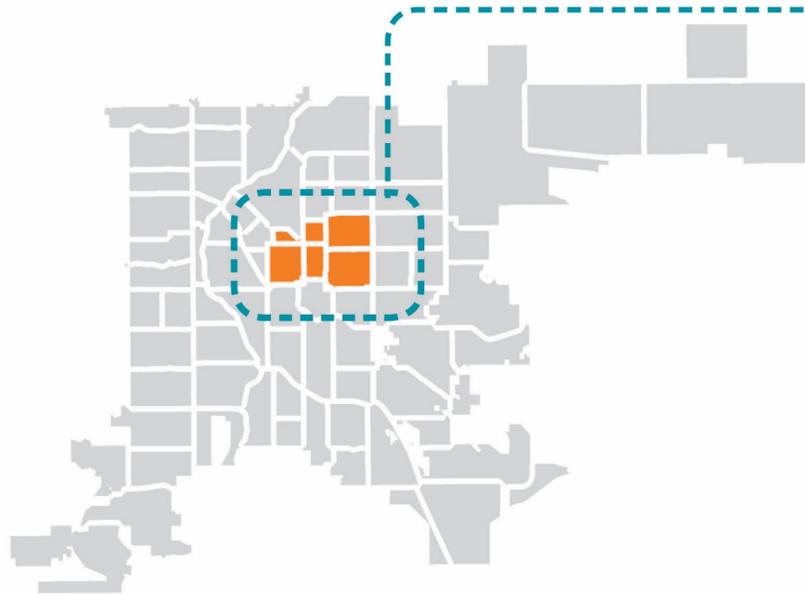


East Central Area Plan

Steering Committee Meeting

May 9th, 2019

Tears-McFarlane House Community Room



EAST
N CAPITOL HILL
CITY PARK WEST
CITY PARK
CAPITOL HILL
CHEESMAN PARK
CONGRESS PARK
CENTRAL

East Central Area Plan

Steering Committee Meeting

May 9, 2019

AGENDA

Time	Item	Objective
6:00 – 6:10	Approval of April meeting summary	Confirm or make edits to meeting summary
6:10 – 6:40	Performance Measures and Long Range Targets	Provide input on how we are measuring successful outcomes and tracking progress on implementation
6:40 – 8:00	Preview May 21 Recommendations Workshop (includes Remaining Community Engagement)	Provide input on the recommendations workshop materials and format

East Central Steering Committee Remaining Dates

June 13: Review working draft plan (goal to share with SC draft to date one week prior)

July 11: Clarify questions/comments on draft plan

Aug 8 (if needed): Approve Draft East Central Area Plan

Performance Measures & Targets



Strong and Authentic Neighborhoods

Outcome Measures

1. Percent of households that have access to quality transit and jobs and retail in walking and rolling distance
 - **Target:** All neighborhoods above 50%
2. Percent increase in housing and job growth in centers and corridors
 - **Target:** 40% of East Area growth

Progress Measures

1. Number / area covered by design quality/zoning projects



Strong and Authentic Neighborhoods

Forecast for Increase in Housing and Jobs in East Central

2040 Forecasts	East Central
Household Growth	6,500 – 7,500
Jobs Growth	11,700 – 12,300

Targets for Directing Housing and Jobs Growth to Centers and Corridors

2040 Targets (Centers/Corridors)	East Central
Household Growth	4,000 – 5,100 (40%)
Jobs Growth	2,700 – 3,350 (40%)



Strong and Authentic Neighborhoods

Increased Need for Affordable Housing in East Central

2040 Forecasts	East Central
Household Growth	6,500 – 7,500
Additional Affordable Unit Need	2,500 – 2,800

5,000 new renters; 2,000 new owners





Economically Diverse and Vibrant

Outcome Measures

1. Job growth in targeted sectors (health, professional, and management)
 - **Target:** Increase number of jobs by 12%
2. Unemployment rate
 - **Target:** Rate for each neighborhood at or below the city average (currently 5.5%)
3. Percentage of locally-owned, independent businesses
 - **Target:** Maintain current status (75%)

