Golden Triangle Zoning and Design Guidelines Update
GOLDEN TRIANGLE NEIGHBORHOOD PLAN – REGULATORY IMPLEMENTATION

Advisory Committee Meeting #11 – September 17, 2020
Goals for the Meeting

1. General Updates
   • Previous Meeting and Small Group FAR Discussion
   • Recent Comments from GTCD/DDP

2. Draft Design Standards and Guidelines

3. Height Context, Survey Results, and Additional Visual Analysis

4. Next Steps
General Updates
Summary from Previous Meeting (Aug 20)

• Reviewed proposed standards for open space, nonresidential uses, and upper story setbacks to confirm approach, explain flexibility, etc.

• Further discussion about allowing additional building height to accommodate greater design flexibility and neighborhood/citywide incentives

• Sent follow-up survey to the Committee
Summary of Small Group Discussion (Sep 10)

• Reviewed recent comments from GTCD and DDP

• Discussion of open space as a requirement on larger lots vs. incentive

• City proposal to adjust Base FAR from 4.0 to 6.0 to accommodate parking and be consistent with other Base heights in Denver (5-8 stories) and research from citywide affordable housing project (lower Base = more utilization of incentives)

• City proposal to add Arts/Cultural/Entertainment Uses and Underground Parking as additional incentives

• Preliminary conversation about height survey results and current proposed height
GTCD Board Zoning Positions (Friday, Sep 4)

- In favor of taller buildings as long as floor plates are reduced proportionally
- Support a Base FAR of 10.5
- Maximum FAR should be determined by Narrow, Standard, Wide, or Point Tower lots
- Affordable housing should not be included in revised zoning and implemented through citywide AHZI project
- Apply TDR to Landmark and Character Buildings
- Public Art bonus should be increased, Open Space should be an incentive rather than a requirement, add incentives for arts-related uses and to fund 5280 Trail
DDP Task Force Testing and Recommendations (tbd)

- In favor of creating a tiered height approach to allow more flexibility and character
- Support a Base FAR of 10.5
- Average density of approx. 12.0-15.0 FAR needed to meet Blueprint Denver targets
- In favor of alternative affordable housing options in the interim while waiting for full incentives as a part of citywide AHZI project
- Encourage standards that support neighborhood character and small lots
- Open up TDR to all parcels (ie, all parcels can sell off rights)
- Reduce FAR calculations for certain types of parking (flat plate, stackable, etc.)
Downtown Design Standards and Guidelines
Downtown Denver Design Standard and Guidelines

Internal Review Draft Due on October 6th, 2020
**Downtown Denver DSG’s**

- **Staff Review**
- **Downtown Design Advisory Board**

  Board members are Denver residents appointed by the mayor for three-year terms on a volunteer basis. The board consists of:
  - four design professionals, one of whom must be a landscape architect
  - one development industry representative
  - one downtown-area resident
  - one downtown-area property owner

**Time and date:** 10:30 a.m., the second and fourth Tuesday of every month, as needed
# DSG Document Content & Structure

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Chapter 1 | Site Organization

Site Design & Vehicle Access
Street Frontage & Enhanced Setback
Open Space Configuration
Tower Placement & Separation
Service Area & Utility Location
Surface Parking

ENHANCED COMMERCIAL SETBACKS

ENHANCED RESIDENTIAL SETBACKS

Site Organization Overview

A Alley, Private Access Drive, and Off-Street Pedestrian Connections

B Vehicle Access

C Street Frontage

D Enhanced Commercial Setback

E Open Space

F Tower Placement

G Service Areas & Utilities

H Surface Parking
Chapter 2 | Building Mass & Scale

Building Massing

Streetwall Height

Building Fit and Transitions

1. To meet Standard 2.02, a change in Upper Story Setback height must be a minimum of one story for the depth of the Upper Story Setback (15 feet).

2. To meet Standard 2.02, a facade plane change must be a minimum of 3 feet and apply to the full height of the Lower Story Facade.

