



TO: Denver Planning Board, Julie Underdahl, Chair
FROM: Lilly Djanants, Senior City Planner
DATE: April 24, 2018
RE: **Downtown Area Plan Amendment**

Staff Report and Recommendation

Introduction: Planning Services is pleased to submit the Downtown Area Plan Amendment for your final consideration and approval as a supplement to the Denver Comprehensive Plan. This memorandum documents the plan contents and processes based on the three criteria established in Comprehensive Plan 2000:

1. Consistency with the Denver Comprehensive Plan and applicable supplements
2. Inclusive public process
3. Long-term view

The memo concludes with the staff recommendation to the Denver Planning Board.

Criteria for Review

1. Consistency with the Denver Comprehensive Plan and applicable supplements

The following adopted plans apply to this plan area:

- Denver Comprehensive Plan 2000
- Blueprint Denver (2002)
- Jefferson Park Neighborhood Plan (2005)
- Downtown Area Plan (2007)
- Auraria West Station Area Plan (2009)

Denver Comprehensive Plan 2000

The Downtown Area Plan Amendment is consistent with the following Denver Comprehensive Plan 2000 strategies:

Environmental Sustainability Chapter

- **Environmental Sustainability 2-A** – Promote environmental sustainability within neighborhoods by educating and encouraging residents to adopt environmentally friendly ways of living, such as recycling, water conservation, use of renewable resources, and low-impact methods of transportation.
- **Environmental Sustainability 2-D – Conserve energy by:**
 - Promoting energy-efficient technologies and the use of renewable energy (including solar, hydro, wind and others) in the home, the workplace, and for transportation.

- Leading by example to adopt policies that further the use of renewable energy resources and creating “green” city buildings.
- **Environmental Sustainability 2-F – Conserve land by:**
 - Designing mixed-use communities and reducing sprawl, so that residents can live, work and play within their own neighborhoods.
 - Creating more density at transit nodes.
 - Sharing parking at activity centers.
 - Protecting natural corridors, wetlands and floodplains from the encroachment of development.
- **Environmental Sustainability 2-G** Preserve and restore, wherever possible, natural habitat for wildlife and plants native to the region.
- **Environmental Sustainability 4-A** Promote the development of sustainable communities and centers of activity where shopping, jobs, recreation and schools are accessible by multiple forms of transportation, providing opportunities for people to live where they work.
- **Environmental Sustainability 4-B** Promote energy efficiency, including the use of renewable energy, in the design of communities and in the construction of buildings and patterns of development.
- **Environmental Sustainability 4-C** – Respect, conserve and expand wildlife habitat, watersheds, open space and other natural resources when planning, designing and building new projects.
- **Environmental Sustainability 4-D** – Promote convenient public transit for the community, including buses, light rail and other alternatives to single-occupancy vehicles.
- **Environmental Sustainability 5-F** – Maintain existing connections and develop new connections among open space areas within Denver and with those of our neighbors.

Land Use Chapter

- **Land Use 1-B** – Ensure that the Citywide Land Use and Transportation Plan reinforces the city’s character by building on a legacy of high-quality urban design and stable, attractive neighborhoods; encouraging preservation of historic buildings, districts and landscapes; and maintaining the integrity of the street grid, parks, parkways and open space system.
- **Land Use 1-G** – Reinforce Denver as the focal point of the metropolitan area in the Citywide Land Use and Transportation Plan. The Plan’s recommendations must be flexible to respond to economic upturns and downturns while maintaining high-quality development throughout the city
- **Land Use 1-H** Encourage development of housing that meets the increasingly diverse needs of Denver’s present and future residents in the Citywide Land Use and Transportation Plan.
- **Land Use 3-A** – Complete neighborhood and area plans for parts of Denver where development or redevelopment is likely or desirable.
- **Land Use 3-B** – Encourage quality infill development that is consistent with the character of the surrounding neighborhood; that offers opportunities for increased density and more amenities; and that broadens the variety of compatible uses.
- **Land Use 3-D** – Identify and enhance existing focal points in neighborhoods, and encourage the development of such focal points where none exist.
- **Land Use 4-A** – Encourage mixed-use, transit-oriented development that makes effective use of existing transportation infrastructure, supports transit stations, increases transit patronage, reduces impact on the environment, and encourages vibrant urban centers and neighborhoods
- **Land Use 4-B** – Ensure that land-use policies and decisions support a variety of mobility choices, including light rail, buses, paratransit, walking and bicycling, as well as convenient access for people with disabilities.