Progress Measures

1. Number of economic development projects



Well Connected, Safe, and Accessible Places

Outcome Measures

1. Traffic deaths and serious injuries (KSI)
 - **Target:** Zero traffic deaths by 2030 (KSI 3-yr average)
2. Percent of commuters who drive alone to work (mode split)
 - **Target:** Less than 50% Drive Alone (SOV)
 - **Target:** Greater than 30% Walking, Biking, Taking Transit

Progress Measures

1. Number/ length of mobility projects



Equitable, Affordable and Inclusive

Outcome Measures

1. Housing Diversity Index
 - **Target:** East Central rated as a 5
2. Low- and Moderate-Income Cost-Burdened Households
 - **Target** still in progress
3. Housing + Transportation Affordability
 - **Target** : All neighborhoods rated as affordable (no more than 45% of a typical household)

Progress Measures

1. Number of affordable units built or preserved

Housing Diversity Index

- Middle density housing (2-19 units in a building)
- Housing Tenure
- Number of bedrooms
- Housing Costs
- Income-restricted units





Environmentally Resilient

Outcome Measures

1. Increased percentage of pervious surface
 - East Central is 68% impervious surface (Denver average is 48%)
 - *Target still in progress*
2. Increased percentage of tree canopy
 - East Central is at 18% tree canopy coverage (Denver average is 19%)
 - **Target:** All neighborhoods above 20% tree canopy coverage

Progress Measures

1. Number/length/area of green infrastructure projects



Healthy and Active

Outcome Measures

1. Access to prenatal care
 - **Target:** 82% of pregnancies in every neighborhood receiving prenatal care in first trimester
2. Children at a healthy weight
 - **Target:** 86% of children in every neighborhood
3. Access to fresh food
 - **Target:** 75% of households in every neighborhood within a ten-minute walk of healthy food)
4. Access to parks
 - **Target:** 95% of households in every neighborhood within a ten-minute walk of a park
5. Life expectancy (years)
 - **Target:** Life expectancy of at least 79.3 years in every neighborhood