3. To meet Standard 2.02, a change in materials/color must apply to the full height of the Lower Story Facade.

4. Development adjacent to a lower scale Historic Resource or Character Building shall provide a height transition to respect and reinforce the established street wall height.
Chapter 3 | Facade Design & Site Design Details

Facade Articulation
- Windows & Transparency
- Exterior Building Materials
- Balconies
- Design Details for Infill Development
- Adaptive Reuse and Building Additions

Street Level Facade Design & Uses
- Building Entries
- Setback & Open Space Design
- Awnings & Canopies
- Structured Parking Facades
- Building Rooftops
- Fences, Walls, & Screens

5. Human Scale affects our sense of comfort and safety impacting a desire to walk down a street or to avoid it. Building facade designs that lack appropriate massing or articulation and include large expanses of undifferentiated building wall, generally create an undesirable pedestrian environment.

6. Human Scale can be addressed through simple techniques that break down the size and proportion of the urban environment. An intentional integration of pedestrian-oriented Street Level uses, facade articulation and architectural details, and streetscape features helps break down overall building massing and animate the Public Realm.
Chapter 4 | Streetscape Design

Streetscape Furnishing & Lighting
Streetscape Paving
Amenity Zone & Street Trees
Bicycle Parking
Public Art
Stormwater Management & Landscape

7. Typical streetscape progression from the street to Amenity Zone to sidewalk.

8. The street is the paved area within the Right-of-Way that is typically reserved for vehicular traffic, bicycles, transit, and on-street parking.

9. The Amenity Zone is the area between the street and sidewalk that is improved with street trees, paving, street furniture or other amenities.

10. Sidewalks provide the primary pedestrian walkway between the Amenity Zone and the Primary Street Zone Lot Line. They may be directly linked to Enhanced Commercial Setbacks and Open Space areas.
Chapter 5 | Neighborhood Specific Design

**Arapahoe Square Introduction**
- 21st Street
- Park Avenue West
- 20th Street & Broadway
- Arapahoe & Curtis Streets
- Welton Street
- Upper Story Setback Alternative for 21st Street & Park Avenue West

**Central Platte Valley - Auraria Introduction**
- CPV-Auraria Site Planning
- Riverfront Development
- Tower Separation & Floorplate Alternative

**Golden Triangle Introduction**
- Acoma Street
- Broadway Blvd
- 11th Ave, 12th Ave, & Bannock Street
- 12th Ave & Acoma Street
Chapter 6 | Building Signs

Building Sign Location

Building Sign Character & Material

Building Sign Lighting

Individual Sign Types – Projecting Signs

Individual Sign Types – Non-Projecting Signs

Primary signage is generally located near active building entrances and strategically placed to be viewed from longer distances. Typically one primary sign per business is appropriate.

Secondary signage provides additional information that is viewed from shorter distances and at the pedestrian level. Typically one to three secondary signs per business are appropriate.

Additional/iconic signage promotes creativity, context-sensitivity and overall sense of place, often through artistic, three-dimensional imagery. Typically one iconic sign per business is appropriate.
Transfer Existing Golden Triangle DSG Language

Golden Triangle DSG's December 2002

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<td>Overview</td>
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<td>The City and County of Denver adopted the Golden Triangle Neighborhood Plan in 1998. That plan set forth a vision of the neighborhood as a community with a mixture of housing, office, commercial, destination and neighborhood-serving retail; a walkable neighborhood with active pedestrian-oriented public uses on the ground floors of mixed-use projects, generous sidewalks, enhanced streetscaping, and building design with human scale and detail. Preservation of historically significant buildings and design of contemporary structures is key to creating a unique character and sense of place for the Golden Triangle. The Golden Triangle is envisioned as an eclectic neighborhood where no specific architectural style is intended. However, all projects should be responsive to context, influenced by adjacent buildings' scale and architectural character.</td>
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Policy & Reg. Foundation

Design Review Process

How to Use This Doc.

Design Review Process

1. The standards and guidelines are intended to present design principles that encourage development that promotes coherence and compatibility with the existing and desired character of downtown, as well as excellence in urban design. They are not intended to restrict innovation, imagination, or variety in design. If an alternative design can be demonstrated to achieve the desired character better than the general criteria, the DBB or city staff may consider a substitution.