Mobility Chapter

- **Mobility 1-B** – Promote public transit, both bus and rail, as a safe, attractive and convenient choice for people who might otherwise drive to employment, education, cultural, shopping or other destinations.
- **Mobility 1-C** – Identify areas throughout the city where transportation policies should reflect pedestrian priorities. These include areas such as schools, child-care centers, civic institutions, business centers, shopping districts and parks.
- **Mobility 2-D** – Create more convenient connections between different modes of transportation, as in pedestrian to transit, bus to light rail, or bike to transit.
- **Mobility 3-A** Strengthen multimodal connections and transportation improvements within and between existing and potential urban centers, including Downtown/Central Platte Valley, DIA/Gateway, Stapleton, Cherry Creek/Colorado Boulevard, Denver Tech Center, and the South Wadsworth Corridor.
- **Mobility 3-B** – Promote transit-oriented development (TOD) as an urban design framework for urban centers and development areas. Development at transit stations should provide both higher ridership to the transit system and viability and walkability in the area.
- **Mobility 3-C** – Provide safe and convenient pedestrian and bicycle facilities within urban centers and new development areas.
- **Mobility 4-E** – Continue to promote mixed-use development, which enables people to live near work, retail and services.
- **Mobility 8-A** Ensure safe and convenient access and accommodation of bicycle riders, pedestrians and transit riders.
- **Mobility 9-B** Promote parking management programs to maximize use of available parking spaces within the city’s major urban centers.
- **Mobility 9-C** Explore opportunities for shared parking and evaluate the need for new shared parking structures within major urban centers such as Downtown, Cherry Creek and the Central Platte Valley. Where appropriate, reduce parking spaces required in the Denver Zoning Ordinance.
- **Mobility 9-D** For areas near transit stations, evaluate parking management strategies, such as reducing parking requirements and granting neighborhood parking permits.

Legacies Chapter

- **Legacies 1-A** Provide a model of excellence in urban design and architectural quality by incorporating design quality standards and design review in City projects. Consider incorporating these same expectations for private development receiving substantial City funding.
- **Legacies 3-A** Identify areas in which increased density and new uses are desirable and can be accommodated.
- **Legacies 3-B** Create regulations and incentives that encourage high-quality, mixed-use development at densities that will support Denver’s diverse housing needs and public transportation alternatives.
- **Legacies 4-B** Focus incentives and design controls on private development fronting major new, existing and historic roadway corridors, including parkways, boulevards and avenues citywide. Specifically recognize and address significant intersections and gateways to the city.
- **Legacies 4-E** Recognize the significant design role of alleys in defining the character of traditional Denver neighborhoods with regard to access and building orientation.
- **Legacies 9-B** Integrate sufficient open space and recreational amenities, including small urban parks, into large-scale development plans.
- **Legacies 9-C** Protect and expand the network of parkways and trails connecting Denver’s parks to the regional system.

Housing Chapter

- **Housing 4-C** Ensure that plans for new development areas include traditional urban neighborhoods with well-designed, well-built homes affordable to middle-income households and close to work, shopping and services.
- **Housing 6-A** Support mixed-use development consistent with the goals of the Comprehensive Plan's land-use and mobility strategies.
- **Housing 6-B** Continue to support mixed-income housing development that includes affordable rental and for-purchase housing for lower-income, entry-level and service employees, especially in Downtown and along transit lines.
- **Housing 6-C** Encourage mixed-income rental housing with financing that allows both market-rate and subsidized units of equal quality in the same development.
- **Housing 6-D** Support DHA's mixed-income housing wherever possible, recognizing that support programs may be essential to those projects.
- **Housing 6-E** Identify and capitalize on opportunities to develop housing along transit lines.

