

Golden Triangle Zoning and Design Guidelines Update

GOLDEN TRIANGLE NEIGHBORHOOD PLAN – REGULATORY IMPLEMENTATION

Zoning/DSG Advisory Committee Meeting #4 – November 21, 2019



Goals for the Meeting

1. Outcomes from Meeting #3
2. Key Takeaways from Recent Outreach
3. Zoning Framework Evaluation
4. Next Steps

Committee Protocols

What are the principles that guide an effective process?

- Inclusion and respect
- Active listening
- Balanced representation
- Transparency
- Quality information
- Logical and deliberate sequence
- Clear purpose and decision points
- Honesty and trust

Committee Protocols

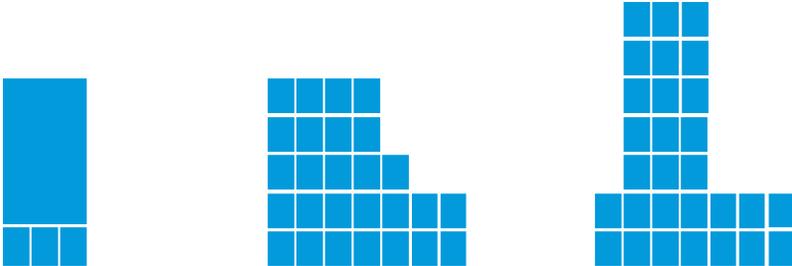
What are the outcomes from the committee that the process will need?

- Seek consensus
- Be open to compromise on the details if it achieves a higher objective
- Consider the larger goals of the neighborhood, not personal interests
- For topics we can't resolve, be as clear as possible about the essential principles so City staff and Council can make the best possible decision
- If we can't reach consensus, the process (and the City) will still move forward

Meeting #3 Outcomes



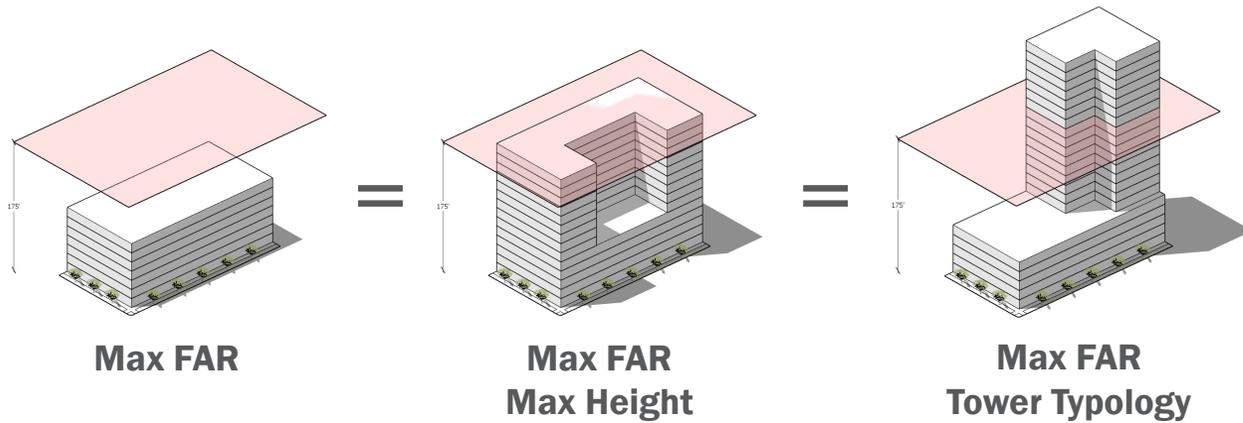
Building Form Framework



	Form 1 (General-Small)	Form 2 (General-Large)	Form 3 (Point Tower)
Lot Size	Smaller	Larger	Larger
Allowed Height	Similar to existing	Similar to existing	Taller than existing
Design Requirements	Medium	High	Highest

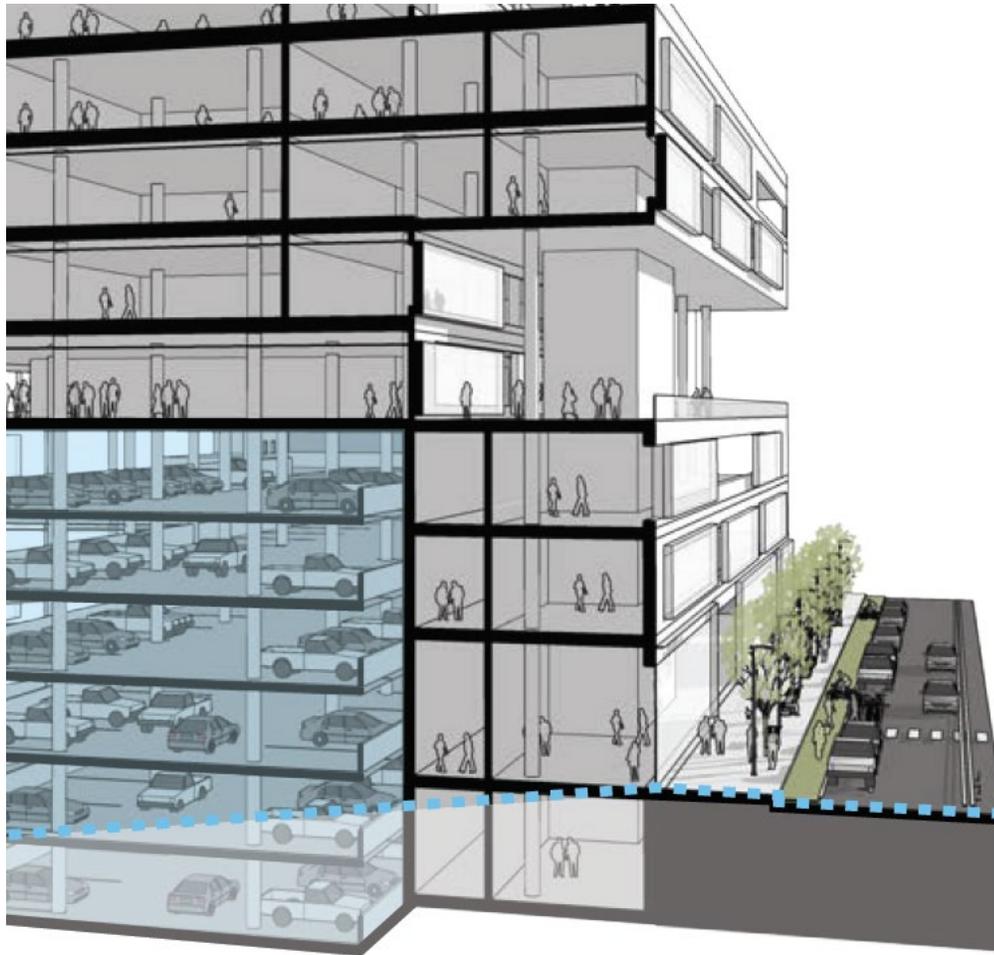
- Agreement with overall system to support variety in form and adaptability to context
- General Form
 - Smaller lots have more flexibility to encourage small projects and deter lot assemblage
 - Larger lots have more requirements to address massing and human scale
 - **What is the correct lot size threshold?**
- Point Tower
 - Adds opportunity for building variety
 - Appropriate on larger lots
 - Requires taller height limit to allow equivalent development potential

Initial Standards



- Simplify height measurement and remove reference to Broadway
 - 200' (16-story) limit
 - Point Tower = 300' (no stories)
- Continue to use FAR as a tool to guide overall intensity and allow flexibility in massing
- Open space and non-residential use requirements (if used) should be carefully calibrated and located where most appropriate

Addressing Parking



- Eliminate minimum parking requirement
 - Align with other areas of Downtown
 - Remove barriers to shared parking options
 - Provide flexibility for smaller projects
- Include parking in FAR calculations
 - Evaluate adjustments to FAR maximums to still accommodate parking
- Explore ways to incentivize more “responsible” parking configurations (convertible floors, underground, etc.)