If we don’t already have this let’s include this.

1. Schedule & Design Review decision will be rendered in no more than 30 calendar days after the submission of a complete application to the Zoning Administrator, or the design shall be considered approved.

Does this still apply? Do we want to include it?

1. Approval expiration. Design approvals at each project phase will be valid for a period of three years, unless the nature of the approved phase of the overall project significantly changes. The

Do we want to include this language?

Submit Requirements

Town Placement & Operation Service Area & Utility Location
Golden Triangle Specific Standards and Guidelines
Golden Triangle Plan

GT Plan Street Classification Recommendations

• Key Streets
  ○ 13th, 12th, & 11th Ave
  ○ Cherokee St
  ○ Bannock St

• Grand Boulevard
  ○ Broadway
  ○ Lincoln Ave
  ○ Speer Blvd

• Neighborhood Greenway
  ○ Acoma Street
DSG Key Street

Unique Key Street Typology Recommendations

- Key Streets
  - Acoma - Neighborhood Greenway
  - Broadway - Grand Boulevard
  - 12th Ave - Cultural Corridor
  - Intersection at 12th & Acoma - Special Context
  - 11th Ave & Bannock St - Special Context
GT Plan vision for Acoma St

- Acoma Street is poised to transform into a green corridor and a shared street concept between 12th and 11th Ave.
- Acoma street to tie into the cultural facilities north of 12th Ave, through street level activation and programmatic intervention of arts and culture facilities, venues and programs.
- Acoma Street to be a north-south connection for walking, bicycling and neighborhood placemaking.
DSG’s addressing Plan’s vision for Acoma St

- Acoma Street is poised to transform into a green corridor and a shared street concept between 12th and 11th Ave.

**DSG Support**

a. Enhanced Open Space setback
b. Enhanced Amenity Zone to allow for mature tree canopy coverage
c. Enhanced Landscaping with drought tolerant and healthy species
d. Enhanced Stormwater Management techniques

![Image a. Enhanced Landscaping](image1)

![Image b. Shared Street](image2)

![Image c. Enhanced Amenity Zone](image3)

![Image d. Enhanced Stormwater Management](image4)
• Acoma street to tie into the cultural facilities north of 12th Ave, through street level activation and programmatic intervention of arts and culture facilities, venues and programs.

DSG Support

a. Encourage placement and integration of public art as an integral part of the project

b. Encourage creative design solutions for streetscaping applications
Acoma Street to be a north-south connection for walking, bicycling and neighborhood placemaking.

**DSG Support**

a. Commercially frontages of highly active uses at all intersections and along block faces between 12th and 11th Avenue

b. Strong human scale street level articulations techniques and attention to detailing

c. Limitations on visible parking beyond Zoning restrictions

d. Encourage placement of private Residential Stoops with Landscaped Setbacks south of 11th Ave (as opposed to just steps)

e. Enhanced Pedestrian Lighting and Street Furnishings

f. Provide a clear path of travel along a block face

g. Encourage use of Special Paving especially between 12th Ave and 10th Ave

h. Provide enhanced bicycle facilities along the 5280 trail and incorporate the 5280 Design Guidelines

i. Limit vehicular curb cuts along Acoma St
DSG’s addressing Plan’s vision for Acoma St

- Additional Recommendations

**DSG Support**

a. Maintaining strong street enclosure ratio (desired between 1:15 and 1:3 ratio)

b. A clearly expressed building base demarcation to maintain human scaled street wall experience

c. Greater upper story and tower setbacks from property line

d. High level of transparency on lower and upper stories

e. Encourage preservation or adaptive reuse of existing character buildings

f. Encourage support of using traditional materials such as brick and masonry
GT Plan vision for Broadway

- Provide context-sensitive design guidance for neighborhood subareas such as the Broadway/Lincoln Avenue frontage, the southern tip of the neighborhood and the neighborhood core.

