Engagement

- Working Groups
- Focus Groups
- Public Workshops
- Neighborhood Outreach
- Media Outreach
- www.denvergov.org/tod
Combined Land Use Concept

Key Elements:
- Synergy between 3 stations
- Great proximity to downtown
- Make 13th as primary east-west connection
- 5th and 7th circulation route through Auraria campus
- Employment area between 10th and Osage, and Decatur
Key Elements:

• Introduce residential uses and more intensity to the Broadway Marketplace

• Preserve and enhance the Main Street environment along Broadway

• “Market green” or promenade drawing Main Street into site and toward station

• Extend the existing street grid

• Provide pedestrian bridge from west to station

Alameda Draft Land Use Concept
Key Elements:

- Improve east-west circulation
- I-25 Bike and Pedestrian Crossing
- Retail in the “wedge” and along Colorado Blvd
- Provide active open space
- Structured RTD and private parking
Southmoor Option B
Draft Land Use Concept

Key Elements
• Extend the street grid north/south and east/west
• Structure RTD parking for shared use opportunity
• Provide an east/west open space amenity at Magnolia
• Recommend a west connection to the station
Economic Analysis & Market Study
Overview

- Consultant team: Basile Baumann & Prost (national), ArLand Land Use Economics (local)
- Regional approach with focus on 10 station areas and 5 corridors within Denver
- Concurrent & interactive effort with station area planning efforts
- Project partners
  - City and County of Denver (CPD/OED)
  - RTD
  - Metro Denver EDC
Purpose

- Optimize future development opportunities
- Better understand regional economic & market environment for TOD
- Align station area plans with near- and long-term market realities
- Develop dynamic tools to gauge progress and allow for adjustments over time
- Identify implementation and phasing strategies for individual station areas
Technical Approach

- Start with DRCOG baseline regional population & employment projections
- Survey “comparable systems/regions” to determine ability to attract net new growth
- Station area retail market analyses
- Develop corridor & station area capture rates for TOD uses
- Reconcile “top-down” demand with “bottom-up” supply (land capacity)
- Active dialogue with station area planning consultants
Assumptions

- TOD does not take place in a vacuum
- System-wide analysis is a more economic and holistic approach
- Transit can redistribute projected growth
- Transit, and the placemaking that goes with it, also has the potential to **induce** growth that would not have otherwise occurred
Modeling the “Perfect Storm”

• What happens when a transit line becomes a truly interconnected system all in the span of 10 years?
  – TOD market synergy
  – Travel patterns (e.g. VMT, ridership)
  – Land use & transportation modeling

• Unlike traditional incremental approach to building a network

• Market study includes data sharing and joint workshops with DRCOG, RTD and Metro Denver
DESIGN FOR PARKED WAYS PUBLISHED BY THE METROPOLITAN PARK COMMISSION OF MILWAUKEE IN 1909
The Opportunity of TOD

1. Added Investment Value
   - Investment vs. spending
   - Public investment in transit infrastructure catalyzes private investment
   - Fixed station locations create value and certainty
Freeway toll: $5.5 billion, 576 acres

And by 2020, traffic would be more jammed than ever

By LARRY SANDLER
of the Journal Sentinel staff

Even if no lanes are added, rebuilding the Milwaukee area’s aging freeway system could cost $5.5 billion and take 576 acres of land, planners estimate.

And after spending all that money and taking all that land, traffic still would be nearly twice as jammed in 2020 as it is now, the planners forecast.

Those numbers come from the Southeastern Wisconsin Regional Planning Commission, which is studying how to rebuild all of the seven-county region’s freeways as they near the end of their useful lives over the next 20 years.

Planners also are looking at whether the system should be expanded to handle growing traffic, by turning many of the area’s six-lane freeways into eight-lane freeways. They’re still adding up the numbers on how much money and how much land that would take, said Ken Yunker, the commission’s assistant director.

But even without expansion, there’s no way in the world they can have the money to pay for this without a big tax increase,” Mayor John O. Norquist said.

State officials have said current gas taxes and license fees won’t cover the costs of the freeway work, which would start with reconstruction of the Marquette Interchange downtown. Both the planning commission and the state Department of Transportation are trying to come up with recommendations on how to pay for the project.

The $5.5 billion estimate reflects the cost of rebuilding the freeways with design and safety improvements, such as smoothing out some curves and eliminating the left-hand entrance and exit ramps that force drivers to weave between lanes, the commission staff said.

That includes $1.1 billion for rebuilding the Marquette Interchange, a four-year job scheduled to begin in 2004.

If the entire freeway system were rebuilt exactly as it is now, left-hand ramps and all, the cost would be $3.35 billion, including $450 million for the downtown interchange, planners predict.

Either way, traffic congestion would get worse, the commission staff warns. Traffic jams that now extend over 65 freeway miles during rush hours would engulf 122 miles of freeways by 2020, covering 45% of the freeway system, the staff says.

Yunker has said the way to cut congestion would be to add lanes, at a still-uncalculated cost. The traffic forecast already assumes

Please see FREeways, 6B
The Opportunity of TOD

2. Community Enhancement

- Channel growth to Areas of Change including many transit corridors
- Preserve existing Areas of Stability and connect benefits/enhancements
- Expanded choices for mobility, employment, shopping, recreation and housing (diverse housing types, incomes/affordability, owner/renter, family structures, elderly/special needs)
The Opportunity of TOD

3. Create unique URBAN PLACES
   - All great cities have a great transit networks-the critical ingredient
   - Transit creates opportunities for vital, memorable, pedestrian-oriented places
The Opportunity of TOD

4. Healthy Environment

- Efficient uses of resources
- Environmental: Air Quality, Quality of life, growing population with decreasing dependence on the automobile, Brownfield redevelopment
- Walkability (new/existing)
The Opportunity of TOD

5. Builds Transit Ridership

- More than park and ride
- Road projects that “react” to increasing demand (adding lanes) vs. “creating demand” for more riders to make transit successful
- Proactively guiding orderly growth vs. reacting to manage growth pressures
Summary

- Transportation AND Development
- URBAN Streets, Squares, and Blocks
- Making Unique Urban PLACES
- Seizing Opportunity vs. “Managing” Growth
- FUNDAMENTALLY reshape growth patterns
- Planning upfront to define shared VISION
“What is the City but the People?”
Coriolanus Act III, William Shakespeare

“First we shape our buildings and afterwards, our buildings shape us”
Sir Winston Churchill

“Divine NATURE made the country, Human ART built the cities”
Marcus Terentius Varro