

PLANNING BEYOND THE STATION BOX

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Planning and Implementing at a Citywide Level

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's Projected Growth and Investment

Denver is projected to increase from 580k in 2005 to 762k in 2035

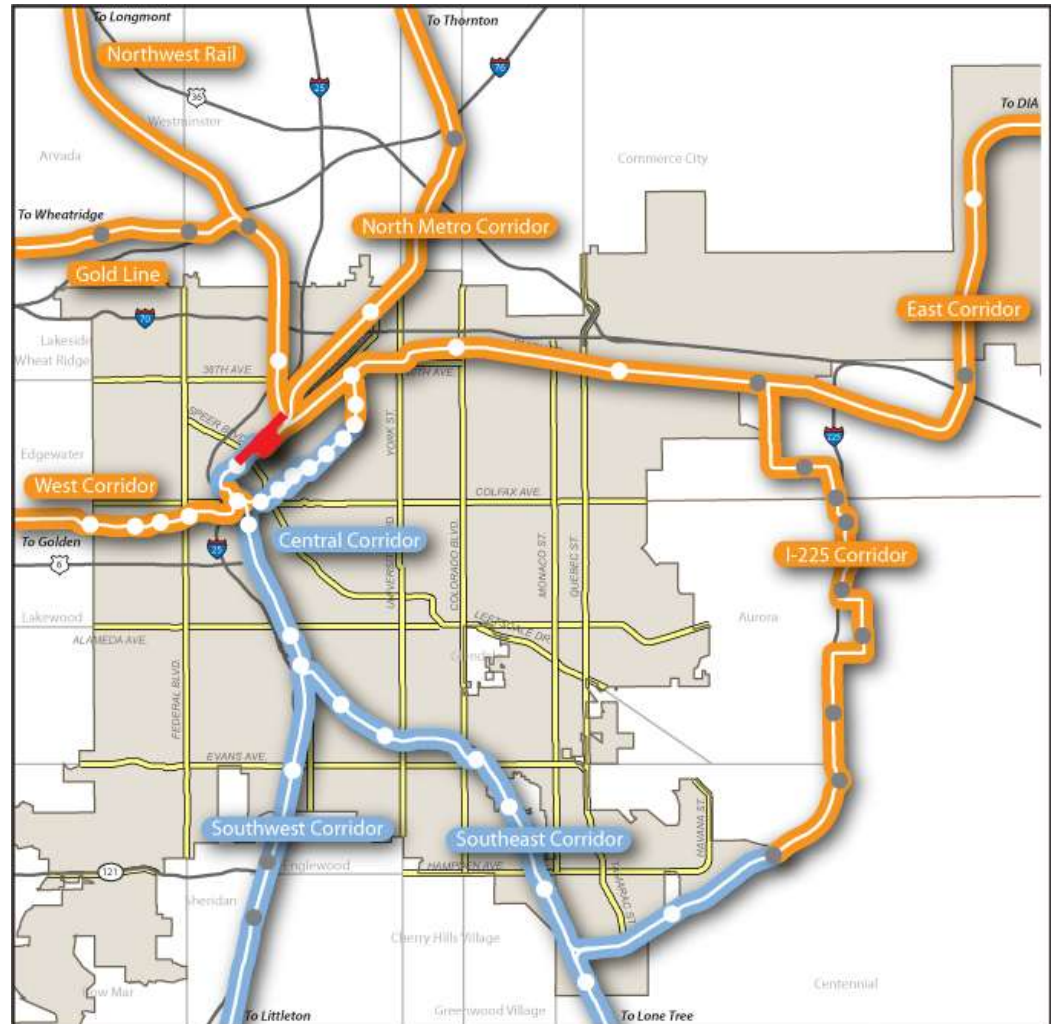
The Denver Region is projected to increase from 2.7m in 2005 to 4.2m in 2035