- Broadway as a Grand Boulevard - serve diverse transportation, economic, recreation, and placemaking function, increase person-trip capacity, reduce accidents, better serve neighborhoods, support existing businesses, and create a strong sense of entry and identity.
DSG’s addressing Plan’s vision for Broadway

- Provide context-sensitive design guidance for neighborhood subareas such as the Broadway/Lincoln Avenue frontage, the southern tip of the neighborhood and the neighborhood core.

**DSG Support**

a. Maintaining strong Street Enclosure Ratio of streetwall (desired between 1:1 and 1:6 ratio)

b. Preserve architectural integrity of Character Buildings along Broadway

c. Promote enhanced Amenity Zone to allow for mature tree canopy coverage

d. Provide clear path of travel along block face
DSG’s addressing Plan’s vision for Broadway

- Broadway as a Grand Boulevard - serve diverse transportation, economic, recreation, and placemaking function, increase person-trip capacity, reduce accidents, better serve neighborhoods, support existing businesses, and create a strong sense of entry and identity.

**DSG Support**

a. Minimize curb cut and vehicular access from Broadway, encourage all Vehicular Access from Alley or Private Access Drive

b. Provide Enhanced Commercial Setback along Broadway to promote pedestrian activity

c. Encourage concentration of massing and height at intersections

d. Encourage street level façade massing and articulation of large buildings to reflect traditional 50’ to 75’ lot frontages

e. Support economic development with strong street level transparency and high level of activation

f. Encourage stronger canopy and awning implementation to help break down the human scale

g. Encourage an enhanced level of streetscape furnishings and respite zones
GT Plan vision for 12th Ave

- With their existing concentrations of housing - and opportunities for additional mixed-use development - these streets can foster an even more neighborhood-oriented character. Street furniture, pocket parks, linear parks or promenades, specially marked intersections, and a leafy tree canopy are all potential enhancements.

- Designate 12th Street and Acoma Street as “green streets”, to open all potential new incentive programs to owners and ensure all future development is held to the green street standard.
DSG’s addressing Plan’s vision for 12th Ave

- With their existing concentrations of housing - and opportunities for additional mixed-use development - these streets can foster an even more neighborhood-oriented character. Street furniture, pocket parks, linear parks or promenades, specially marked intersections, and a leafy tree canopy are all potential enhancements.

**DSG Support**

a. Encourage Upper Story setbacks at north facing side of the block along 12th Ave

b. Encourage Preservation or Adaptive Reuse of Existing Character Buildings

c. Support economic development with strong Street Level Transparency and high level of activation

d. Encourage Open Space setbacks

e. Enhanced Amenity Zone to allow for mature tree canopy coverage

f. Enhanced Landscaping with drought tolerant and healthy species

g. Enhanced Stormwater Management techniques

h. Encourage creative and artistic design solutions for streetscaping applications
DSG’s addressing Plan’s vision for 12th Ave & Acoma St

- Designate 12th Street and Acoma Street as “green streets”, to open all potential new incentive programs to owners and ensure all future development is held to the green street standard.

**DSG Support**

a. Encourage strong street level activation at intersection of 12th Ave and Acoma St

b. Provide strong human scale street level articulations techniques and attention to detailing at the intersection of 12th Ave and Acoma St

c. Encourage placement and integration of public art at the intersection of 12th Ave and Acoma St

d. Encourage Open Space setbacks at intersection of 12th Ave and Acoma St
GT Plan Vision for 11th Ave and Bannock St

- Centrally located as north-south and east-west spines, these streets have existing retail shops, cafes, and restaurants that can be further leveraged as neighborhood-serving commercial blocks. Additional stores and dining establishments should be part of the land use mix, along with street furniture dining-oriented parklets, bike facilities, public art, banners, wayfinding and signage, and other features that foster walking and shopping.

- Complement the vision for 11th Avenue as a pedestrian-oriented retail street by redesigning the corridor to incorporate bike lanes, enhanced streetscapes, and pedestrian facilities.
Complement the vision for 11th Avenue as a pedestrian-oriented retail street by redesigning the corridor to incorporate bike lanes, enhanced streetscapes, and pedestrian facilities.