Economic Activity Chapter

- **Economic Activity 1-H** Support a variety of housing opportunities for Denver's current and future workforce. Housing opportunities throughout Denver should be expanded — especially in the Downtown core and near employment centers — to accommodate people and families of all incomes.

Neighborhoods Chapter

- **Neighborhoods 1-D** Ensure high-quality urban design in neighborhoods by enhancing their distinctive natural, historic and cultural characteristics; strengthen neighborhood connections to urban centers; and reinforce Denver's unifying design features such as street trees in the tree lawns, parkways and the grid system of streets.
- **Neighborhoods 1-E** Modify land-use regulations to ensure flexibility to accommodate changing demographics and lifestyles. Allow, and in some places encourage, a diverse mix of housing types and affordable units, essential services, recreation, business and employment, home-based businesses, schools, transportation and open space networks.
- **Neighborhoods 1-F** Invest in neighborhoods to help meet citywide goals and objectives for a range of housing types and prices, community facilities, human services and mobility. Continue to foster integrity and livability of neighborhoods.

Education Chapter

- **Education 2-D** Collaborate to promote adequate, convenient and high-quality child-care options.

Finding: The following [Downtown Area Plan Amendment](#) recommendations are aligned with objectives listed above for the [Denver Comprehensive Plan 2000](#):

- [A5a](#). Encourage a mix of uses.
- [A5b](#). Promote a specific variety of uses that create an active, livable neighborhood.
- [A6a](#). Promote robust and diverse businesses, amenities, and commercial services.
- [A6b](#). Explore economically advantageous clustering of complementary uses that relate to existing uses in the plan area, Downtown, and in surrounding neighborhoods.
- [B6b](#). Create Complete Streets by utilizing street design that promotes multimodal connectivity.
- [B7a](#). Create a comprehensive pedestrian network with pedestrian facilities on all streets in the plan area.
- [B9b](#). Provide additional transit services to and through the plan area.
- [B10a](#). Require Transportation Demand Management.
- [B10b](#). Remove parking minimums and establish parking maximums.
- [C5a](#). Include a variety of market rate and affordable housing to accommodate diverse households and incomes in the plan area.
- [C5b](#). Implement requirements to ensure that affordable and workforce housing is provided in the plan area.
- [C6a](#). Offer services and facilities that support families.
- [C6b](#). Provide amenities and facilities that support seniors and people with disabilities.
- [D4c](#). Calibrate allowed building height and intensity by context.
- [D4d](#). Leverage increases in allowed building intensity to promote community benefits.
- [D4e](#). Ensure a minimum intensity of development.
- [D5a](#). Adopt new or updated zoning standards to promote high quality design.
- [D5b](#). Adopt design standards and guidelines (DSG's) and implement a design review process to promote high quality design.
- [E4a](#). Create new designated parks and open space.
- [E4e](#). Contribute to a green public realm.
- [E4g](#). Provide opportunities for healthy living.
- [E4i](#). Create specific standards and policies for the maintenance and upkeep of both public and private parks and public spaces.
- [E5b](#). Protect the river as a natural resource.
- [E6a](#). Embrace ways to efficiently use resources and reduce waste.
- [E6c](#). Encourage green and sustainable communities.
- [E6d](#). Future development should address stormwater and implement sustainable green infrastructure where possible.

Blueprint Denver (2002)

The Downtown Area Plan Amendment is consistent with many Blueprint Denver strategies, including:

Key Concepts:

- All areas of Denver are either an Area of Stability or Change, or on a continuum from change to stability
- Direct growth to places that will benefit from an infusion of activity, population and investment
- Regulations should encourage development with standards for appropriately located density
- Public private partnerships create innovative projects
- Public infrastructure investments stimulate private investment and improve the physical environment
- Smart growth connects residents to transit, jobs and centers of activity, and increases housing and employment opportunities

Guiding Principles: Areas of Change

- Contribute to urban design vision
- Respect valued attributes of area
- Expand transportation choice
- Improve environmental quality
- Pedestrian and transit supportive design and development standards
- Eliminate auto-oriented zoning standards

