3:00 – Opening/Welcome
3:15 – Goals for Meeting 3
3:20 – Presentation
   • Pedestrian “base” of building
   • Zoning incentives – initial conversation
   • Upper-story stepback/datum approach
4:10 – Break
4:20 – Task Force Discussion and Feedback
5:55 – Wrap-Up and Next Steps
Goals for Meeting 3

• Begin discussion of key concepts related to the base, or first 1-5 stories, of the building. Including:
  – Private, publicly accessible open space (courtyards, plazas, outdoor seating)
  – Parking garages

• Task force “blessing” of an upper story/datum approach for staff to begin drafting
# Road Map for Phase 2

## Tentative Schedule

### Meeting 1
- **February**
- Begin Building Form
- Max height
- Height transitions
- Datum
- Build-to
- Point tower building form

*Discussion will include the connection between building form and parking*

6 weeks (staff models and tests)

### Meeting 2
- **Mid March**
- Continue and Refine Building Form
  - Ground story activation
  - Parking location

4-5 weeks

### Meeting 3
- **Mid - Late April**
  - Finalize Building Form recommendations
  - Allowed Uses
  - Off-street parking ratios

4-5 weeks

### Meeting 4
- **May or early June**
  - Finalize recommendations on Allowed Uses and parking ratios
  - Begin DSG
    - Purpose
    - Major goals
    - Key issues to address

5-6 weeks

### Internal Review 1 of Draft Zoning: July

### Meeting 5
- **July**
  - Continue DSG
  - Recommendations on key DSG topics - content and design review process

4-5 weeks

### Meeting 6
- **End of Summer**
  - Mapping: Review Draft Map for Zoning and DSG
  - Any remaining topics

4-6 weeks (staff drafts zoning and DSG)

### Meeting 7
- **Early Fall**
  - Review final package of draft Zoning, Map, and DSG
  - Prepare for release of Public Review Draft

### Meeting 8
- **Late Fall**
  - Review comments on Public Review Draft
  - Recommendations for any edits to Draft Zoning, DSG, or Map before public adoption (Phase 3) begins

### Incentives Discussion (potential additional meeting on this and other topics if needed)
Road Map for Phase 2

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Meeting 1
February
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Next Meeting

Incentives Discussion (potential additional meeting on this and other topics if needed)

Internal Review 1 of Draft Zoning: July

Internal Review 2 of Draft Zoning and DSG: Sept/Oct (prior to release of public draft)
Pedestrian Base of Building
Key Considerations

- The first few stories have the most impact on the pedestrian experience.
- Many items that contribute to the pedestrian experience are in the public right-of-way and not part of zoning:
  - Width of street
  - Width of sidewalk
  - Sidewalk amenities: trees, benches, pedestrian lighting, etc.
Key Considerations

PUBLIC REALM
Key Considerations

PRIVATE REALM (CONTROLLED BY ZONING)
Pedestrian Base: DSG

- Façade design
  - Quality materials
  - Articulation
  - Pedestrian-scaled architecture and scaling elements
DSG: Façade Design
Pedestrian Base: Zoning

• Require active ground floor uses
  – Parking garage not allowed to front street at ground level
  – Will discuss in detail at next meeting, as part of permitted uses
Pedestrian Base: Zoning

• Require pedestrian entrances on the street
• Require ground floor transparency (windows)
Pedestrian Base: Zoning

• No surface parking between building and the street
• Require the majority of the building frontage to be close to the street – “build-to”
Build-To – What Is It?

- Ensure sidewalks are lined with buildings
- Works together with requirements for active ground floor uses and transparency
Minimum of 70% of lot frontage along the street must contain a building within 0’-10’ of property line.
For residential only, minimum of 70% of lot frontage along the street must contain a building within 0’-15’ of property line.
Task Force Input at Meeting 1

- Approach is a good start
- Consider greater build-to range along Welton, at least on the east side of the street (next to light rail)?
Welton between 20$^{th}$ and 21$^{st}$
Welton between 20th and 21st
Welton between 20\textsuperscript{th} and 21\textsuperscript{st}
Welton between 20th and 21st
Task Force: Build-To Feedback

• Consider expanding build-to range to 0’-15’, or even 5’-15’?
  – Challenge with 5’ minimum setback: Parcels are only 125’ deep; ideally want 125’ for efficient parking garage layout

• On east side (next to light rail) only? Both sides?
  – In the future, it is possible the light rail on Welton could become a street car operating in mixed traffic
21st Street

22'
Build-To: Design Alternative

• Alternative: do not need to meet full build-to requirement in exchange for providing quality private open space along the street and accessible by the public
Task Force: Build-To Feedback

• Confirmation of approach, with design alternative for open space

• Greater build-to range on east side of Welton (or both sides of Welton?)
Pedestrian Base: Private Open Space (Plazas, Patios, Courtyards)
E1. An Outdoor Downtown

GOAL
Strengthen connections between existing parks, plazas and recreation areas, and enhance the public realm to provide venues for outdoor activity throughout Downtown.