Incentives



- Attempt to focus on only a few premiums that address priority neighborhood goals
- Increase affordable housing premium (currently limited to 0.4 FAR)
- Encourage a stronger TDR market, but will require better tracking and administration over time to ensure compliance

Key Takeaways from Recent Outreach



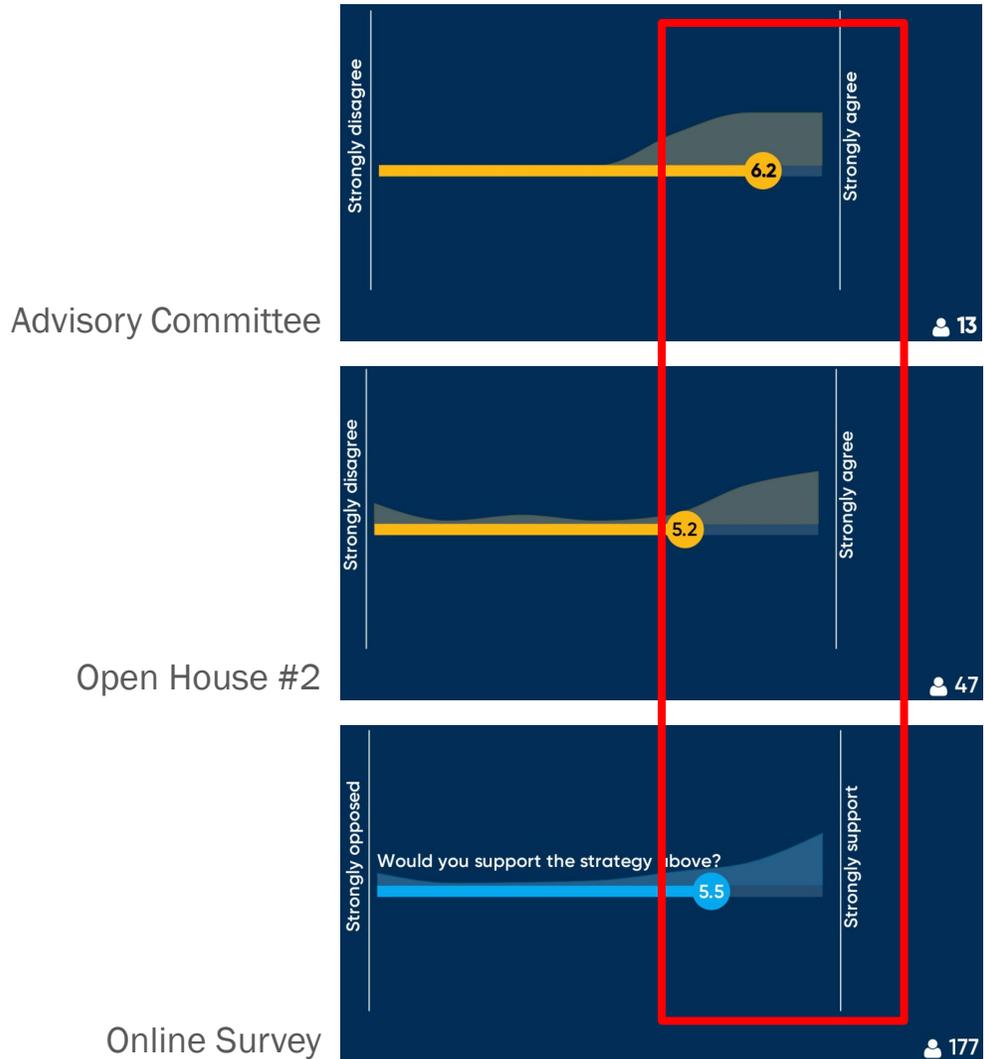
Recent Outreach Efforts



- Advisory Committee survey (Sep 25-Oct 2)
- Open House #2 (Sep 25)
 - Survey questions during presentation
 - D-GT Future Character Activity
- Online Survey #2 (Oct 7-22)
- Planning Board Information Item (Nov 6)
- ***Strong consistency across multiple groups***

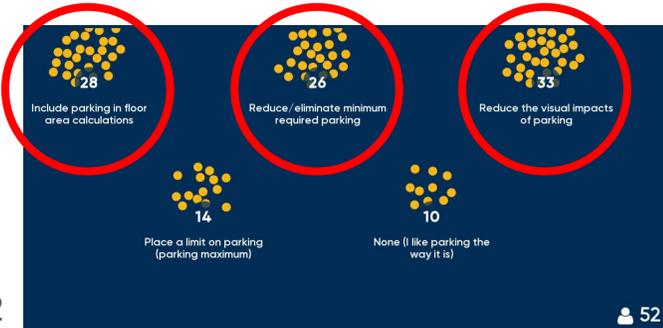
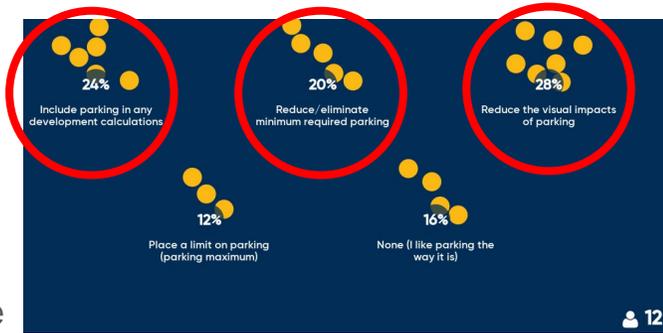


Building Forms



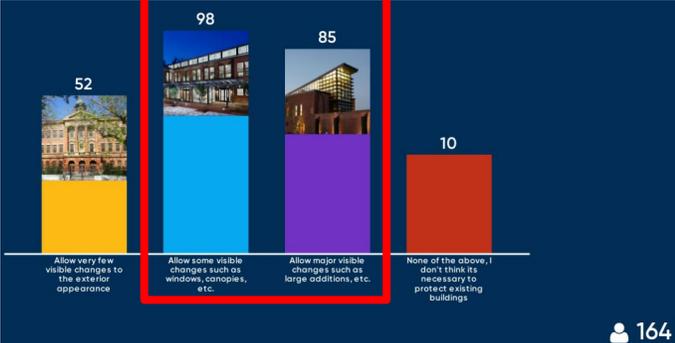
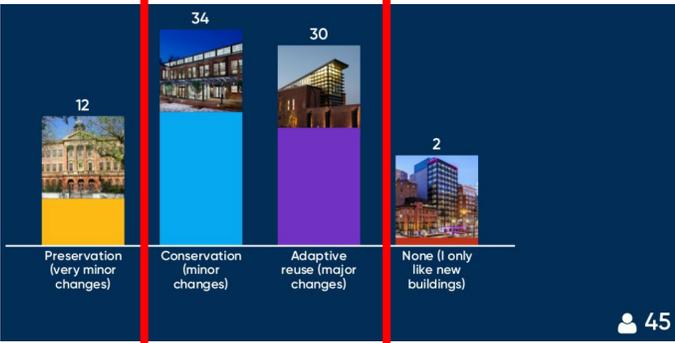
- A range of building forms, including the Point Tower, will support an eclectic neighborhood with a mix of project types and sizes