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

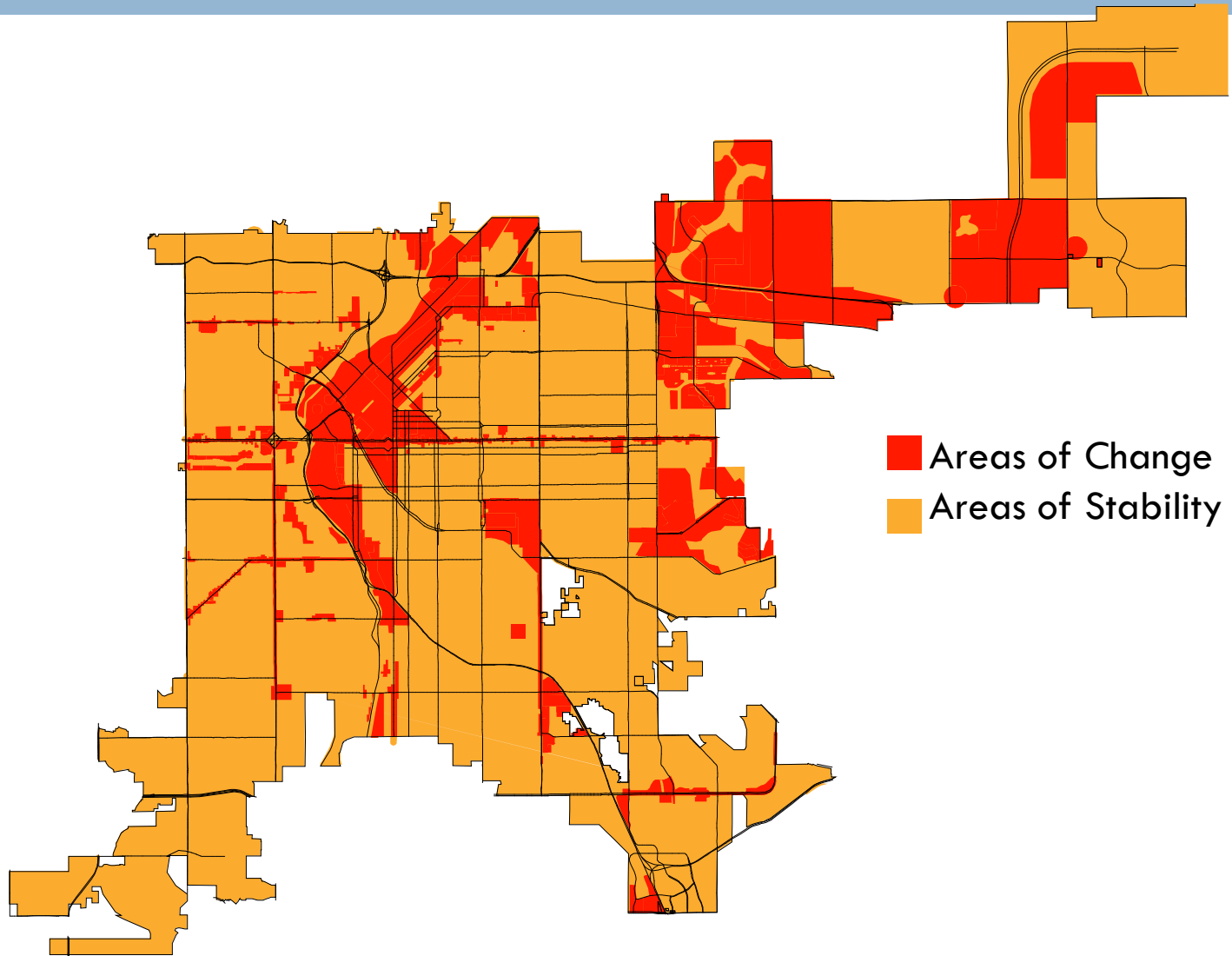
Link land use and
transportation

Support all forms of
transit use

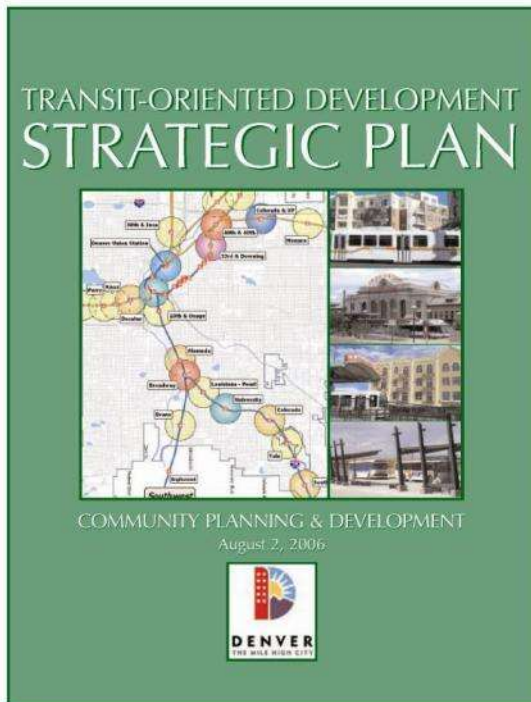
Stimulate and channel
growth to new
neighborhoods