**DSG Support**

a. Provide massing shifts that contribute to varied forms along a Streetwall

b. Articulate a clearly expressed Building Base demarcation to maintain a human scaled Streetwall experience

c. Support economic development with strong Street Level transparency and high level of activation

d. Provide varied forms of Open Space for retail spillover, green space, or respite areas

e. Enhanced Amenity Zone to allow for mature tree canopy coverage

f. Provide clear Path of Travel along a block face

g. Enhance Pedestrian Lighting and Street Furnishings

h. Provide creative Bicycle Facilities along Bannock St
Vision for the 5280 Trail

- The 5280 Trail will link neighborhoods and connect people along a 5-mile urban trail that weaves through rich communities and key landmarks.

- The 5280 Trail will pass through 21st Street in Arapahoe Square, Chopper Cir and 11th Street in CPV-Auraria, and 12th Ave, Acoma, and 9th Ave in Golden Triangle.

- Due to 5280’s unique relationship with the three districts, the following guidelines should be considered for development and site improvements along these streets.
DSG’s addressing the 5280 Trail

**DSG Support**

a. Encourage enhanced setback for retail spillover along the blocks bypassed by the 5280 Trail

b. Encourage enhanced open space and amenity zones and landscaping along blocks bypassed by the 5280 Trail

c. Encourage street level activation beyond required minimum along blocks bypassed by the 5280 Trail

d. Encourage additional outdoor bike parking along blocks bypassed by the 5280 Trail

e. Encourage bike and ped infrastructure that support 5280 Trail, such as street lighting, public seating, strong tree canopy enclosure, bike repair stations
Next Steps

• Develop a Draft for GT Specific Standard and Guidelines
• Release Draft for GT AC Review and Comments
  ○ Meet to address comments as needed
Height Context
**Blueprint Denver Guidance**

- Golden Triangle is in medium-high category for projected future density/jobs (not highest intensity)
Neighborhood Plan Guidance

A2. Contextual Design

A2b. Update the zoning and design guidelines to ensure that the height and overall mass of new development preserves the neighborhood’s design context and is compatible with adjacent, smaller-scale buildings.

- Continue to allow a maximum building height of 16-18 stories throughout the Golden Triangle.
- Introduce a range of options, including upper-story setbacks and façade articulation tools, to ensure that the overall building mass of new development is compatible with the existing diverse range of building scales.
- Implement tools to preserve access to views and sunlight, such as upper-story mass reduction.

- Clear guidance to continue to support buildings up to 200 feet
- CPD staff believe strategies related to shaping of upper story mass and neighborhood variety justify introduction of taller Point Tower form
Surrounding Height Context – View Planes

- Existing zoning = ~175 feet
- View Plane restrictions
  - Civic Center (north of 13th Ave, west of Bannock) – 70-130 ft
  - Cheesman Park (east of Broadway) – 170-200 ft
Surrounding Height Context – Adjacent Areas

- Proposed zoning = 200/300 feet
- View Plane restrictions
  - Civic Center (north of 13th Ave, west of Bannock) – 70-130 ft
  - Cheesman Park (east of Broadway) – 170-200 ft
- Areas surrounding Downtown
  - Civic Center (N of Colfax) – 150-250’
  - Capitol Hill – 70-100’
  - La Alma/Lincoln Park – 70-150’
  - D-C/TD Height Area 1 – 200’
  - D-C Height Area 2 – 400’
  - Arapahoe Square 20+ - 250’/375’
  - Arapahoe Square 12+ - 150’/250’
  - North Capitol Hill – 100-200’

PRELIMINARY PROPOSAL: Subject to change based on further comments and testing
Recent Community Input

- Support for buildings taller than currently allowed if they provide neighborhood benefits and upper story shaping
- Support for Point Tower form at currently proposed 300 feet
- Concerns from adjacent neighborhoods about views
Committee Height Survey Summary
Height Survey Responses – General

Is the current proposed height limit for the General form (200 ft) consistent with the context and scale of the neighborhood?

- **Yes**: 43%
- **No, it should be lower**: 7%
- **No, it could be taller and still fit in**: 50%

**GENERAL**
- 50% Remain or Lower
- 50% Could be Taller
Height Survey Responses – General

Would you support a taller General form height limit than is currently proposed (more than 200 ft)?