Progress Measures

1. Number of health projects

May 21 Neighborhood Workshop Draft Presentation



WELCOME

Meeting Purpose/Agenda

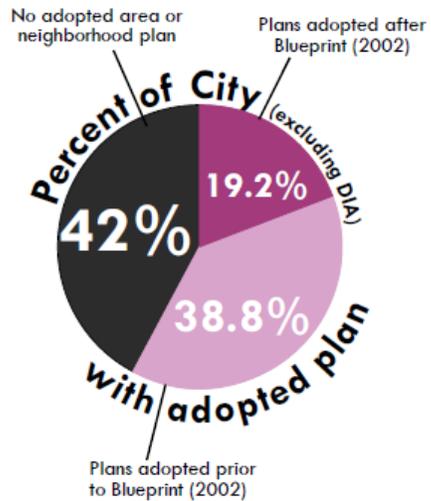
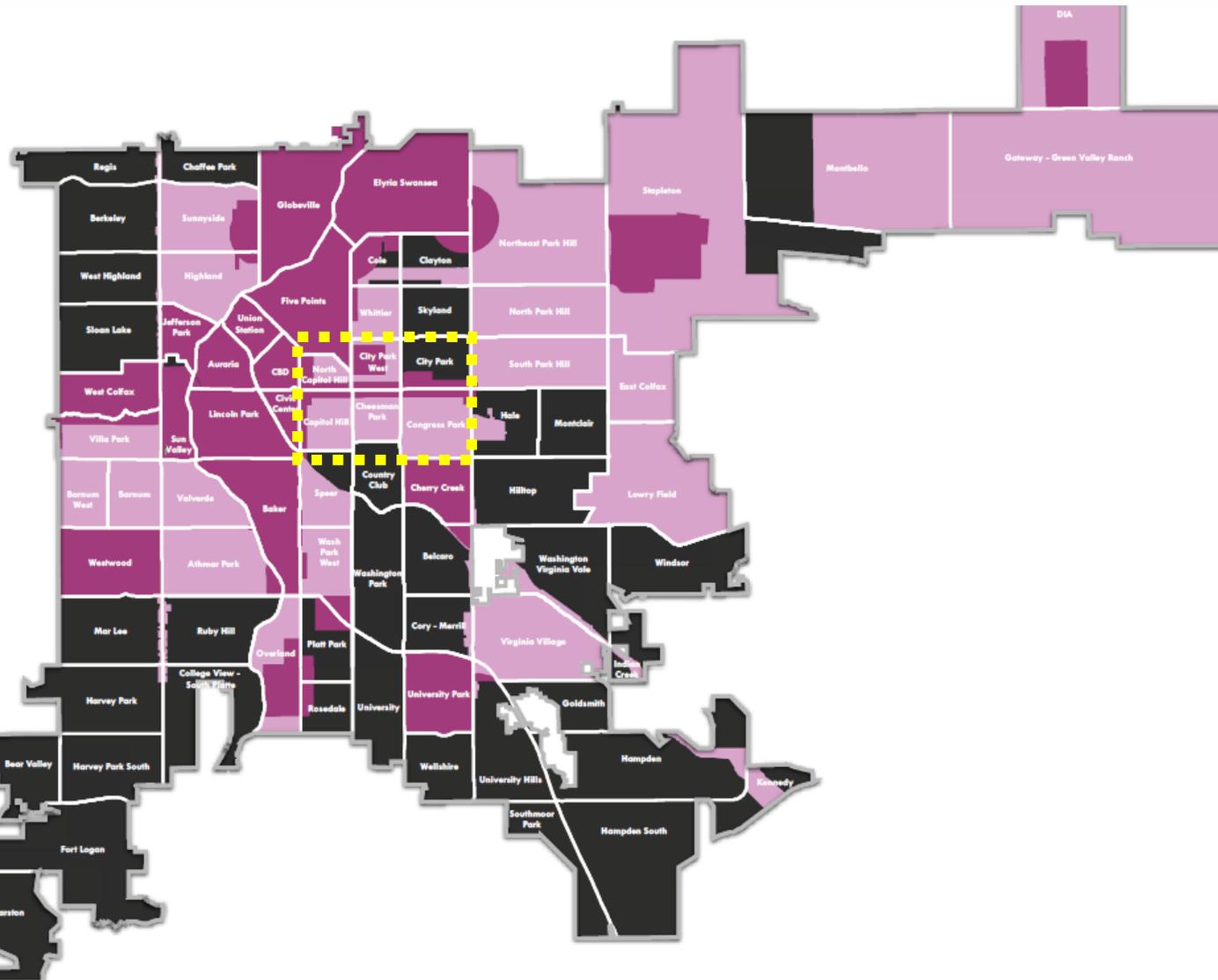
- Review the neighborhood planning process (5 min)
- Primary recommendations (40 min)
- Break-out stations (85 min)

Interactive web version of this meeting:

www.denvergov.org/eastcentralplan

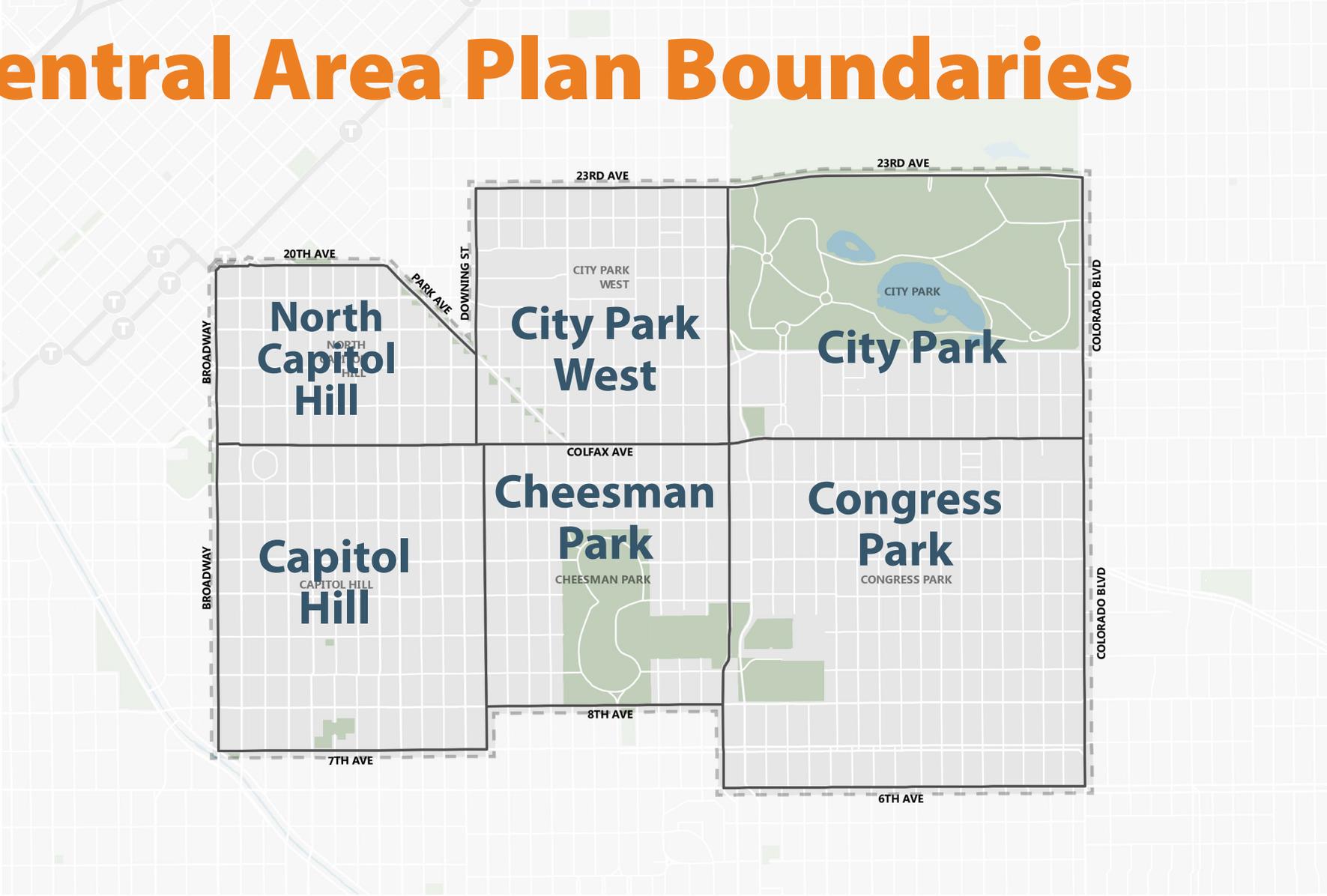


What is the Neighborhood Planning Initiative



- Uptown (City Park West/N. Cap Hill): 1983
- Cap Hill/ Cheesman Park Plan: 1993
- Congress Park Plan: 1995
- No City Park Plan

East Central Area Plan Boundaries



 Plan area boundary



Map date: 6/22/2017
Denver Community Planning and Development
Data source: City and County of Denver



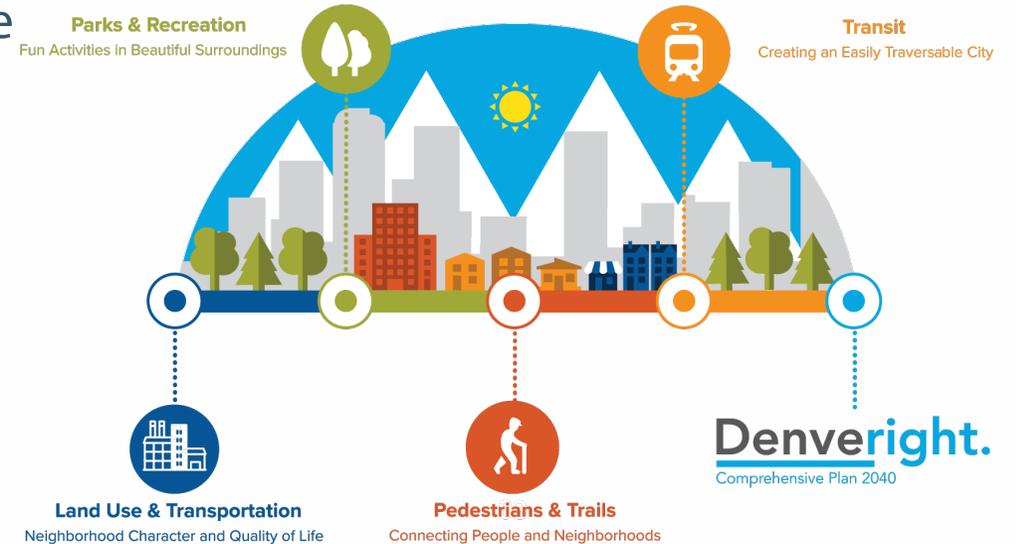
How does NPI relate to Denveright?