Blueprint Denver: Areas of Stability/Change



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

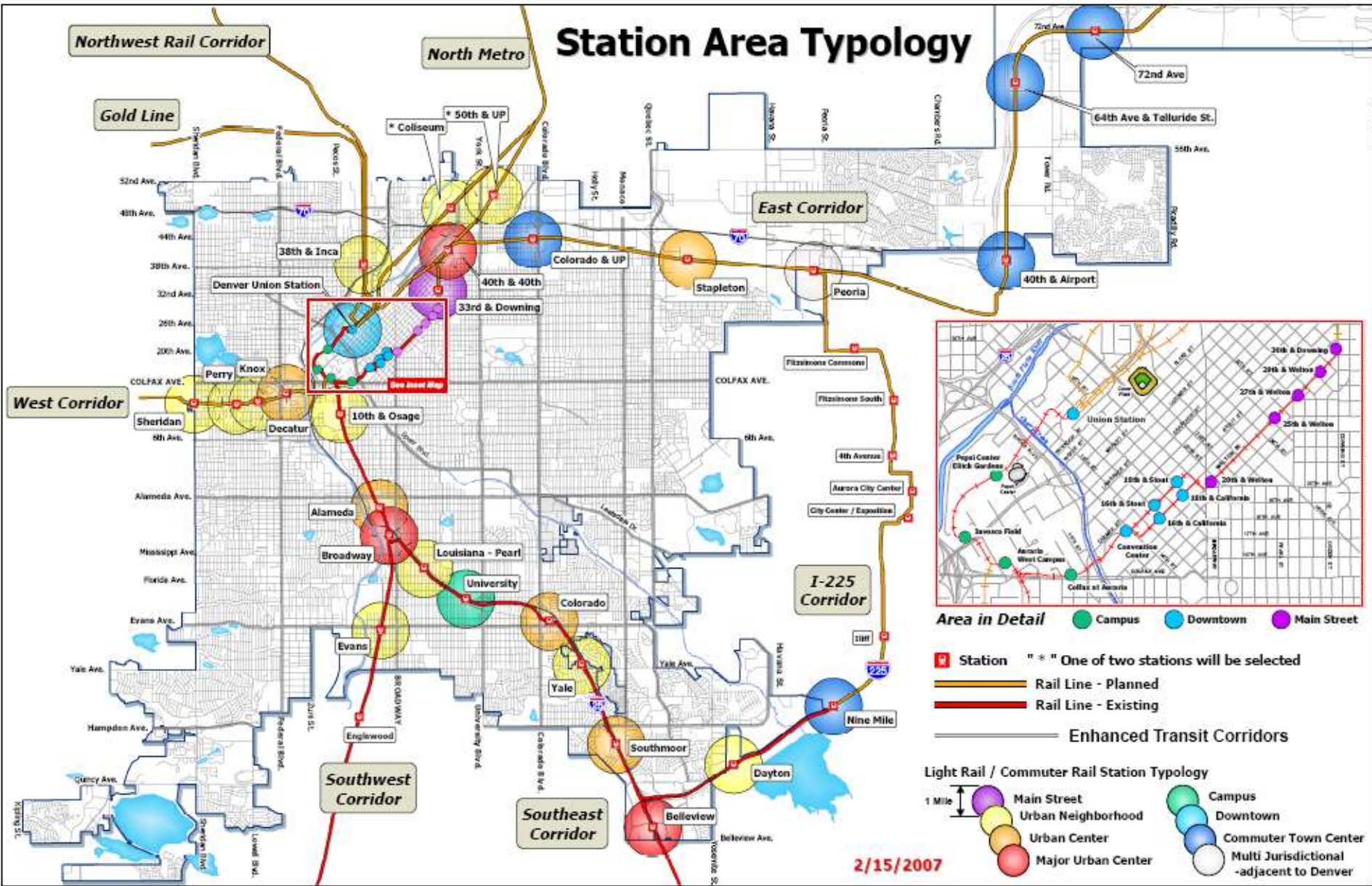
Form: varied heights, larger single use structures, more surface parking at the street

Uses: University Campus, Sports Facilities, Hospitals

Mobility: Serving large volume of destination users, Local and express bus connections



Station Area Typology



Area in Detail

- Campus
- Downtown
- Main Street
- Urban Neighborhood
- Urban Center
- Major Urban Center
- Commuter Town Center
- Multi Jurisdictional -adjacent to Denver

- Station " " One of two stations will be selected
- Rail Line - Planned
- Rail Line - Existing
- Enhanced Transit Corridors

2/15/2007

TOD Strategic Plan

Accomplishments since 2006

Planning

- 30 Station Plans
- System-wide Market Study
- 5 “Next Steps” Plans
- Citywide Strategic Parking Plan
- Citywide Livings Streets Initiative

Implementing

- Citywide Zoning Code
- Citywide Rezoning
- Several million in Bond Money at stations
- Local, Regional and Federal Partnerships
- \$3mill from Partnership for Sustainable Communities