Civic Responsibilities of Small Area Plans

- Affordable housing
- Transportation system integrity
- Transit oriented development
- Community facilities
- Consistency with adopted plans

Finding: The following [Downtown Area Plan Amendment](#) recommendations are consistent with the objectives listed above from *Blueprint Denver (2002)*:

- *This Amendment provides guidance and allows for flexibility to respond to unforeseen opportunities, challenges, market forces and public policies that would contribute to future development patterns within the plan area.*
 - *Establish public private partnerships to implement projects through public subsidies for private development projects, shared cost of infrastructure funding, or funding for improvements to public uses and facilities.*
- *Prioritize pedestrians by creating streets that are safe, comfortable, attractive, and appealing for walking so residents, employees, and visitors want to get around on foot.*
- *Prescribe high quality urban design, landscape and architectural principles, which inform building aesthetic, quality, longevity, and durability of the built environment.*
- *Promote new development that creates diverse places and activities through a variety of building densities and intensities within a mixture of building forms that reinforce a comfortable, human-scale pedestrian experience.*
 - *In exchange for increased development intensity leverage community benefits that support a livable, economically viable, diverse, equitable, and family-oriented community. The cost of some of these benefits may be shared between the private and public sectors.*
- *Provide a variety of affordable and market-rate, family-sized, and live/work housing options to support a diverse community.*
- *Create infrastructure that enables flourishing ecosystems, restores natural habitat, promotes carbon neutrality, and withstands and adapts to environmental stresses and changes created over time.*

Small Area Plan: Jefferson Park Neighborhood Plan (2005)

The proposal is consistent with Jefferson Park Neighborhood Plan strategies, including:

Land Use | Urban Form | Zoning

- Preserve view corridors to the Central Platte Valley and Downtown along east-west streets.
- Designate areas for greater height and density of development along Speer where it will create strong neighborhood edges and buffer the core of the residential area.
- Encourage new development to maintain and extend the grid pattern of streets throughout the neighborhood consistent with the subarea goals in this plan.
- Use pedestrian-friendly architectural and streetscape elements to help define neighborhood edges.
- Encourage planting of street trees in the right-of-way to reinforce the traditional street patterns.

Housing

- Maintain a wide variety of well-maintained housing options including substantial numbers of affordable units for sale or rent without compromising quality.
- Maintain the availability of multi-family affordable housing in the neighborhood.

Mobility

- Create a clear, continuous and safe walkway and bicycle route between the Jefferson Park neighborhood and the Platte Valley along West 23rd Avenue.
- Improve connections to the Platte River bike path system.
- Improve trail identification and way finding.

Finding: The following [Downtown Area Plan Amendment](#) recommendations are consistent with the objectives listed above from the Jefferson Park Neighborhood Plan (2005).

- **B6a.** Extend the existing street grid from surrounding neighborhoods to provide structure for a connected multimodal transportation network.
- **B6c.** Update existing facilities to reflect the desired character and function.
 - 23rd Avenue Improvements
 - Water Street Improvements
- **B6d.** Provide new connections to and within the plan area to complete the mobility network.
 - Connection to the Jefferson Park and Highland Neighborhoods
 - Southwest/Sun Valley Connection
- **C5a.** Include a variety of market-rate and affordable housing to accommodate diverse households and incomes in the plan area.
- **C5b.** Implement requirements to ensure that affordable and workforce housing is provided in the plan area.
- **D4c.** Calibrate allowed building height and intensity by context.
- **D5g.** Acknowledge, preserve, or enhance key views.
- **D5c.** Promote a pedestrian-oriented street frontage.
- **D5d.** Promote human-scale building design.
- **E4e.** Contribute to a green public realm.