Denveright Plans (Comprehensive Plan, Blueprint, Game Plan, Denver Moves)

- Set broad city-wide policies and recommendations

Area Plans

- Detailed recommendations that apply only to specific areas/neighborhoods
- Address many topics, show how systems inter-relate
- Must be consistent with Citywide vision
- Update Blueprint Denver



Comprehensive Plan 2040 Creates a Vision and goals to tie together the City's plans and policies

**Equitable,
Affordable and
Inclusive**



**Strong and
Authentic
Neighborhoods**



**Connected,
Safe and
Accessible Places**



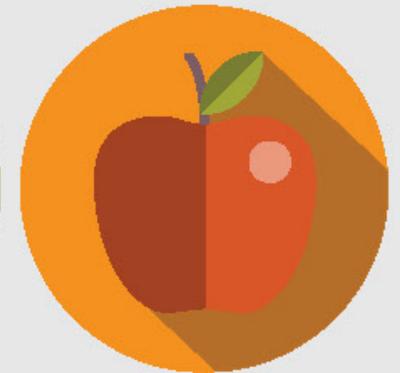
**Economically
Diverse and
Vibrant**



**Environmentally
Resilient**



**Healthy and
Active**



Remaining Community Engagement

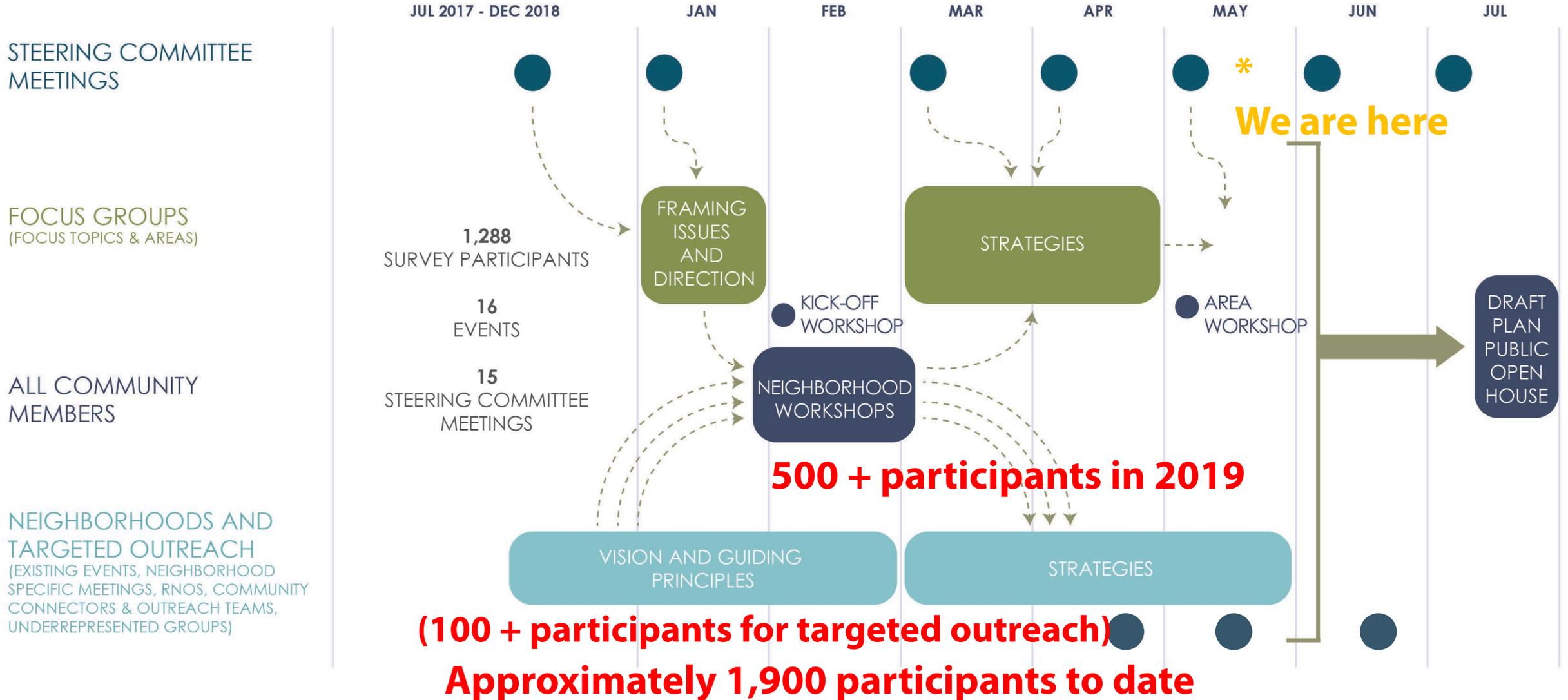
EAST CENTRAL AREA NEIGHBORHOOD PLANNING INITIATIVE SCHEDULE



DENVER
THE MILE HIGH CITY



2018 | 2019



Remaining 2019 Engagement

Recent RNO Meetings

- May 1: CHUN
- May 8: CHUN Zoning, Transportation, & Land Use Conversation

May/June RNO Meetings

- May 15: South City Park Neighborhood Association
- May 15: Bluebird BID
- May 16: Congress Park Neighborhood Association
- June 19: Congress Park Neighborhood Association

May 21st East Central Area Workshop – Draft Recommendations

July TBD East Central Area Workshop – Draft Plan

Fall Planning Board and City Council Adoption Process





E

Major Economy Recommendations

Vision

Economically Diverse and Vibrant

- **Strong, self-sustaining economy**
- **Locally-owned businesses**
- **Access to quality education and jobs**
- **Support a vibrant local arts community**



Equitable, Affordable and Inclusive