- Yes: 21%
- Yes, but only if it comes with stronger standards (i.e., community benefits, building shaping, etc.): 50%
- No, the General height limit should remain at 200 ft: 29%

**GENERAL**
Most respondents willing to consider addl height w/ conditions

PRELIMINARY PROPOSAL: Subject to change based on further comments and testing
Height Survey Responses – General

If the General form height limits were increased, how much taller should they be?

- 21% Do not increase the height limit above 200 ft
- 14% 25-50 feet
- 50% 50-100 feet
- 14% More than 100 feet

**GENERAL**
- 35% 50 ft or less
- 50% 50-100 ft
- 15% > 100 ft
Height Survey Responses – Point Tower

Is the current proposed height limit for the Point Tower form (300 ft) consistent with the context and scale of the neighborhood?

- **Yes**: 57%
- **No, it should be lower**: 7%
- **No, it could be taller and still fit in**: 36%

**POINT TOWER**
- 64% Remain or Lower
- 36% Could be Taller
Height Survey Responses – Point Tower

Would you support a taller Point Tower form height limit than is currently proposed (more than 300 ft)?

- Yes: 36%
- Yes, but only if it comes with stronger standards (e.g., community benefits, building height, etc.): 21%
- No, the Point Tower height limit should remain at 300 ft: 43%

POINT TOWER Most respondents on either end
Height Survey Responses – Point Tower

If the Point Tower form height limits were increased, how much taller should they be?

- **29%** Do not increase the height limit above 300 ft
- **21%** 25-50 feet
- **43%** 50-100 feet
- **7%** More than 100 feet

**POINT TOWER**
- **50%** 50 ft or less
- **43%** 50-100 ft
- **7%** > 100 ft

PRELIMINARY PROPOSAL: Subject to change based on further comments and testing
Key Topics from Survey Comments

- Golden Triangle does not exist in isolation and needs to be considered in context of the city and surrounding neighborhoods.
- Neighborhood serves as a transition between Cap Hill and Downtown.
- Open to additional height, but concerned about street level mass. Need to consider setbacks, public spaces, etc.
- Taller height can allow shaping of thinner buildings at maximum FAR.
- More height provides greater flexibility and could encourage more variety.
Additional Visual Analysis
Cheesman Park – 300 ft Point Tower

PRELIMINARY PROPOSAL: Subject to change based on further comments and testing
Cheesman Park – 350 ft Point Tower

PRELIMINARY PROPOSAL: Subject to change based on further comments and testing
Cheesman Park – Side by Side

300 ft Height

350 ft Height

PRELIMINARY PROPOSAL: Subject to change based on further comments and testing
Cheesman Park – 300 ft Point Tower
Cheesman Park – 350 ft Point Tower
Cheesman Park – Side by Side

PRELIMINARY PROPOSAL: Subject to change based on further comments and testing
9th and Grant – 300 ft Point Tower
9th and Grant – 350 ft Point Tower

PRELIMINARY PROPOSAL: Subject to change based on further comments and testing
PRELIMINARY PROPOSAL: Subject to change based on further comments and testing
12th and Sherman – 300 ft Point Tower

PRELIMINARY PROPOSAL: Subject to change based on further comments and testing
PRELIMINARY PROPOSAL: Subject to change based on further comments and testing
12th and Sherman – Side by Side

PRELIMINARY PROPOSAL: Subject to change based on further comments and testing
Discussion Question

If maximum height is increased, how do we address resident and neighbor concerns about views, scale, and character of Golden Triangle?
Next Steps
Next Steps

• On-going Advisory Committee meetings
  • October 15
  • November 19
  • December 17

• Revised Framework Report for Public Comment – late October

• Additional stakeholder outreach – on-going
  • Online meeting and Survey #4 coordinated with Revised Framework report
  • Proactive communication to CHUN and other surrounding RNO’s
  • Present to GTCD Board as needed
  • CPD/DDP meeting (AHZI) – September 24 (to be rescheduled)
  • CPD/DDP meeting (GT) – October 1
  • Planning Board Information Item (GT and Downtown DSG) – November 4