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

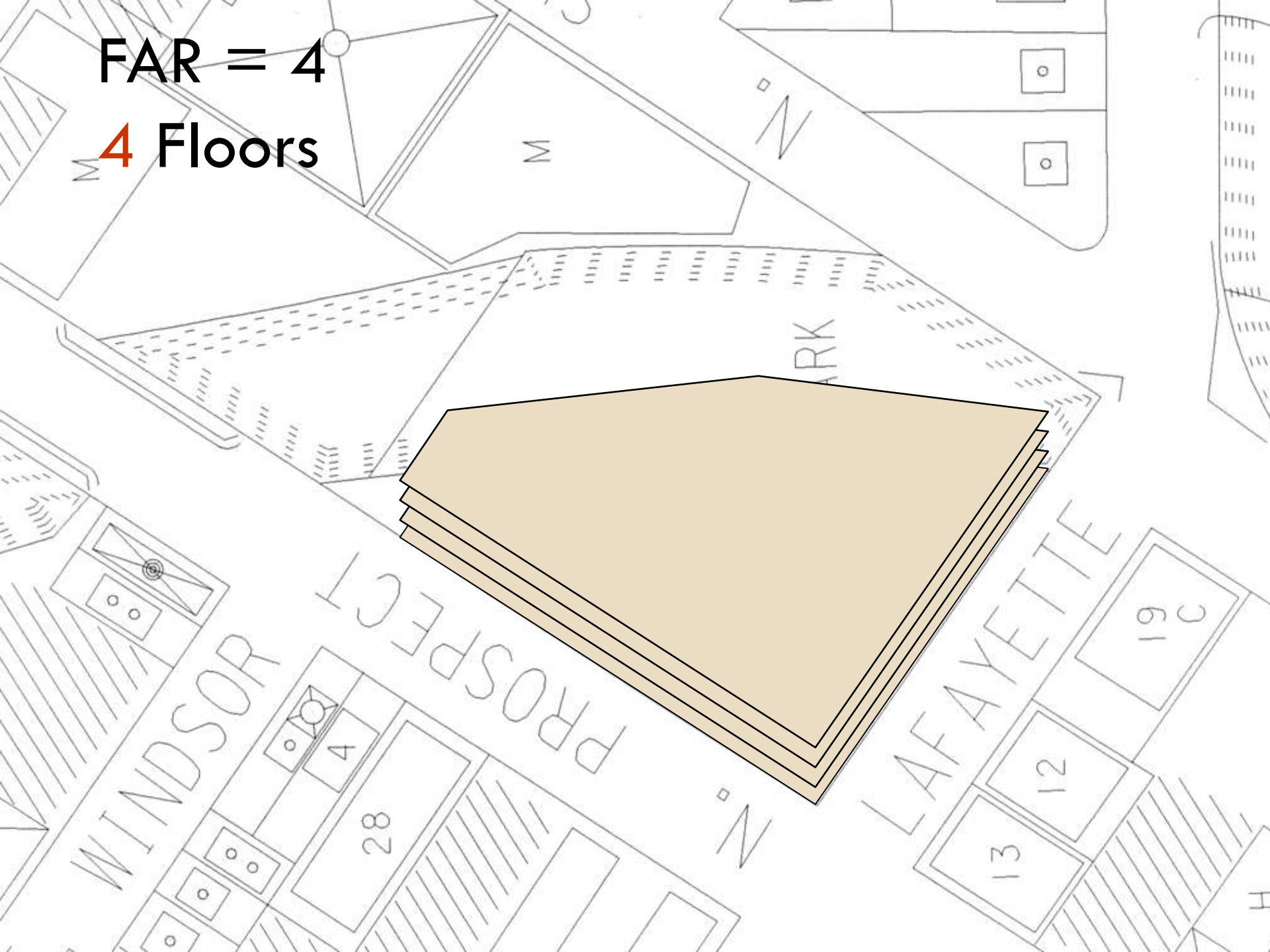


Old Code: Complicated Code and Processes

- 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