- **Access to convenient, affordable, and high-quality housing**
- **Innovative and attainable housing models**



Questionnaire for attendees:

Economy Recommendations

In which neighborhood do you live and/or work? (circle one or two)

N. Capitol Hill Capitol Hill City Park West Cheesman Park City Park Congress Park other _____

For each recommendation, **circle the statement that best** describes how you feel. Then **rank each recommendation on a scale of 1 to 7** (1 is most important and 7 least important) using each number only once.

— **Bolster the healthcare and wellness sector as the foundation for economic growth.**

strongly agree agree disagree strongly disagree need more info

— **Nurture and promote spaces to strengthen the small professional office niche.**

strongly agree agree disagree strongly disagree need more info

— **Preserve and enhance a community-serving retail environment, made up of a varied locally-owned businesses**

strongly agree agree disagree strongly disagree need more info

— **Preserve housing affordability and stabilize residents at risk of displacement**

strongly agree agree disagree strongly disagree need more info

— **Recruit/incentivize small- or mid-sized grocery in the low access area (City Park West/N. Cheesman along Colfax.**

strongly agree agree disagree strongly disagree need more info

— **Expand diversity of housing types throughout neighborhoods**

strongly agree agree disagree strongly disagree need more info

— **Increase access to supportive housing and social services for Denver's most vulnerable and homeless residents**

strongly agree agree disagree strongly disagree need more info

Other ideas? Comments?