• Provide new pocket parks or other publicly accessible open spaces in underserved areas
New Park

GOAL STATEMENT
Establish a new park in the Northeast Downtown area that could provide valuable open space and recreation amenities for new and existing residents for years to come.

- Plan calls for new park along 21st St in Arapahoe Square
- No specific language about public open spaces (plazas, etc.) on private property
- Plan also calls for building forms that allow for courtyards to provide a safe, less public space for customers of social service providers
Efforts Outside of Zoning

- Outdoor Denver open space master plan
- 21st Street/Festival Street Urban Design Plan
- Parks and Rec pursuing acquisition of land close to 21st St for park/plaza

Important to remember:
- Zoning sets the rules for private property
- Zoning does not guarantee a specific open space design or network of open spaces
Private Open Space: Current D-AS Zoning

- Current zoning requirement: private open space of 30 SF per unit (for residential uses only) required.
  - May be located on balconies or roofs
  - Does not need to be accessible to public or at the ground level
Private Open Space: New D-AS Zoning

• How much should the new zoning enable (or even encourage) publicly accessible, private open spaces such as plazas, courtyards, and expanded streetscapes?

• Is there a type of open space that is more important to the task force?
Private Open Space:
New D-AS Zoning

Expanded Streetscape/Patios

Courtyards/Plazas
Enable

Make sure that the regulations allow for desired outcome to happen
Three Categories

**Enable**

Make sure that the regulations allow for desired outcome to happen

**Encourage**

Use regulations to incentivize a certain outcome
Three Categories

Enable
Make sure that the regulations allow for desired outcome to happen

Encourage
Use regulations to incentivize a certain outcome

Require
Regulations require a certain outcome, but could also allow alternatives
Private Open Space

Enable

- Build-to requirements provide flexibility to enable open spaces along the street

Up to 30% of lot frontage can be filled with open space as deep as desired
Private Open Space

Enable

• Build-to requirements provide flexibility to enable open spaces along the street

For entire frontage, build-to range allows up to 10’ for outdoor patios and expanded streetscape
Enable

- Build-to requirements provide flexibility to enable open spaces along the street
- Build-to design alternative allows even more flexibility

Open spaces deeper than 10’ could exceed 30% of lot frontage
Private Open Space

Enable

- Build-to requirements provide flexibility to enable open spaces along the street
- Build-to design alternative allows even more flexibility

Could be deeper than 10’
Private Open Space

Encourage

• Example: reduce requirement for upper story stepback for properties that provide minimum amount of open space
Private Open Space

Require

• Require every project to provide a minimum amount of open space on the property
Current Zoning “Incentives”

• FAR base of 4:1. FAR premiums for:
  – Residential
  – Residential Support Uses (retail food sales, schools, and daycares)
  – Arts, Entertainment, or Cultural Facility
  – Rehab of landmarked historic structure
  – Public Art
  – Affordable Housing
• Premiums that have been used:
  – Residential
  – Residential Support Uses (retail food sales, schools, and daycares)
  – Arts, Entertainment, or Cultural Facility
  – Rehab of landmarked historic structure
  – Public Art
  – Affordable Housing
Creating Effective Incentives

1. Significantly lower the base entitlement
2. Create a trade off – what are you willing to give up for the desired outcome?
Pedestrian Base: Above Grade Parking
Above Grade Parking

- NE Downtown Neighborhoods Plan:

  N.2 Enhance Urban Design: Arapahoe Square is an organic mix of existing and new buildings that are of strong urban character.

  Siting – Promote urban character by minimizing setbacks to provide a consistent street edge and to support pedestrian activity. Reinforce the character and quality of public streets with buildings that provide consistent siting, pedestrian orientation, and access to the street. Minimize the visual impacts of parking by structuring it within the development, or by locating surface lots to the rear or side of buildings.
Above Grade Parking
Above Grade Parking
Above Grade Parking

• Starting point:
  • No exposed parking at the ground floor
  • Require screening and encourage as much architectural integration as possible
Above Grade Parking: Screened
Above Grade Parking: Screened
Above Grade Parking: Screened
Above Grade Parking: Screened
Above Grade Parking: Screened
Above Grade Parking