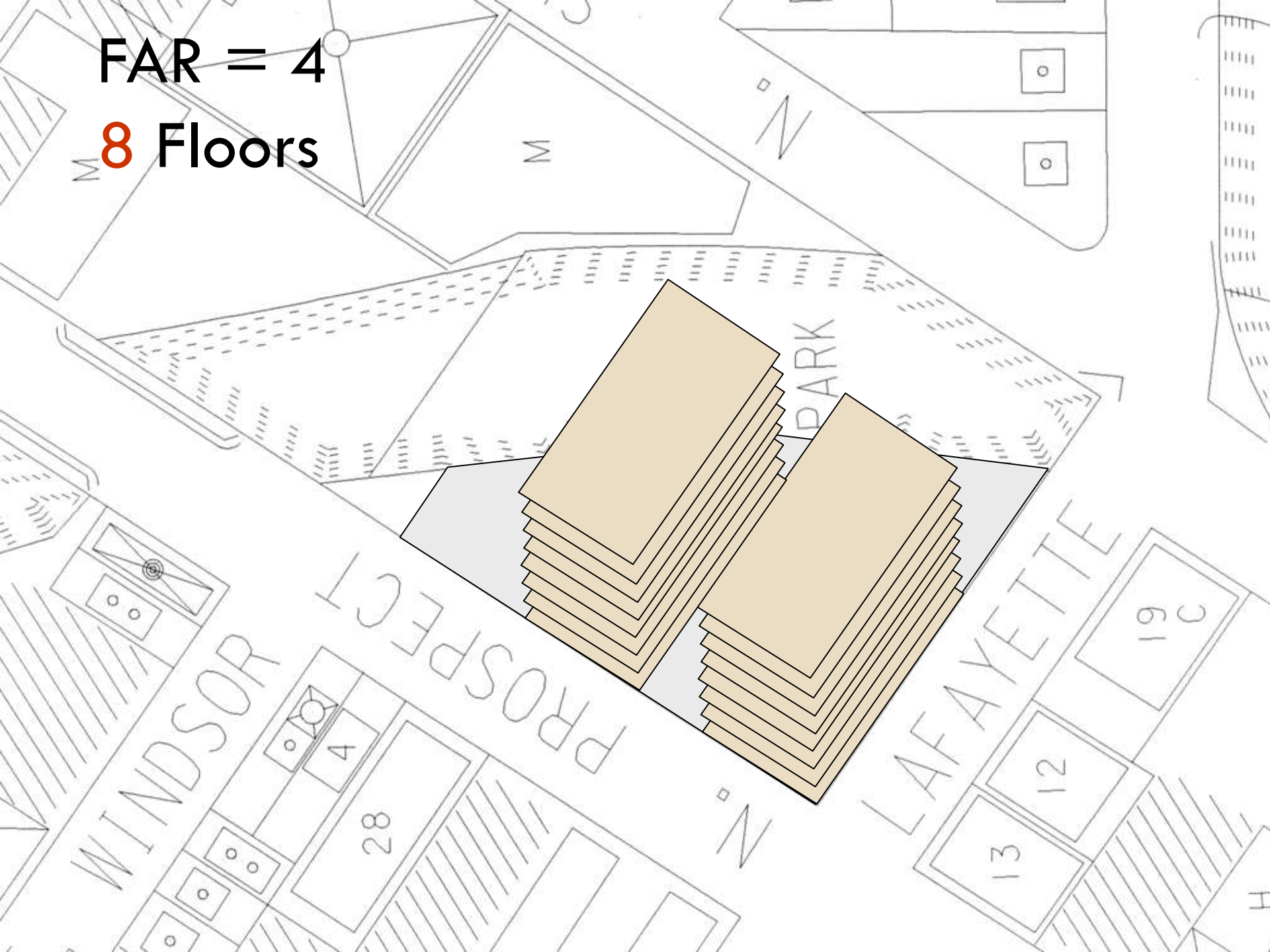
FAR = 4

4 Floors



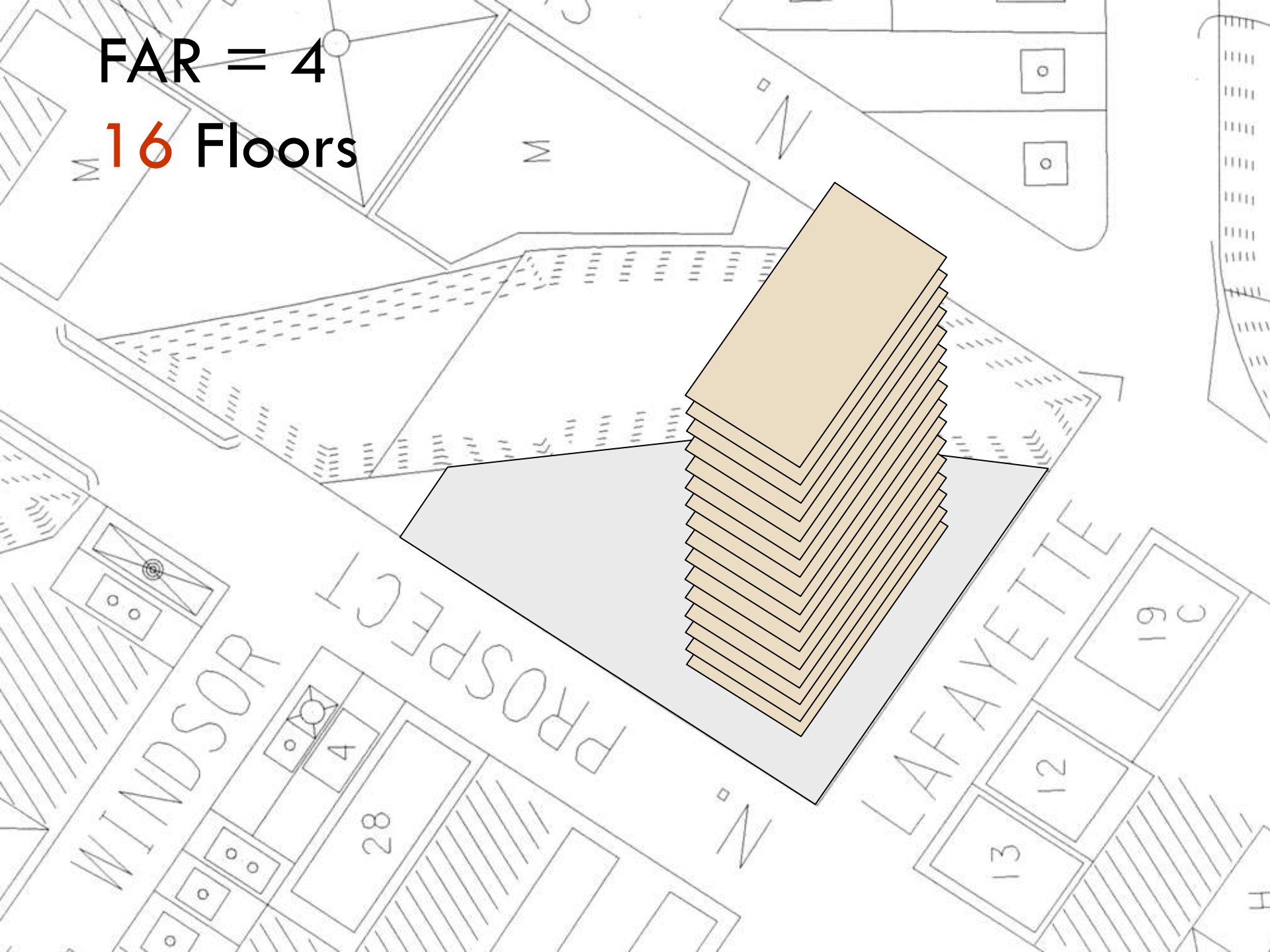
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8 Floors