Visual Impacts of Parking



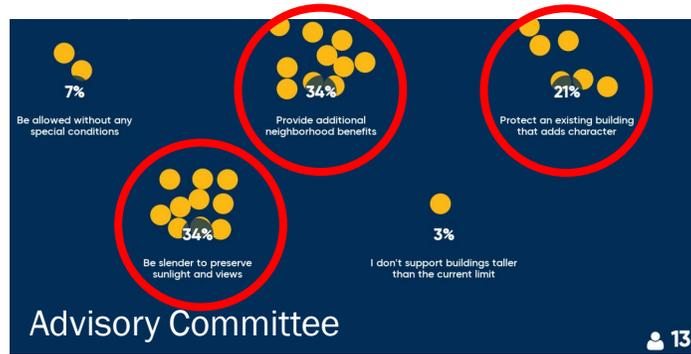
- Eliminate minimum required parking and supporting shared parking solutions
- Screen parking behind active uses (or landscape in the case of surface lots)
- Limit the amount of parking (ie, include in FAR calculations or set maximum limit)

Existing Buildings



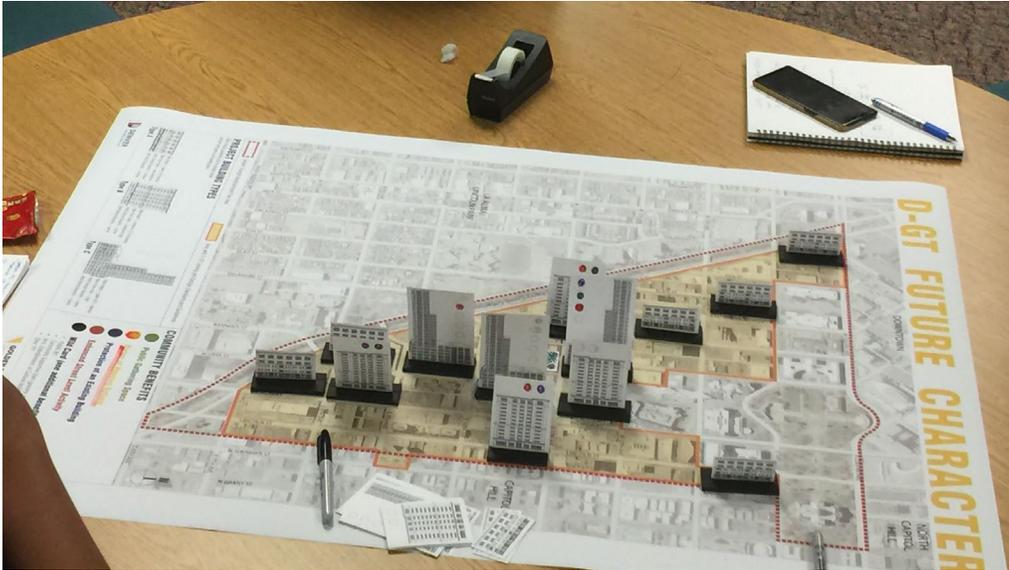
- Protecting existing buildings is important, but there should be flexibility for some visible changes

Taller/Larger Projects



- Approximately 75-80% of respondents support allowing buildings taller than the current limit
- Most agree that taller/larger projects should do something special
 - Be slender to preserve sunlight and views
 - Provide additional neighborhood benefits like affordable housing or open space
 - Help protect an existing building that adds character to the neighborhood

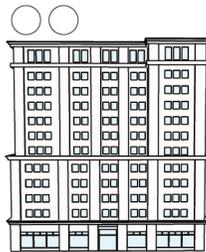
D-GT Future Character Activity



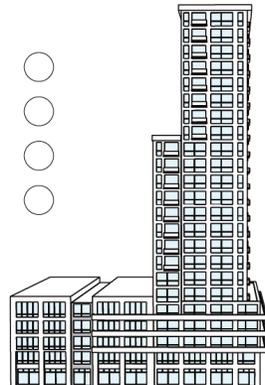
- Five tables “built” 10-12 projects each
- Earn community benefits using larger building types (Types B and C)
 - Enhance Street Level Activity
 - Public Gathering Space
 - Range of Housing Options
 - Protect an Existing Building
 - Wild Card
- Can use the same building type or benefit as many times as desired



Type A



Type B



Type C

D-GT Future Character Activity

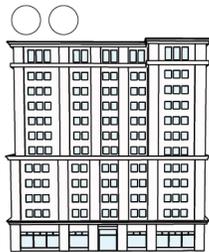
D-GT Open House #2 - September 25, 2019
09.26.2019

	Small Projects	Medium Projects	Large Projects	TOTAL Projects	Public Gathering Space	Range of Housing Options	Protect an Existing Building	Enhanced Street Level Activity	Wild Card / Dealer's Choice	TOTAL Benefits	Ratio (benefit/project)
Table 1	6	4	3	13	6	3	4	7		20	1.54
Table 2	4	1	2	7			6	4		10	1.43
Table 3	6		4	10	4	2	2	7	1	16	1.60
Table 4	2	4	4	10	9	2	1	9	3	24	2.40
Table 5	3	3	4	10	4	2	5	7	4	22	2.20
	21	12	17	50	23	9	18	34	8		
	42.0%	24.0%	34.0%		25.0%	9.8%	19.6%	37.0%	8.7%	avg	1.83

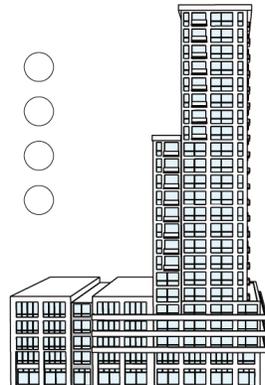
- **58% of all projects were Type B or C**
 - Minimum 40% larger projects per table
 - Minimum two Type C (Point Tower) per table
 - Overall ratio of 1.8 benefits per project
- **4 of 5 tables used a mix of all three Types** (other table used Type A and C only)
- Enhanced Street Level Activity and Public Gathering Space ranked highest, with Public Art most frequent Wild Card
- Open space and density focused in center of neighborhood (Acoma/Bannock)



Type A

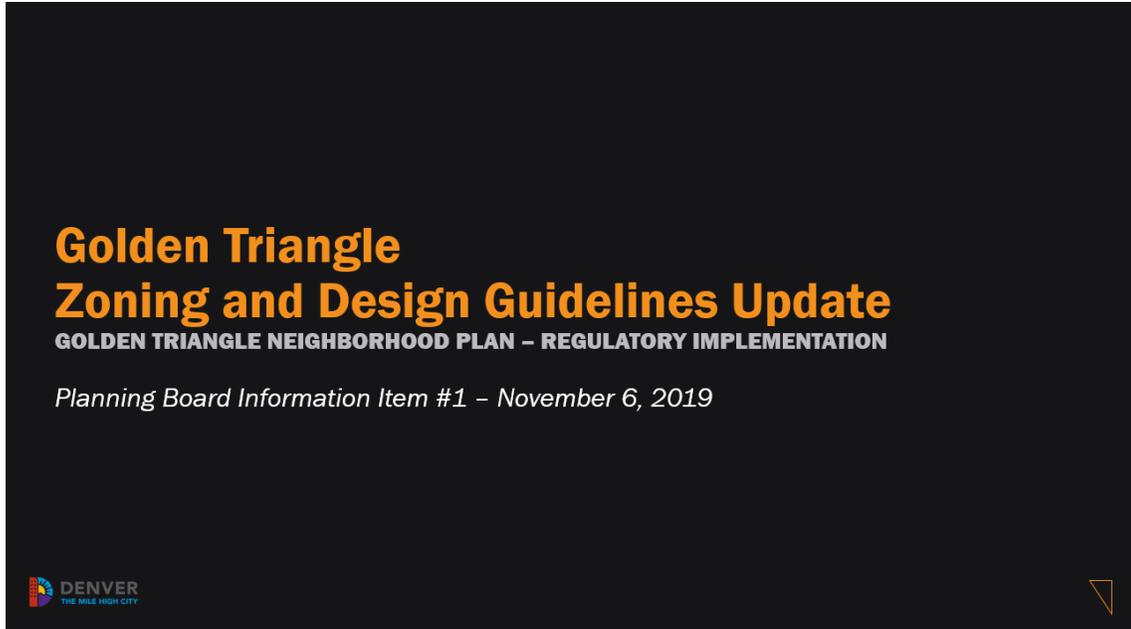


Type B



Type C

Planning Board Info Item



- Like idea of more flexible building form for smaller lots
- Use existing building forms/tools and limit adding new complexity to DZC
- Explain why FAR is a useful tool in form-based code ... does FAR result in better buildings?
- Neighborhood Plan says “Continue to allow a maximum of 16-18 stories” – explain how Point Tower is consistent with plan guidance