Small Area Plan: Downtown Area Plan (2007)

The Downtown Area Plan Amendment is consistent with the vision elements established in the Downtown Area Plan (2007):

- A Prosperous City
 - A1. The Downtown of the Rocky Mountain Region
 - A2. Energizing the Commercial Core
 - A3. A Comprehensive Retail Strategy
 - A4. Clean and Safe
- A Walkable City
 - B1. An Outstanding Pedestrian Environment
 - B2. Building on Transit
 - B3. Bicycle City
 - B4. Park the Car Once
 - B5. Grand Boulevards
- A Diverse City
 - C1. Downtown Living
 - C2. A Family-Friendly Place
 - C3. Embracing Adjacent Neighborhoods
 - C4. An International Downtown
- A Distinctive City
 - D1. District Evolution
 - D2. Connecting Auraria
- A Green City
 - E1. An Outdoor Downtown
 - E2. A Rejuvenated Civic Center
 - E3. Sustainable Use of Resources

Finding: The Downtown Area Plan Amendment is consistent with the Downtown Area Plan (2007) and in addition to topics listed above, new topics were added for each vision element.

- A Prosperous City
 - A5. Land Use
 - A6. Access to Economic Opportunity
- A Walkable City
 - B6. Connected, Multimodal Street Network
 - B7. A Place for Pedestrians
 - B8. Robust Bicycle Network
 - B9. Mobility Hub
 - B10. Transportation Demand Management
- A Diverse City
 - C5. Diverse Housing Options
 - C6. Support a Diverse Community
- A Distinctive City
 - D4. Variety of Building Intensity
 - D5. High Quality Design
 - D6. Branding and Identity
- A Green City
 - E4. Vibrant Parks and Public Spaces
 - E5. South Platte River
 - E6. Resilient Infrastructure
 - E7. Environmental Conditions

Small Area Plan: Auraria West Station Area Plan (2009)

The Downtown Area Plan Amendment is consistent with many Auraria West Station Area Plan (2009) strategies, including:

Vision Goals: *Transit-oriented development is a mix of uses at various densities within a half-mile radius, or walking distance, of a transit stop.*

Mobility and Infrastructure Recommendation 3

- Improve access to and from adjacent and nearby districts, regional corridors and between light rail stations
- Accommodate multiple transportation modes, pedestrians, bicyclists and motorized vehicles, without compromising safety or function
- Ensure economic viability for commercial or retail ground-floor uses

Mobility and Infrastructure Recommendation 13 - *Establish Shared and Reserved Parking Requirements*

- Allow developers to share parking between uses as necessary, provided they offer equal access to all users. When parking is shared, consider reduced parking ratios.
- Consider reducing minimum parking ratios and increasing ways to meet parking requirements.
- Consider parking maximums.

Mobility and Infrastructure Recommendation 14 - *Establish Strong Parking Design Controls*

- To ensure that parking does not damage the walkability of station areas, good design is important. Care should be taken to ensure that parking does not diminish the attractiveness of other modes.

Finding: *The following [The Downtown Area Plan Amendment](#) recommendations are consistent with the objectives listed above from the Auraria West Station Area Plan (2009).*

- **A5c.** Locate active uses on the ground floor across the plan area and in strategic locations to ensure accessible and walkable streets.
- **B9a.** Establish protocol to transform Pepsi Center/Elitch Gardens and Mile High light rail stations into Mobility Hubs.
- **B6d.** Provide new connections to and within the plan area to complete the mobility network.
- **B7a.** Create a comprehensive pedestrian network with pedestrian facilities on all streets in the plan area.
- **B8a.** Provide comprehensive bicycle facilities throughout the plan area.
- **B10a.** Require Transportation Demand Management.
- **B10b.** Remove parking minimums and establish parking maximums.
- **D5f.** Minimize visual impacts associated with automobiles.

2. Inclusive public process

The Downtown Area Plan Amendment is based on an extensive 12-month public engagement process, as described below:

Steering Committee Meetings

The project was guided by a steering committee comprised of stakeholders within the plan area and surrounding communities. The committee was a broad and diverse group, representing City Council, property and private business owners, educational institutions, cultural facilities, neighborhood organizations, and community activists. This committee served as the policy advisory group by discussing and approving the vision, strategies, and the final Plan Amendment.