FAR = 4

16 Floors



The New Code Approach

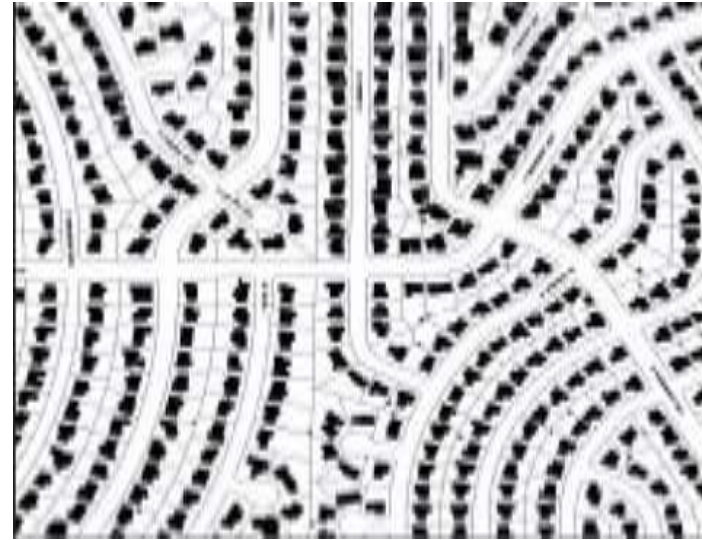
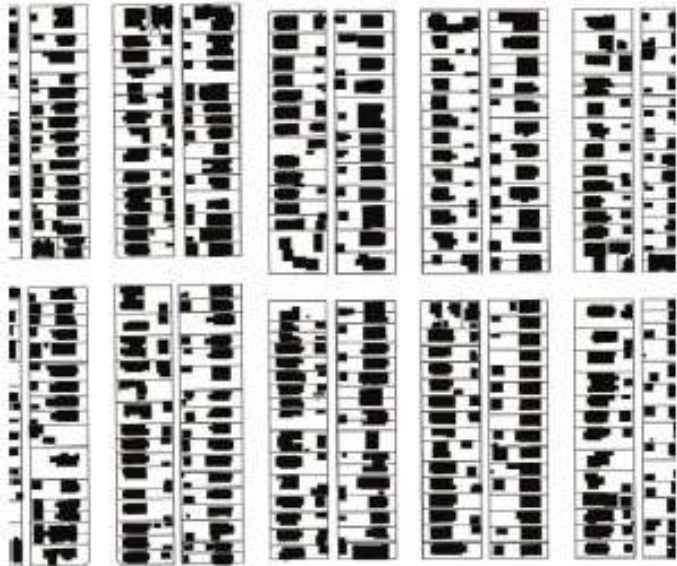
1. Context-Based
2. Form-Based