Zoning Framework Evaluation



Preliminary Evaluation

- Evaluated elements of the preliminary zoning scheme against the 12 objectives identified in Neighborhood Plan and 5 criteria identified in Project Framework Interim Report
 1. Consistency – is it consistent with the Neighborhood Plan?
 2. Effectiveness – does it address more than one plan objective?
 3. Variety – does it encourage variety in use/form and support an eclectic neighborhood?
 4. Flexibility – is it flexible to adapt to different site and market conditions?
 5. Predictability – does it result in predictable outcomes? (not the same as repetition)

Preliminary Evaluation

ZONING/DESIGN STANDARD	EVALUATION CRITERIA					Used in DZC
	Consistency	Effectiveness	Variety	Flexibility	Predictability	
Building Forms						
Building forms based on size and massing	■	1, 5, 6, 7, 10	■	■	■	yes
Inclusion of Point Tower option	■	1, 5, 7, 10	■	■	■	AS, CPV
General form height limit = 200'	■	1, 5, 6, 7, 10	■	■	■	yes
Point Tower form height limit = 300'	■	1, 5, 7, 10	■	■	■	AS = 375'
Massing Tools						
Use of FAR as a massing tool	■	5, 7, 9, 10	■	■	■	CPV, D-C
Upper Story Setback above 5 stories (applies to portion of frontage)	■	5, 7, 9, 10	■	■	■	AS, CPV
Mass Reduction (min)	■	5, 7, 9, 10	■	■	■	CPV, RiNo
Point Tower Floor Plate Limitations	■	5, 7, 9, 10	■	■	■	AS, CPV
Street Level and Design Quality Tools						
Street Level Setback	■	9, 10	■	■	■	yes
Residential Setback (increased setback)	■	9, 10	■	■	■	yes
Increased Build-To Range	■	9, 10, 11	■	■	■	yes
Limitation on Visible Parking (applies to portion of frontage)	■	4, 9, 10, 12	■	■	■	AS, CPV, RiNo
Active Use (% of Build-To)	■	1, 9	■	■	■	yes
Active Non-Residential Use Requirement	tbd	1, 2, 9	tbd	tbd	tbd	CPV, RiNo
Parking						
Eliminate minimum parking requirements	■	4, 12	■	■	■	All D Districts
Include parking in FAR calculations	■	4, 5, 7, 10, 12	■	■	■	CPV
Entitlement						
Use of FAR as an entitlement tool	■	1, 3, 5, 8, 11	■	■	■	D-C
Utilize a Max FAR / Base FAR incentive system	■	1, 3, 5, 8, 11	■	■	■	D-GT, D-C

■ = Strongly Meets Criteria	■ = Meets Criteria	■ = Does Not Meet Criteria Directly
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- FAR-based tools are inconsistent with plan guidance as written, but can contribute to variety and other neighborhood goals
- Some zoning elements still need further discussion and testing:
 - Limitation on Visible Parking
 - Mass Reduction
 - Non-Residential Active Use
 - FAR maximum values
 - Incentive topics and values
 - Etc.

Preliminary Standards



“Small Lot” Size Threshold



- Initially identified form with greater flexibility for lots less than 75-125' wide
- Advisory Committee requested additional testing and confirmation

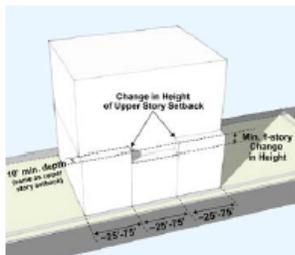
“Small Lot” Size Threshold



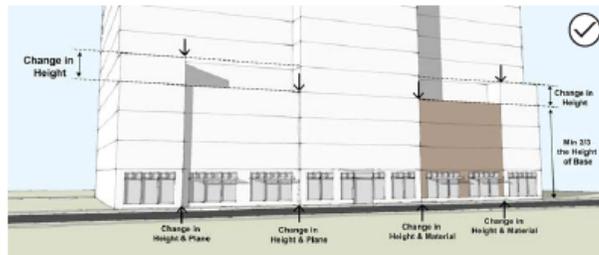
- Typical lot depth in Denver equals 125 feet (GT does have some deeper lots)
- Historic neighborhood layout was based on 25-foot parcel (125 feet = 5 parcels)
- 125 feet equals approximately 1/4 of total block length (projects larger than that tend to have an outsized influence on character of the block)

“Small Lot” Size Threshold

A. CHANGE IN UPPER STORY SETBACK HEIGHT

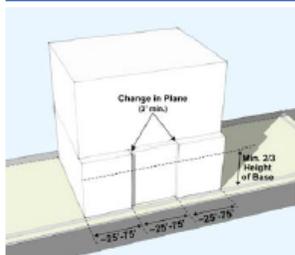


A change in Upper Story Setback height must be a minimum of one story for the depth of the Upper Story Setback (10 feet).

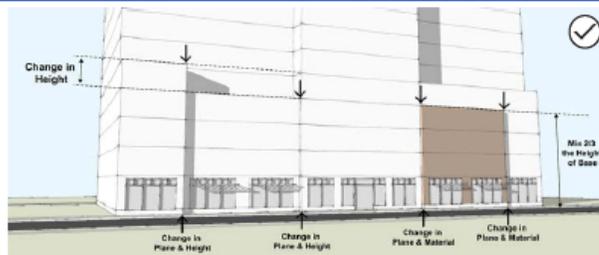


A change in Upper Story Setback height must lower the setback height below the fifth story and be combined with either a Facade plane change or material/color change. Note that setbacks will count towards the zoning requirement for an Upper Story Setback. See page 39 for more information.

B. FACADE PLANE CHANGE

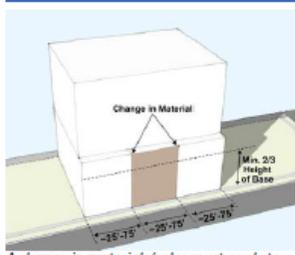


A Facade plane change must be a minimum of 3 feet and must rise a minimum of approximately 2/3 the height of the Facade.

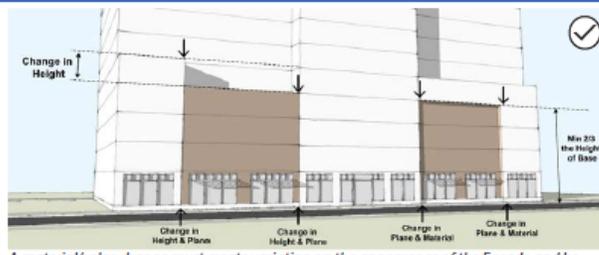


A Facade plane change must cause the Facade to inset or project and be combined with either a change in the height of an Upper Story Setback or material/color change.