The planning process included seven steering committee meetings:

1. April 26, 2017: Introduction to the plan area, context, and analysis
2. May 24, 2017: Identifying strengths, weaknesses, opportunities and threats
3. June 28, 2017: Identifying the vision
4. July 26, 2017: Establishing strategies and recommendations within the vision elements
5. September 27, 2017: Review and approval of Amendment strategies
6. October 18, 2017: Review and approval of revised Amendment strategies
7. February 20, 2018: Review and approval of final Amendment draft

Public Outreach

- Public Meeting #1
 - July 13, 2017
 - Kick-off meeting and introduction to the plan area was held to identify public input on strengths, weaknesses, opportunities and threats, and the vision for the plan area.
- Online Survey #1
 - August 1-30, 2017
 - An online public survey identified strengths, weaknesses, opportunities and threats, and it prioritized community needs and desires; the survey was open for one month and was completed by close to 500 participants.
- Public Charrette
 - October 18, 2017
 - A public design charrette was conducted to identify strategic planning direction of mobility, land use, density, connectivity and community benefits.
- Public Meeting #2
 - November 2, 2017
 - Meeting involved reviewing plan strategies based on input from previous public meeting and the steering committee and receiving comments.
- Online Survey #2
 - February 13-March 13, 2018
 - Online public survey of final Amendment draft vision, strategies and recommendations; the survey was open for one month and was completed by close to 85 participants.
- Public Meeting #3
 - February 22, 2018
 - Meeting involved reviewing and receiving comments on the draft Plan Amendment.

Coordination with Local Groups

There were also several meetings with the Downtown Denver Partnership boards and neighborhood organizations that informed these groups of the Amendment overview and progress to date, answered questions, and received feedback that was incorporated into the final plan:

- September 14, 2017: Downtown Denver Partnership's Denver Civic Ventures Board
- September 14, 2017: Downtown Denver Partnership Board
- October 10, 2017: Downtown Denver Partnership Board
- November 1, 2017: Auraria Higher Education Center Board
- November 30, 2017: Jefferson Park United Neighbors and Sloan's Lake Neighborhood Association
- December 6, 2017: La Alma-Lincoln Park Neighborhood Association
- December 12, 2017: Highland United Neighbors Inc.
- January 9, 2018: Federal Boulevard Partnership public meeting with Jefferson Park United Neighbors
- January 11, 2018: Downtown Denver Partnership's Denver Civic Ventures Board
- February 19, 2018: Lower Downtown Neighborhood Association
- February 22, 2018: Downtown Denver Partnership Council
- February 27, 2018: Meeting with 1143 & 1127 Auraria Parkway residents
- March 14, 2018: Urban Land Institute and the Downtown Denver Partnership
- March 15, 2018: Meeting with 1143 & 1127 Auraria Parkway residents
- March 15, 2018: Meeting with Jefferson Park United Neighbors and Sloan's Lake Neighborhood Association
- March 24, 2018: Inter-Neighborhood Cooperation
- April 10, 2018: Meeting with 1143 & 1127 Auraria Parkway residents

External Communications

CPD Newsletter mentions (More than 3,700 subscribers)

- April 6, 2018: <http://myemail.constantcontact.com/Spring-news-from-Denver-Community-Planning---Development.html?soid=1109942844524&aid=yG4ro4GC5ck>
- February 14, 2018: <http://myemail.constantcontact.com/Major-zoning-updates--Blueprint-workshops--paper-less-permits-and-more.html?soid=1109942844524&aid=2c0VR9IgYsY>
- December 4, 2017: <http://myemail.constantcontact.com/Green-roofs--a-new-comp-plan---much-more--Late-fall-news-from-Denver-Community-Planning---Development.html?soid=1109942844524&aid=-O4bKglUDOA>
- October 12, 2017: <http://myemail.constantcontact.com/Fall-news-from-Denver-Community-Planning---Development.html?soid=1109942844524&aid=zrf4g82EM1c>
- June 30, 2017: http://myemail.constantcontact.com/Special-Issue--Denver-proposes-safe-occupancy-program--calls-for-professionals-to-lend-their-expertise.html?soid=1109942844524&aid=m2SDsFC_wLQ

Twitter (More than 4,300 followers)

This list does not include tweets that accompany the newsletters.

