PLANNING BEYOND THE STATION BOX

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CITY AND COUNTY OF DENVER
Planning and Implementing at a Citywide Level

Part 1: Citywide Planning

- Blueprint Denver
- TOD Strategic Plan
- Station Area Plans

Part 2: Citywide Regulatory Implementation

- A New Zoning Code for Denver
- Context Based
- Form Based
Part 1: Citywide Planning
Denver is projected to increase from 580k in 2005 to 762k in 2035.

The Denver Region is projected to increase from 2.7m in 2005 to 4.2m in 2035.

Three existing rail corridors.

Approx 20 existing stations in Denver.

9 total corridors.

41 total stations in Denver.
Blueprint Denver:
A Land Use and Transportation Plan

Direct Growth to appropriate areas

Link land use and transportation

Support all forms of transit use

Stimulate and channel growth to new neighborhoods
Blueprint Denver: Areas of Stability/Change

- **Areas of Change**
- **Areas of Stability**
TOD Strategic Plan: A System-wide Planning and Implementing Roadmap

- Established local vocabulary for TOD
- Established Station Typologies
- Set priorities for city resources
- Identify TOD supportive policy development
- Identify implementation tools and strategies for TOD
- Ensure close internal and external coordination
Station Typologies

Typologies

- Downtown/Main Street
- Major Urban Center/Urban Center
- Urban Neighborhood
- Commuter Town Center
- Campus/Special Event

Desired, Distinguishing Characteristics

- Form/Urban Design
- Uses
- Mobility/Transit Function
Downtown and Main Street Stations

**Form:** 5-20+ stories, buildings at the street, high degree of ground story activation

**Uses:** Office, residential, retail, entertainment, and civic uses

**Mobility:** Major regional destination with feeder bus/streetcar connections
Major Urban Center and Urban Center Stations

**Form:** 5-20+ stories, buildings at street, high degree of ground story activation

**Uses:** Office, retail, residential and entertainment

**Mobility:** Some Park-n-ride. Linked with district circulator transit and express feeder bus
Urban Neighborhood Stations

**Form:** 1-5 stories; highly varied building and parking placement

**Uses:** Single unit, two unit, multi family, retail, employment

**Mobility:** Neighborhood walk-up station. Local and express bus connections
Commuter Town Center Stations

**Form:** varied heights, larger single use structures, more surface parking at the street

**Uses:** Office, retail, residential

**Mobility:** Capture station for in-bound commuters. Large park-n-ride
Campus/Special Event Stations

**Form**: varied heights, larger single use structures, more surface parking at the street

**Uses**: University Campus, Sports Facilities, Hospitals

**Mobility**: Serving large volume of destination users, Local and express bus connections
## TOD Strategic Plan
### Accomplishments since 2006

<table>
<thead>
<tr>
<th>Planning</th>
<th>Implementing</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 30 Station Plans</td>
<td>• Citywide Zoning Code</td>
</tr>
<tr>
<td>• System-wide Market Study</td>
<td>• Citywide Rezoning</td>
</tr>
<tr>
<td>• 5 “Next Steps” Plans</td>
<td>• Several million in Bond Money at stations</td>
</tr>
<tr>
<td>• Citywide Strategic Parking Plan</td>
<td>• Local, Regional and Federal Partnerships</td>
</tr>
<tr>
<td>• Citywide Livings Streets Initiative</td>
<td>• $3mill from Partnership for Sustainable Communities</td>
</tr>
</tbody>
</table>
TOD Strategic Plan 2012 Update

Planning
- Re-Assignment of station typologies
- Adding and/or deleting station typologies
- East Corridor Opportunities
- Decatur-Federal Station
- Focus on jobs and economic opportunities
- Livability principles

Implementing
- Assessing various stages of readiness
- Refining New Code text and map
- Infrastructure Investment
- Marketing
- Partnerships
- Affordable Housing
Part 2: Citywide Regulatory Implementation
Planning and Regulatory Connection

- Planning represents *collective vision* of the people of Denver

- That vision sets the *foundation* for more specific area planning

- The **Zoning Code** is the legal means for implementing adopted plans
How was Denver’s Zoning Code Broken?

Zoning Code was originally adopted in 1956 – with 50 years of fixes:

1. Mismatched with the community vision expressed in adopted plans such as Blueprint Denver and our Station Area Plans
2. Regulations were “one size fits all”
3. Complicated to understand, use and consistently enforce
Old Code: Vision Mismatch

Planning

Old Code Zoning
Old Code: One size fits all

Same Single Unit Zoning
Old Code: One size fits all

Same Neighborhood Business Zoning
Old Code: Complicated Code and Processes

- The old Zoning Code was complicated and the result of 50 years of incremental change
  - Cumbersome Documents
  - Inconsistent Processes
  - Considerable complexity in limitations, procedures, etc.