C. CHANGE IN BUILDING MATERIALS OR COLOR



A change in materials/color must apply to approximately 2/3 the height of the Facade.

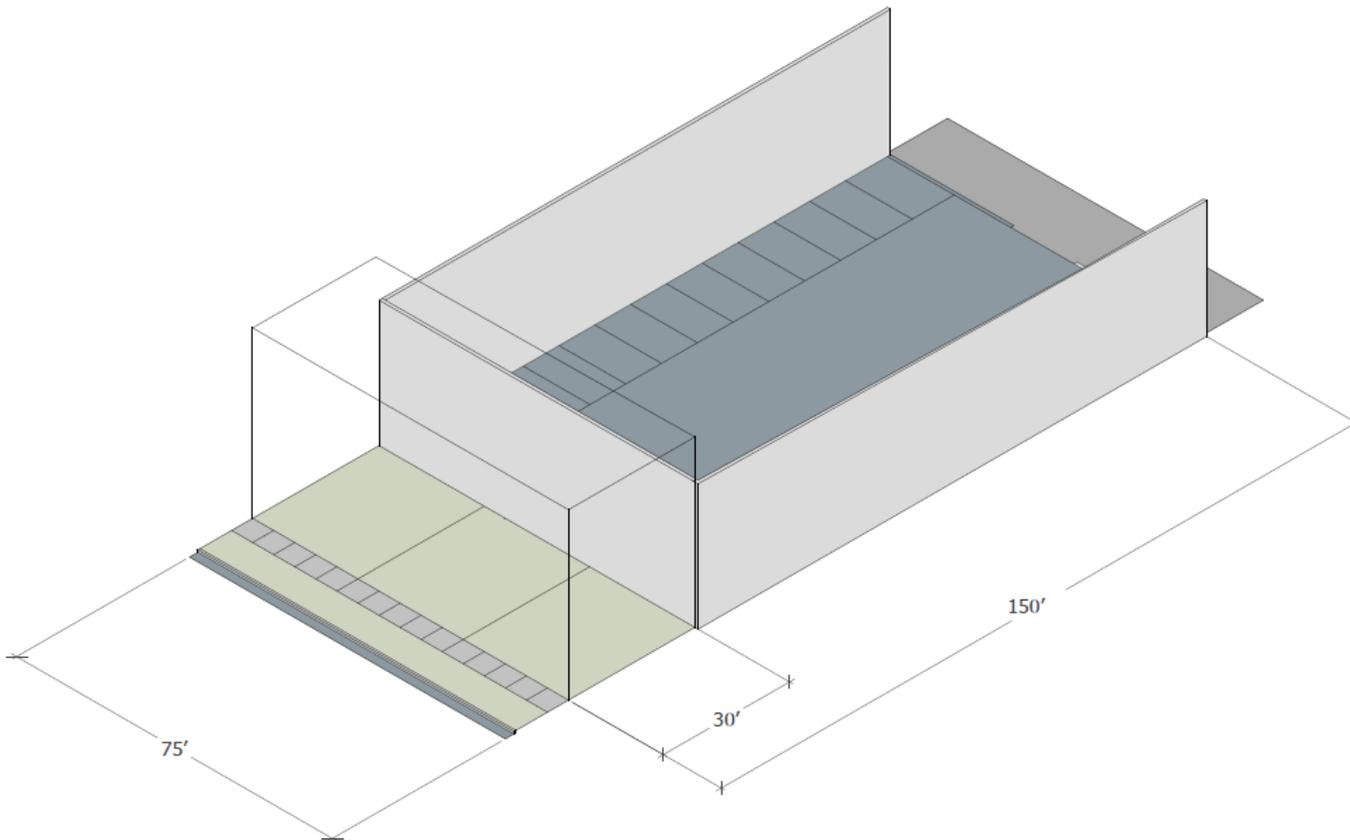


A material/color change must create variation on the appearance of the Facade and be combined with either a change in Upper Story Setback height or Facade plane change.

Figure 10: Coordinated Massing Techniques

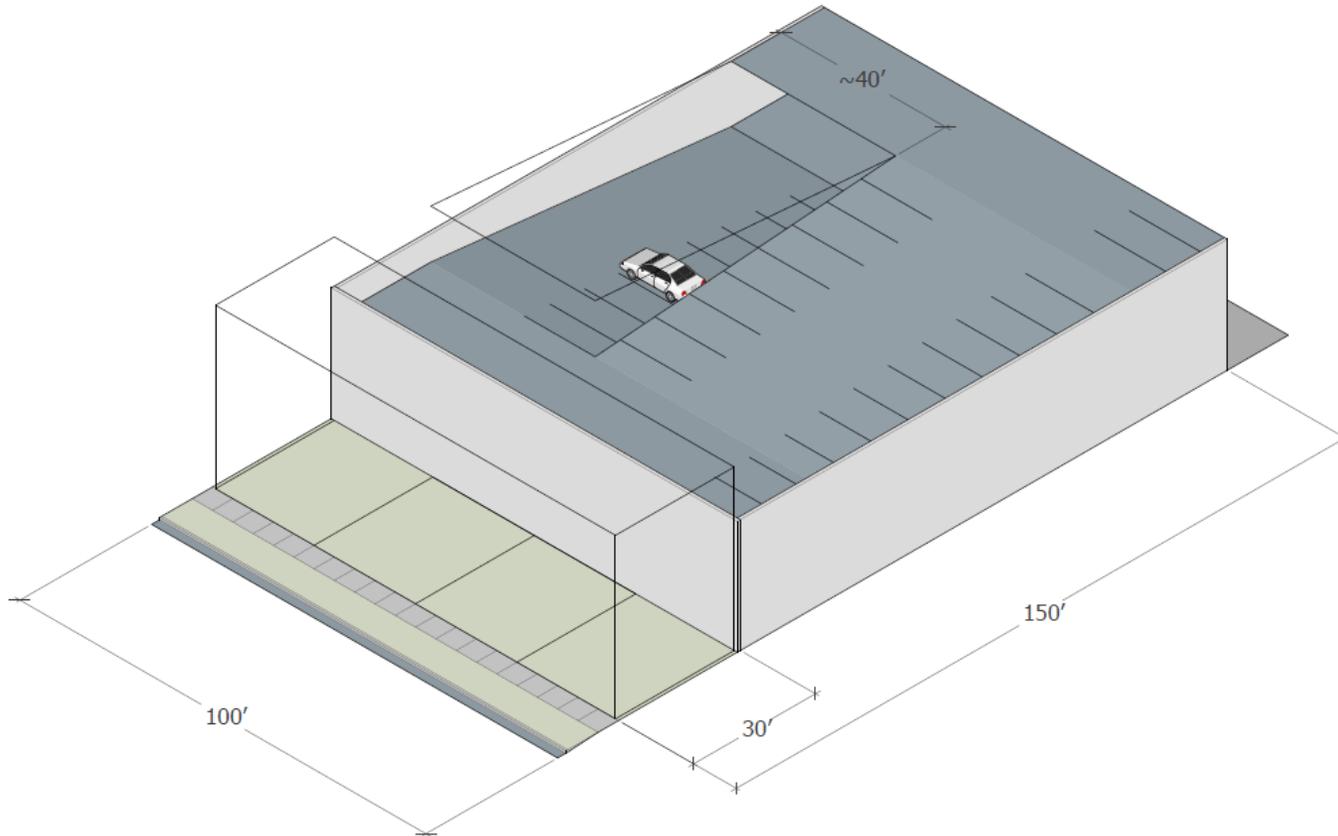
- Existing standards and guidelines in Arapahoe Square and CPV-Auraria direct changes in massing and façade articulation at 125-foot intervals