- March 6, 2018 – survey
- February 20, 2018 – draft and meeting
- February 13, 2018 – draft and meeting
- February 8, 2018 – draft amendment
- January 11, 2018 – public meeting
- December 22, 2017 – public meeting (new date)
- December 6, 2017 – public meeting
- October 30, 2017 – public meeting

- October 26, 2017 – public meeting
- October 19, 2017 – public meeting
- October 6, 2017 – save the date
- August 22, 2017 – survey
- August 17, 2017 – survey
- August 14, 2017 – survey
- July 11, 2017 – meeting reminder
- June 29, 2017 – public meeting notice (and retweet of DDP notice)

Nextdoor (More than 4,700 residents across all the following neighborhoods)

- Neighborhoods:
 - Auraria – 43 residents
 - Central Business District – 521 residents
 - Golden Triangle – 517 residents
 - Jefferson Park – 1068 residents
 - Lincoln Park – 1219 residents
 - Sun Valley – 120 residents
 - Union Station – 1307 residents
- Posts
 - March 6, 2018 – survey
 - February 20, 2018 – public meeting
 - February 13, 2018 – draft amendment
 - February 8, 2018 – public meeting
 - January 11, 2018 – public meeting
 - December 21, 2017 – public meeting, new date
 - December 6, 2017 – public meeting (edited post to reflect date change)
 - October 6, 2017 – public meeting
 - August 14, 2017 – survey
 - June 29, 2017 – first public meeting

Instagram (More than 1,000 followers)

- March 6, 2018 - survey
- February 20, 2018 – public meeting
- February 13, 2018 – draft amendment
- February 8, 2018 – public meeting
- January 11, 2018 – public meeting
- December 21, 2018 – public meeting
- December 20, 2018 – public meeting (new date)
- December 6, 2017 – public meeting
- October 26, 2017 – public meeting
- October 6, 2017 – public meeting
- August 14, 2017 – survey
- July 11, 2017 – public meeting
- June 29, 2017 – first public meeting

Media hits

- March 29, 2018: [River Mile developers envision multiple buildings over 40 stories, records show](#)
- March 12, 2018: [Denver’s Plan to Turn Its Lifeless Parking Crater Into a Walkable, Bikeable Neighborhood](#)

- March 12, 2018: [“River Mile” plan eventually replaces Elitch Gardens with new urban center](#)
- March 7, 2018: [Owners propose new river connected neighborhood in Central Platte Valley](#)
- March 6, 2018: [Plans taking shape for redevelopment around Elitch Gardens, but park not going anywhere soon, owner says](#)
- March 5, 2018: [Elitch Gardens Owners Will Seek Rezoning, Unveil Long-Term Plan for Site](#)
- February 26, 2018: [Denver prepares for Elitch Gardens’ next ride in Central Platte Valley](#)
- February 9, 2018: [America’s Worst Parking Crater Could Become Denver’s Next Human-Scale Neighborhood](#)
- January 13, 2018: [A future move for Elitch’s possible as new plans develop for downtown Denver](#)
- October 26, 2017: [Denver residents dislike the ‘poor use of land’ near Elitch Gardens](#)

Finding: The Downtown Area Plan Amendment was developed through an inclusive public process.

3. Long-term view

The Downtown Area Plan Amendment establishes a vision framework that will guide change in the neighborhood for the next 20+ years. Plan implementation takes place over the course of many years, and for large underdeveloped areas, the plan may take shape in multiple phases.

Finding: The Downtown Area Plan Amendment has an appropriate long-term perspective.

Staff Recommendation

Based on the findings that the plan is consistent with the Denver Comprehensive Plan and applicable supplements, that an inclusive public process was utilized, and that the plan includes a long-term view, staff recommends approval with the condition that the document be edited for clarity and correctness.

Attachments

- ***Downtown Area Plan Amendment*** - Planning Board Draft 05/02/2018