- Complexity made it difficult for property owners to easily identify what was allowed to be built on a given property
- Unnecessary complexity can add cost to development, lessen design quality and make Denver less competitive
FAR = 4

4 Floors
FAR = 4

8 Floors
FAR = 4

16 Floors
The New Code Approach

1. Context-Based
2. Form-Based
The New Code Approach

1. Context-Based
2. Form-Based
Distinguishing Characteristics

Block Pattern & Building Placement
Distinguishing Characteristics

Diversity & Pattern of Use, Parking Location
Neighborhood Contexts

Suburban Neighborhood

Curvy Streets

Shopping Centers
Neighborhood Contexts

- Suburban Neighborhood
- Urban Edge Neighborhood
- Urban Neighborhood

- Curvy Streets
- Mixed Street Pattern
- Grid and Alley

- Shopping Centers
- Shopettes
- Main Streets
Neighborhood Contexts

General Urban Neighborhood

Grid and Alleys

Main Streets
Neighborhood Contexts

- General Urban Neighborhood
  - Grid and Alleys
  - Main Streets

- Urban Center Neighborhood
  - High Pedestrian Activity
  - Mixed Use
  - Mixed Use
Neighborhood Contexts

General Urban Neighborhood
- Grid and Alleys
- Main Streets

Urban Center Neighborhood
- High Pedestrian Activity
- Mixed Use

Downtown Neighborhood
- Transit Hub
- Structured Parking
The New Code Approach

1. Context-Based
2. Form-Based
“Legalese” vs. Form-based
Building Forms
Using the Code

How the Neighborhood Contexts Work

Neighborhood Context

Zone Districts

Standards — Form, Use, Parking
## Using the Code

### Menu of Contexts and Zone Districts

<table>
<thead>
<tr>
<th>Suburban Neighborhood</th>
<th>Urban Edge Neighborhood</th>
<th>Urban Neighborhood</th>
<th>General Urban Neighborhood</th>
<th>Urban Center Neighborhood</th>
<th>Downtown Neighborhood</th>
<th>Special</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Single Unit Townhouse</strong></td>
<td><strong>Single Unit Duplex Townhouse</strong></td>
<td><strong>Single Unit Duplex Rowhouse</strong></td>
<td><strong>Rowhouse Multi Unit</strong></td>
<td><strong>n/a</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi-Unit 2.5-20 stories</td>
<td>2.5 stories</td>
<td>2.5-3 stories</td>
<td>3-20 stories</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial Corridor</td>
<td>Commercial Corridor</td>
<td>Residential Mixed Use</td>
<td>Residential Mixed Use</td>
<td>Residential Mixed Use</td>
<td>Core</td>
<td>Industrial</td>
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<tr>
<td>Mixed Use</td>
<td>Residential Mixed Use</td>
<td>Mixed Use</td>
<td>Mixed Use</td>
<td>Mixed Use</td>
<td>Lower Downtown</td>
<td>Open Space</td>
</tr>
<tr>
<td>Main Street</td>
<td>Mixed Use</td>
<td>Main Street</td>
<td>Main Street</td>
<td>Main Street</td>
<td>Civic</td>
<td></td>
</tr>
<tr>
<td>2-20 stories</td>
<td>2-5 Stories</td>
<td>2-5 Stories</td>
<td>3-20 Stories</td>
<td>3-20 Stories</td>
<td>Golden Triangle</td>
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<td>Campus-Hospital</td>
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<td>Campus-Education</td>
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<td>Golden Triangle</td>
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<td>Arapahoe Square</td>
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<td></td>
<td>Campus-Entertainment</td>
<td></td>
</tr>
</tbody>
</table>
Using the Code
Standards: Building Forms

- Implement plans and visualize Denver’s physical character
  - Build-to
  - Ground story activation
  - Standards link to primary street
  - Max heights

- Standards calibrated to the context

- Convey regulations in a way that is understandable to staff and the customer
# Shopfront Building Form

## General

<table>
<thead>
<tr>
<th>HEIGHT</th>
<th>U-MX-2, 2x</th>
<th>U-MX-3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stories (max)</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Feet (max)</td>
<td>35'</td>
<td>45'</td>
</tr>
</tbody>
</table>

## Siting

<table>
<thead>
<tr>
<th>REQUIRED BUILD-TO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Street (min % within min/max)</td>
</tr>
<tr>
<td>Side Street (min % within min/max)</td>
</tr>
</tbody>
</table>

## Setbacks

| Primary Street (min) | 0' |
| Side Street (min) | 0' |
| Side Interior (min) | 0' |
| Side Interior, adjacent to Protected District (min) | U-MX-2: 5' 10' |

## Parking

- Surface Parking between building and Primary Street/Side Street
- Not Allowed/Allowed

## Vehicle Access

- Shall be determined as part of Site Development Plan Review

## Design Elements

<table>
<thead>
<tr>
<th>U-MX-2, 2x</th>
<th>U-MX-3</th>
</tr>
</thead>
<tbody>
<tr>
<td>BUILDING CONFIGURATION</td>
<td></td>
</tr>
<tr>
<td>Upper Story Setback Above 27' adjacent to Protected District: Rear, alley/Rear, no alley and Side</td>
<td>na</td>
</tr>
<tr>
<td>Interior (min)</td>
<td>15'/25'</td>
</tr>
</tbody>
</table>

## Transparency

- Transparency, Primary Street (min) | 40% |
- Transparency, Side Street (min) | 25% |

## Pedestrian Access

- Pedestrian Access, Primary Street | Entrance |
Using the Code

Standards: Uses and Parking

- Organize and convey regulations in a way that is understandable to staff and the customer
- Calibrated to the context
- Use flexibility over time
- Reduces parking ratios
- Requires bike parking
- Shared parking options
The Denver Zoning Code

Context-Based

- Discipline of an organized code
- Enriched menu of zone districts to implement our station plans
- Standards calibrated to the station neighborhood context

Form-Based

- Clear standards that say what we want — not what we don’t want
- Building form standards that implement recommendations such as build-to and ground story activation
Conclusion

Citywide Planning
+
Citywide Regulatory Implementation
=
Approx one billion acres of land in our stations areas entitled for development!
... ok more like approx 5,000 acres