“Small Lot” Size Threshold



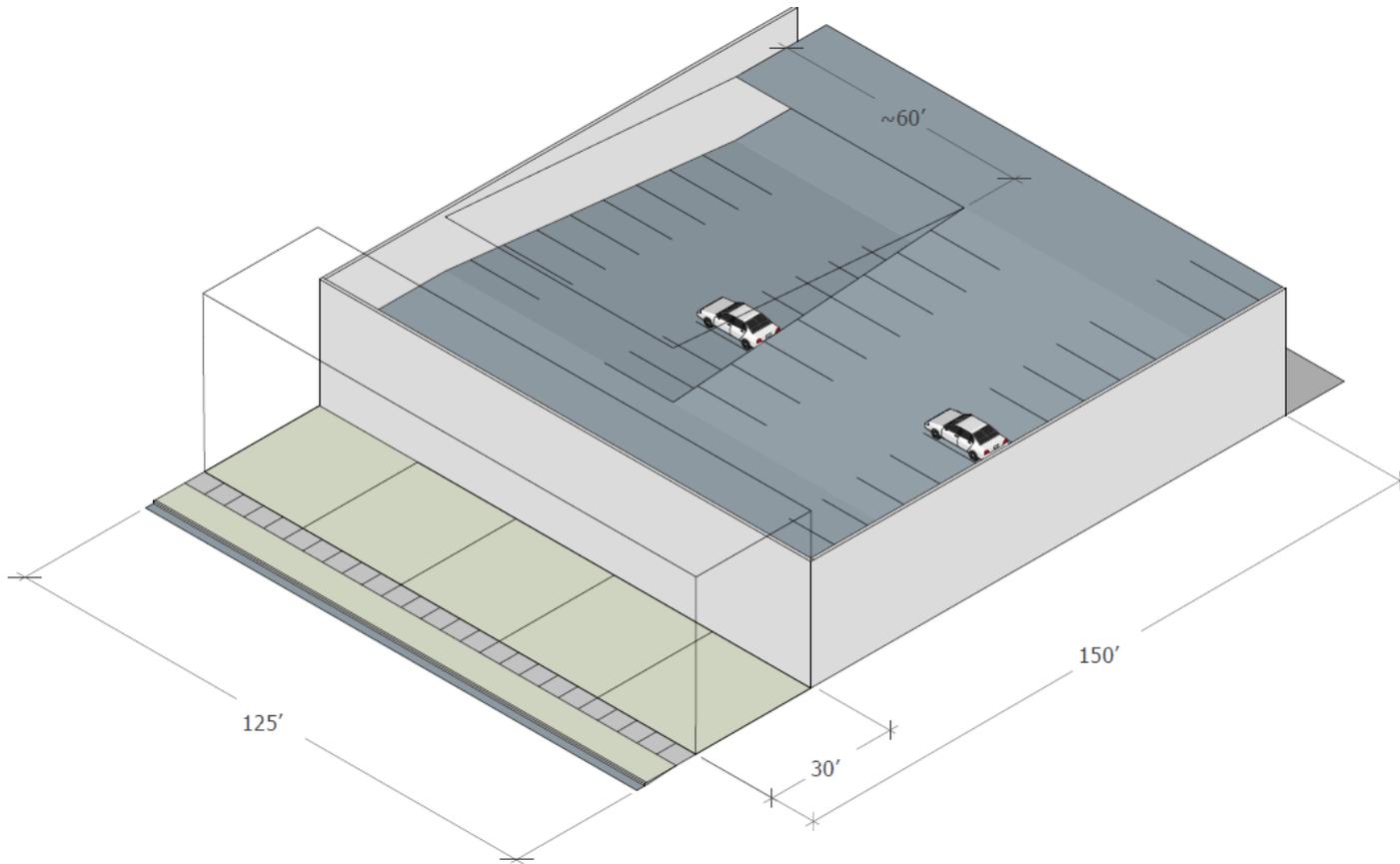
- Lots 75 feet wide allow a single level of parking at street level that accommodates ~20-24 vehicles
- Under current rules requiring a minimum amount of parking:
 - Residential (0.75/unit) = 26-32 units or only 2.5-3.0 FAR (assuming 1000 sf avg)
 - Office (1.25/1000 sf) = 16000-19000 sf or only 1.5-2.0 FAR

“Small Lot” Size Threshold



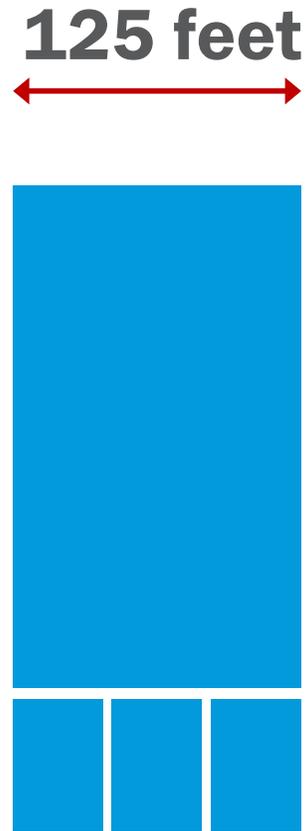
- Lots 100 feet wide allow multi-level parking, but are less efficient than typical design (33% more expensive per space)

“Small Lot” Size Threshold



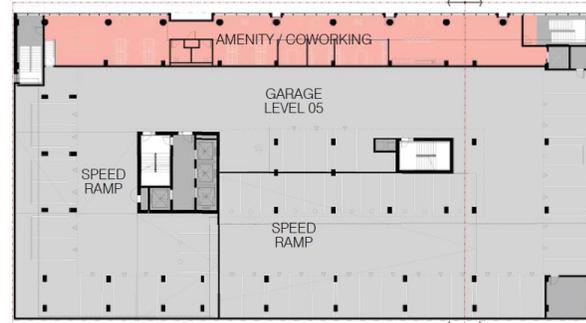
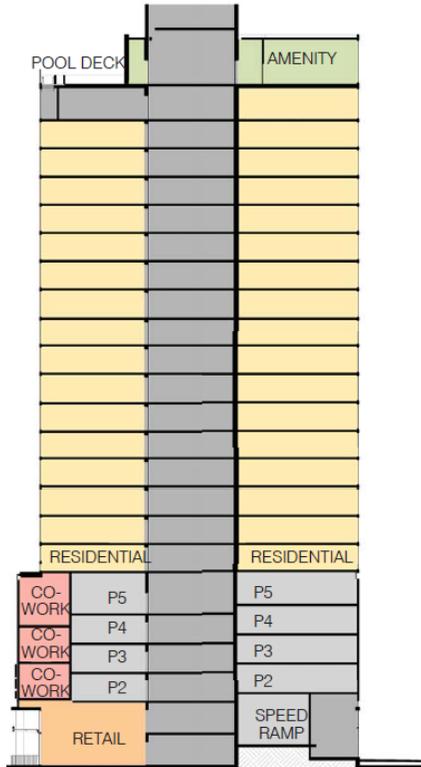
- Lots 125 feet wide allow multi-level parking and can accommodate a typical design with several extra feet for structure, etc.
- Accommodates flexibility for corner lots and internal parking layout (ie, can be rotated without sacrificing efficiency)