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



Curvy Streets



Shopping Centers



Urban Neighborhood



Grid and Alley



Main Streets

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



Urban Center Neighborhood



Grid and Alleys



High Pedestrian Activity



Main Streets



Mixed Use

Neighborhood Contexts



General Urban Neighborhood



Urban Center Neighborhood



Downtown Neighborhood



Grid and Alleys



High Pedestrian Activity



Transit Hub



Main Streets



Mixed Use

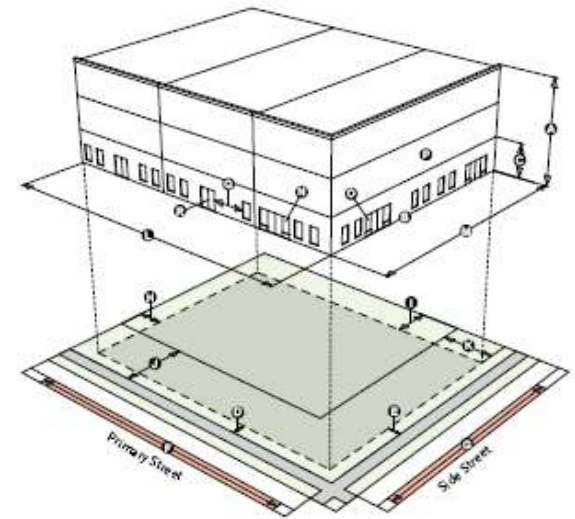
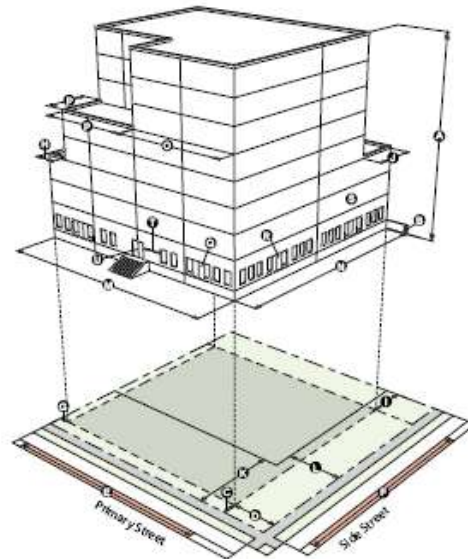
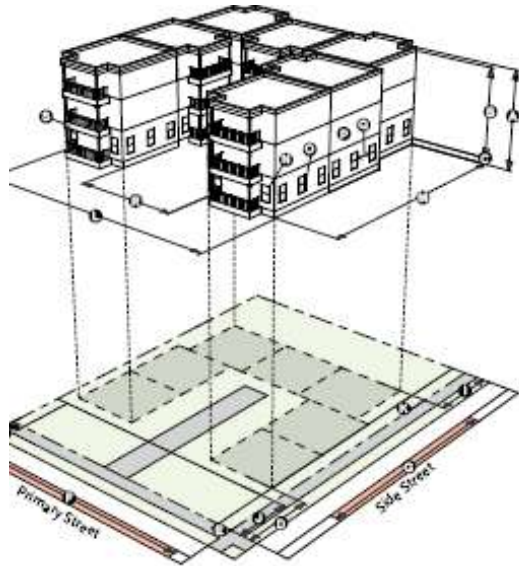
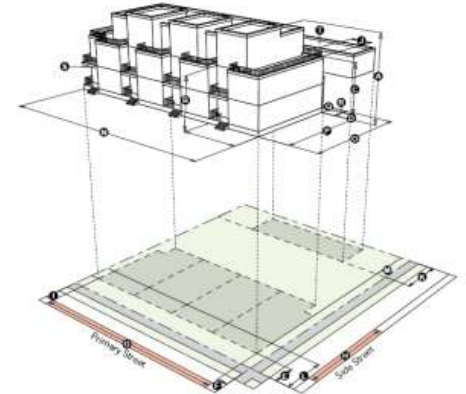
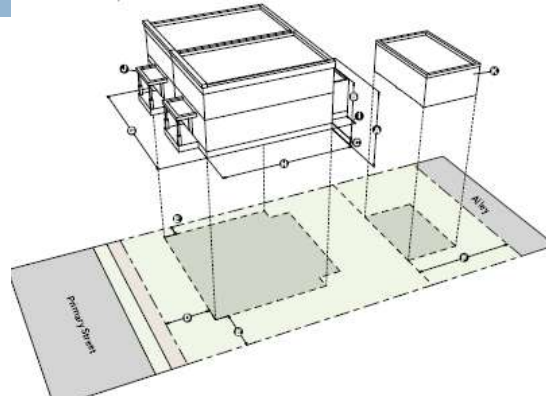
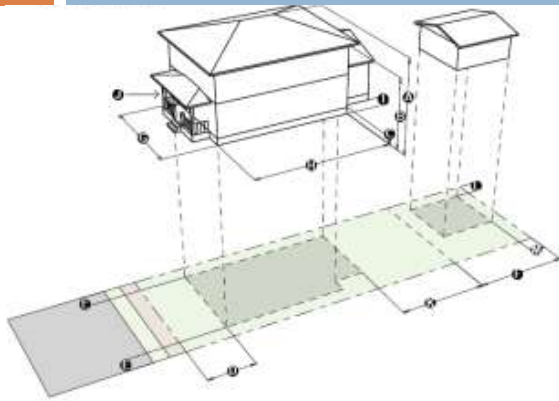