• Explore incentive for wrapping with active use?
Above Grade Parking: Wrapped
Above Grade Parking: Wrapped
Above Grade Parking: Wrapped
Citywide Text Amendment to Encourage Wrapped Parking

7-Stories of Non-Parking Use

7-Stories of Structured Parking

SIDE INTERIOR

PRIMARY STREET

12-Stories
Above Grade Parking: Considerations

• Currently all Downtown zone districts allow above grade parking

• Very expensive to build structured parking below grade, especially for tall buildings where the market wants to build several levels of parking
  – Cannot go below 2 stories below grade without dewatering
• Does task force want to explore a requirement or incentive to wrap a portion of above grade parking garage (beyond the ground story) with active use?
Datum and Upper Story Stepback
Feedback from Meeting 2

• 150’ max façade length with no upper story stepback is too long

• Important to have majority of façade stepped back to follow datum idea in Plan; also important to have “moments” that are not stepped back
  – Approach to explore: require 80% of façade length to stepback

• Stepback/datum along Curtis Park edge is particularly important
Proposed Approach

• Minimum 80% of building frontage must step back by minimum of
  – 15 ft for buildings 6-12 stories in height
  – 20 ft for buildings 13-20 stories in height
Proposed Approach:
300’ Lot

12 stories

125’

300’
Proposed Approach

80% Min. stepback of 15’
Proposed Approach

Min. stepback of 15’
Proposed Approach
Proposed Approach
Proposed Approach

Min. stepback of 15’
Proposed Approach

Min. stepback of 15'
Proposed Approach
Proposed Approach
Proposed Approach
Proposed Approach
Proposed Approach: 100’ Lot

- 100’ Lot
- 12 stories
Proposed Approach

80% Min. stepback of 15’
Proposed Approach

Min. stepback of 15’
Proposed Approach
Proposed Approach
Proposed Approach: 300’ Lot, 20 Stories
Proposed Approach

Min. stepback of 20’
Proposed Approach

Min. stepback of 20’
Proposed Approach
Design Alternative

• Allow for alternate approach that gives credit for unique upper story design that may not meet the standard requirement of 80% stepping back by min of 15’ – 20’

• DSG would include standards to shape this approach and ensure quality design, such as:
  – Façade length
  – Orientation of massing
  – Articulation and materials
Calculate area for 100% of façade stepping back by 15’
Allocate that area however you like within first 45’ from street.
Design Alternative
Design Alternative
Design Alternative
Design Alternative
Design Alternative
Design Alternative: 300’ Lot, 20 Stories
Design Alternative
Design Alternative
Key Corridors
- No upper story stepback required
- Encourage taller buildings to orient toward this street
20th Street

- No upper story stepback required
- Edge to Downtown
21st Street: Festival Street

- 100% of frontage required to follow upper story stepback (rather than 80%)
- Could explore deeper stepbacks in some locations – key intersections, south side of street – once we know more from urban design plan
Park Avenue

- 100% of frontage required to follow upper story stepback (rather than 80%)
- Language in DSG about transition to the Curtis Park neighborhood
Welton Street

- Larger build-to range along light rail?
- Language in DSG about transition to Enterprise Hill
Curtis Street?
Curtis Street

Recommend: public realm improvements. Maybe an urban design plan like 21st St

- Curtis Street would become a pedestrian spine connecting three neighborhoods: Downtown, Arapahoe Square, and Curtis Park.
- The intersection of 21st Street and Curtis gains importance, and becomes a place to focus on establishing an identity for Arapahoe Square.
Typical Named Street
Typical Named Street
Typical Named Street
Park Avenue
Items for Feedback
Upper Story Stepback

- Initial agreement on approach – staff to draft for task force review
  - Starting point for most streets: 80% of façade must step back (15 ft min for buildings 6-12 stories; 20 ft min for buildings 13-20 stories)
  - Unique approach for key corridors
- Include design alternative?
• Initial agreement on approach – staff to draft for task force review
  – 70% lot frontage requirement
  – 0-10’ build-to range (0-15’ for residential)
  – Design alternative for private, publicly accessible open space
• Greater range (0-15’ or 5-15’) on Welton?
Private Open Space

• Build-to alternative to encourage open space as starting point

• Is there a certain type of open space the task force wants to encourage, or both categories?

Expanded Streetscape/Patios

Courtyards/Plazas
Above-Grade Parking

• Does task force want to explore a requirement or incentive to wrap a portion of above grade parking garage (beyond the ground story) with active use?
### Initial Thoughts from Task Force

#### Enable | Encourage | Require

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<th>Item</th>
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<td>Private open space: expanded streetscape, patios</td>
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<td>Well-screened, well-designed screening for parking garages</td>
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