“Small Lot” Size Threshold – Proposal



- **Revised proposal: Set threshold at lots equal to or less than 125' wide**
 - Lots 125 feet wide are based on historic 25-foot plat, equal ~1/4 average GT block length, and typical Denver lot depth
 - Have existing DSG in Arapahoe Square and CPV-Auraria that break down building massing at 125' intervals
 - Lots less than 125' wide have difficult limitations for multi-story parking

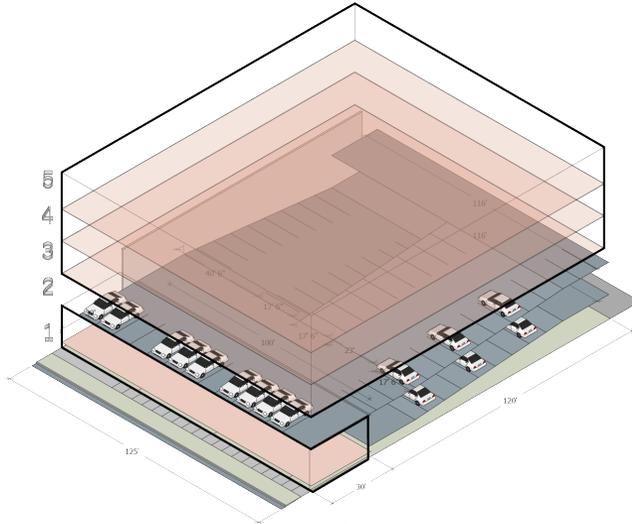
Limitation on Visible Parking



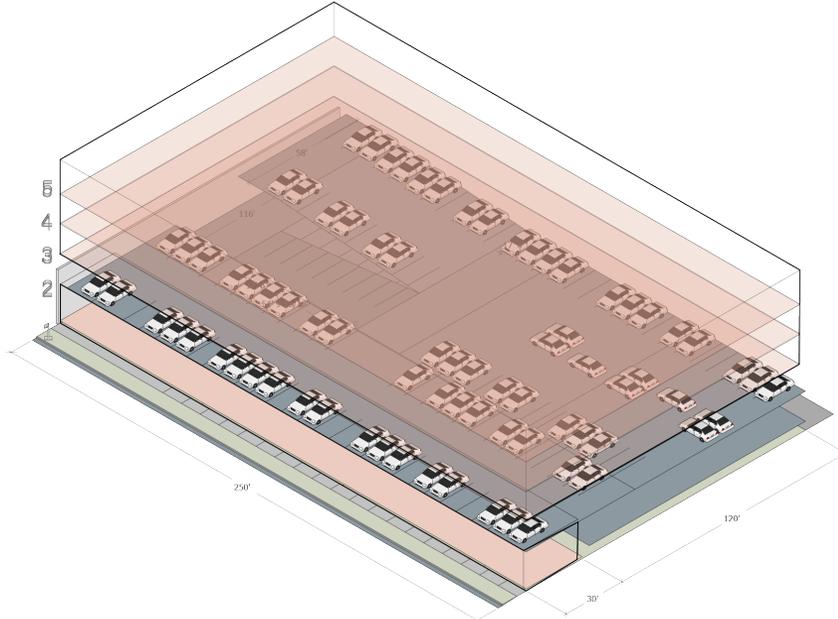
- Goal: Reduce the visual impacts of parking on the street and pedestrians
- Existing Standard: 70% of the façade width above street level shall include Active Use for 15 feet min depth (remaining 30% may expose parking, but must still be screened)
- Existing Use in DZC:
 - CPV-Auraria applies to all projects
 - Arapahoe Square applies all projects greater than 8/12 stories
 - RiNo Design Overlay applies to all projects greater than 5 stories (*allows an alternative to “integrate into the architecture” and avoid Active Use requirement*)

Limitation on Visible Parking - Proposal

Small Lot
less than
125'



Large Lot
more than
125'



- **Proposal: Follow RiNo example and apply to all projects greater than 5 stories**
- **Considerations**
 - Should 5-story flexibility only apply to Small Lots or to all lot sizes and building forms?
 - Should there be an exception to the Limitation on Visible Parking on Small Lots through DSG and Design Review?

Maximum FAR



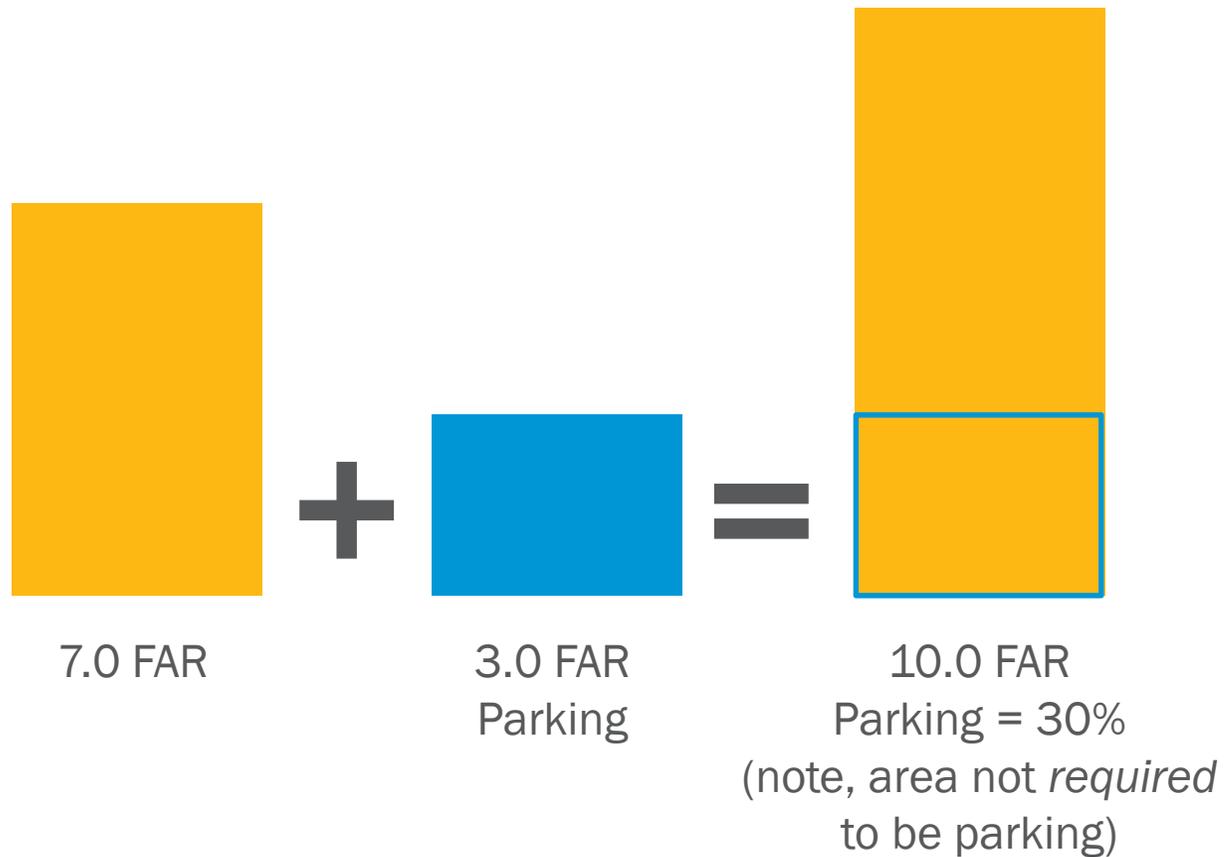
- Goal: Support more active uses within allowed building area while still accommodating typical parking needs (included in FAR calculations)
- Considerations
 - Understand how much floor area is being dedicated to parking in recent projects
 - More actively link projects that require additional FAR to achieving neighborhood priorities
 - Adjust maximum FAR limitations accordingly