Structured Parking

The New Code Approach

1. Context-Based
2. **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

Suburban Neighborhood	Urban Edge Neighborhood	Urban Neighborhood	General Urban Neighborhood	Urban Center Neighborhood	Downtown Neighborhood	Special
Single Unit Townhouse Multi-Unit 2.5-20 stories	Single Unit Duplex Townhouse 2.5 stories	Single Unit Duplex Rowhouse 2.5-3 stories	Rowhouse Multi Unit 3-20 stories	n/a	Core	Industrial
Commercial Corridor Mixed Use Main Street 2-20 stories	Commercial Corridor Residential Mixed Use Mixed Use Main Street 2-5 Stories	Residential Mixed Use Mixed Use Main Street 2-5 Stories	Residential Mixed Use Mixed Use Main Street 3-20 Stories	Residential Mixed Use Mixed Use Main Street 3-20 stories	Lower Downtown	Open Space
					Civic	Campus- Hospital
					Golden Triangle	Campus- Education
					Arapahoe Square	Campus- Entertainment

Using the Code

Standards: Building Forms

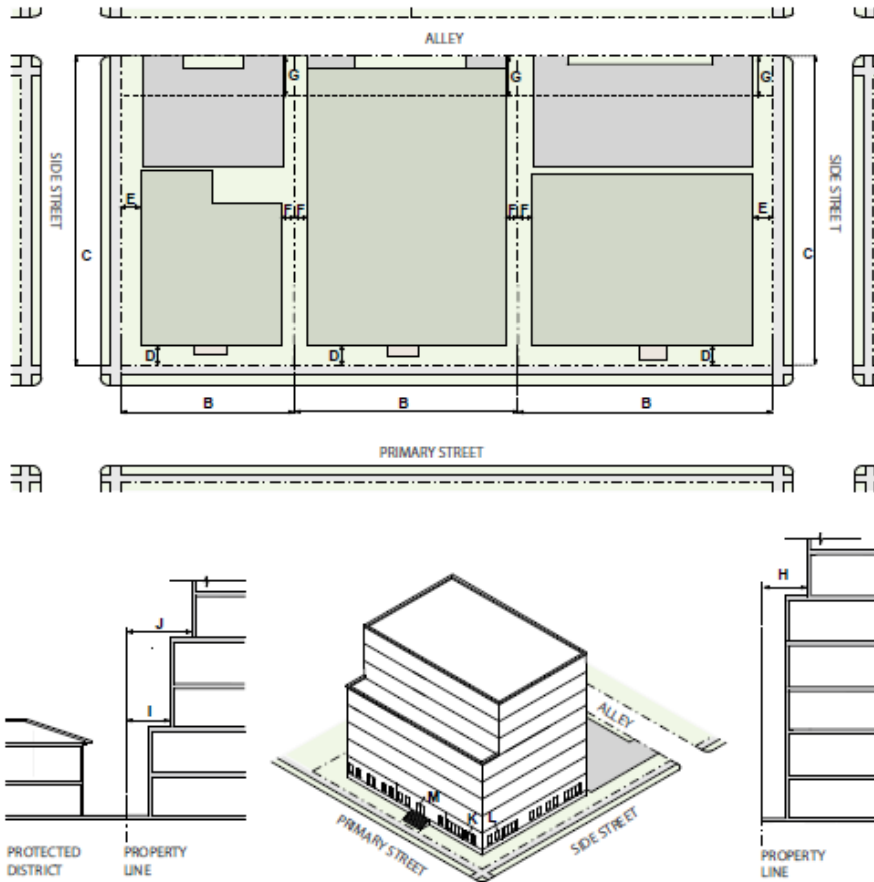
Neighborhood Context

Zone Districts

Standards

- 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

		U-MX-2, -2x	U-MX-3
HEIGHT			
A	Stories (max)	2	3
A	Feet (max)	35'	45'
SITING			
REQUIRED BUILD-TO			
B	Primary Street (min % within min/max)	70% 0'/15'	70% 0'/15'
C	Side Street (min % within min/max)	na	na
SETBACKS			
D	Primary Street (min)	0'	0'
E	Side Street (min)	0'	0'
F	Side Interior (min)	0'	0'
	Side Interior, adjacent to Protected District (min)	U-MX-2x: 5'	10'
		10'	10'
G	Rear, alley and no alley (min)	0'	0'
	Rear, adjacent to Protected District, alley/no alley	0'/10'	0'/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			
BUILDING CONFIGURATION			
H	Upper Story Setback Above 27' adjacent to Protected District: Rear, alley/Rear, no alley and Side Interior (min)	na	15'/25'
GROUND STORY ACTIVATION			
I	Transparency, Primary Street (min)	40%	40%
J	Transparency, Side Street (min)	25%	25%
K	Pedestrian Access, Primary Street	Entrance	

Using the Code

Standards: Uses and Parking

Neighborhood Context

Zone Districts

Standards

- ❑ 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