Parking in Recent Projects

Address	Lot Size	Total GFA	Total FAR	Calculated GFA	Calculated FAR	Parking GFA	Parking FAR	Parking %
SPEER BLVD. AND BANNOCK ST.	142,170	534,716	3.76	375,320	2.64	159,396	1.12	29.8%
420 W 12TH AVE	12,553	105,903	8.44	74,042	5.90	31,861	2.54	30.1%
W. 8TH AVE. AND ACOMA ST.	63,844	505,000	7.91	370,000	5.80	135,000	2.11	26.7%
1000 SPEER BLVD	42,645	403,369	9.46	298,308	7.00	105,061	2.46	26.0%
1250 Cherokee St.	37,519	432,919	11.54	261,401	6.97	171,518	4.57	39.6%
828 Broadway	48,535	253,595	5.22	174,280	3.59	79,315	1.63	31.3%
1010 Bannock St	22,523	42,547	1.89	36,087	1.60	6,460	0.29	15.2%
1120 DELAWARE ST.	22,993	96,984	4.22	81,322	3.54	15,662	0.68	16.1%
1010 Acoma St	19,375	34,566	1.78	28,966	1.50	5,600	0.29	16.2%
1350 N Speer Blvd	100,163	541,110	5.40	398,316	3.98	142,794	1.43	26.4%
1201 Bannock Street	33,763	38,448	1.14	38,448	1.14	-	-	0.0%
909 Bannock St	96,854	760,005	7.85	509,828	5.26	250,177	2.58	32.9%
1323 - 1335 Elati St	23,048	48,536	2.11	40,136	1.74	8,400	0.36	17.3%
950-958 Lincoln St	12,552	38,717	3.08	30,251	2.41	8,466	0.67	21.9%
1314 N Elati St	29,620	130,314	4.40	104,571	3.53	25,743	0.87	19.8%
360 W 13th Ave	18,750	217,332	11.59	131,200	7.00	86,132	4.59	39.6%
955 Bannock St	15,760	134,328	8.52	68,284	4.33	66,044	4.19	49.2%
921 & 951 Acoma St	60,118	601,885	10.01	420,785	7.00	181,100	3.01	30.1%
		4,920,274		3,441,545		1,478,729		30.1%
LARGEST RES PROJECTS		Average	8.35		5.61		2.73	32.8%
		Median	8.95		6.43		2.56	28.6%
ALL RES PROJECTS		Average	6.28		4.39		1.89	30.1%
		Median	5.40		3.98		1.63	30.2%
ALL PROJECTS (not Kirkland)		Average	6.31		4.34		1.97	31.2%
		Median	5.40		3.98		1.63	30.2%

- Evaluated 15 recent residential projects ranging from townhomes to apartments
- Area dedicated to parking:
 - All residential projects = 15-40% (30% avg, 30% median)
 - 7 largest residential projects = 26-40% (33% avg, 29% median)
- Conclusion: approximately 30% of floor area in recent projects was dedicated to parking (note, most of those projects exceeded minimum requirements)

Adjusting Maximum FAR Limitations for Parking



- Current maximum FAR = 7.0
- Assuming typical parking configurations, maximum FAR would be adjusted to 10.0 to accommodate 30% parking

Linking Larger Projects to Neighborhood Priorities

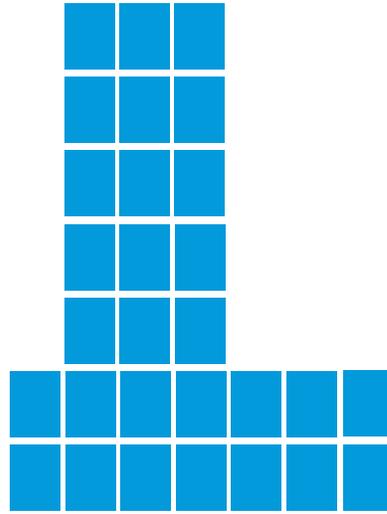
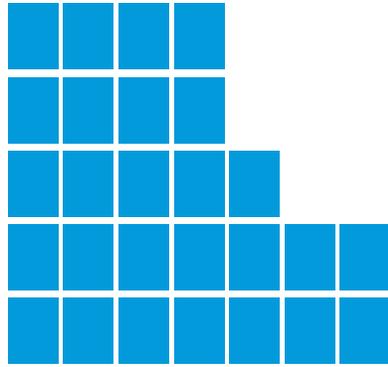


- Utilize similar system as currently exists that establishes overall maximum and incentives necessary to reach it
- Create a multi-tiered system that supports use of both incentives and TDR

Linking Larger Projects to Neighborhood Priorities



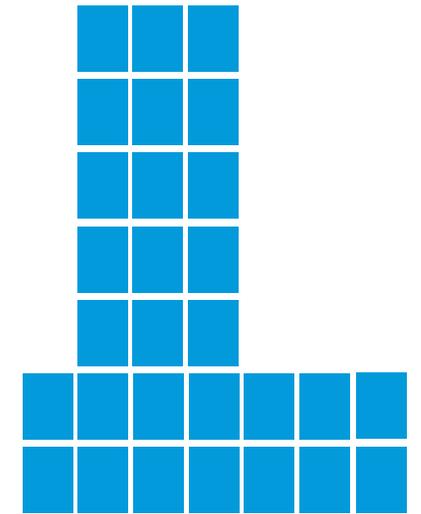
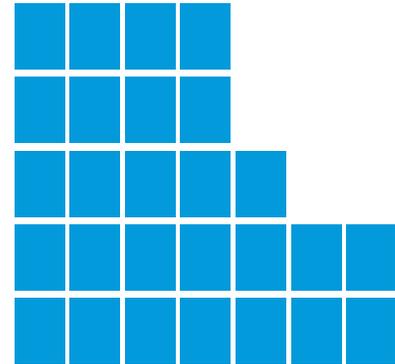
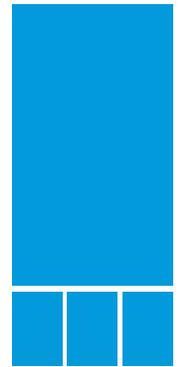
Higher FAR potential to support small lot projects



Higher FAR potential to support slender buildings

- Encourage a variety of project types and sizes to support an eclectic neighborhood
- Support Small Lot projects
- Support slender buildings

Adjusting Maximum FAR per Building Form



	Form 1 (Small Lot)	Form 2 (Large Lot)	Form 3 (Point Tower)
Lot Size	125' wide or less	greater than 125' wide	greater than 125' wide
Allowed Height	200' (16-story)	200' (16-story)	300' (no stories)
Maximum FAR	10.0 (+ 43%*)	9.0 (+ 29%*)	12.0 (+ 71%*)
FAR w/out Incentives	4.0	4.0	4.0

* Potential increase in overall floor area not considering parking

Potential Incentives



- Simplify!
- Input from outreach about priorities
 - Increase value of affordable housing
 - Desire for Street level activity / open space
 - Protect existing and historic buildings
 - More public art and creativity
 - Encourage “responsible” parking

Potential Incentives



- Affordable housing with no cap (similar to how residential currently works)
- Street level publicly accessible open space of minimum size
- Rehabilitation of landmark and character buildings with potential for TDR*
- Provision of public art
- Underground parking
- *Values = tbd*

Next Steps



Next Steps

- **Zoning Framework and Alternative Interim Report (Dec/Jan)**
- **Advisory Committee Meeting #5**
Thursday, January 16 – 3:00-5:00 pm
Webb Building, 201 W Colfax Ave, Room 4.F.6
 - Preliminary Preferred Alternative

Thank you!