Economy Recommendations

1. Bolster the healthcare and wellness sector as the foundation for economic growth.

- a. partner with hospitals, DPS, and nonprofit housing developers to address workforce housing and training needs
- b. ensure strong connections from hospitals to neighborhood amenities such as parks and transit
- c. mix more medical offices and clinics throughout the area
- d. encourage more retail and services that benefit both hospitals and nearby residents



Economy Recommendations

2. Nurture and promote spaces to strengthen the small professional office niche.
 - a. encourage more co-working spaces and gathering spaces for entrepreneurs
 - b. inventory existing buildings for underused spaces appropriate for small businesses
 - c. consider creative office uses to activate ground floors along Colfax



Economy Recommendations

3. **Build upon East Central's adjacency to Downtown Denver as an economic asset.**
 - a. **Support redevelopment of important, underused parcels that border Downtown and the East Central Area**
 - b. **Encourage jobs and services that complement, rather than compete with, Downtown's offerings**



Economy Recommendations

4. **Preserve and enhance a community-serving retail environment, made up of a varied locally-owned businesses**
 - a. **Ease regulations that make it difficult to open a business**
 - b. **Provide technical assistance such as marketing, lease negotiations, or ESL help**
 - c. **Create a BRT construction mitigation for small businesses impacted along Colfax**



Supporting local retail was most common theme for participants

Economy Recommendations

5. Preserve housing affordability and stabilize residents at risk of displacement

- a. Encourage more City purchasing of properties for affordable housing along Colfax
- b. Allow higher density along Colfax in exchange for affordable units or community-benefiting space

6. Create new affordable housing near transit and amenities

- a. Encourage more City purchasing of properties for affordable housing along Colfax
- b. Allow higher density along Colfax in exchange for affordable units or community-benefiting space



Economy Recommendations

7. Expand diversity of housing types throughout neighborhoods

- a. Encourage development of ADUs by piloting prototypes and offering grants for affordability commitment
- b. Encourage more “missing middle” types such as du/tri/fourplexes and townhouses



Half of participants support these housing types

Economy Recommendations

8. **Increase access to supportive housing and social services for Denver's most vulnerable and homeless residents**
 - a. **Develop more permanent, supportive housing that wraps in services such as health care, child care, and workforce training**
 - b. **Promote innovative forms of services such as hygiene centers and navigation centers**



Economy Recommendations

**INSERT EC MAP – STILL
BEING DEVELOPED**

The logo consists of the letters 'Q' and 'L' in a white, sans-serif font, positioned inside a rounded square with a solid orange background.

Major Quality of Life Recommendations

Vision



Environmentally Resilient

- **Extensive tree canopy for cool and shaded public spaces**
- **Multipurpose green storm water infrastructure**
- **Reduction of impervious surface**
- **Energy-efficient construction and advanced renewable energy technologies**

Healthy and Active



- **Diverse, affordable and healthy food**
- **Improved life expectancy and lowered obesity rates.**
- **Safe, walkable parks and open spaces**
- **Convenient access to affordable and healthy food**
- **Wide range of healthcare options**

HOW DO WE CREATE A STRONGER PEDESTRIAN AND PARK NETWORK?



YOUR INPUT...

Use dots on the boxes below to let us know your priorities.
Use a post it to let us know if any recommendations are missing

A. CONNECT EXISTING OPEN SPACE, PARKS AND RECREATIONAL ASSETS THROUGH A HISTORIC PARKWAY PEDESTRIAN NETWORK

- Incorporate formal pedestrian improvements along the existing Historic Parkways to create a dedicated pedestrian network throughout the area.
- Strengthen the pedestrian environment at the intersection of Park Avenue and Colfax Avenue.
- Study further the opportunities to improve the pedestrian environment and park-like conditions along Park Avenue.
- Update the Design Guidelines for Denver's Historic Parkways and Boulevards as needed, pending study of pedestrian mobility options.

B. DEVELOP NEW CONTEMPORARY PARKWAYS THAT CONNECT THE COMMUNITY TO OPEN SPACE, PARKS AND RECREATIONAL ASSETS, AS WELL AS SERVE MULTIPLE COMMUNITY FUNCTIONS

- Expand the parkway system to complement the Historic Parkways with the addition of new distinct Contemporary Parkways geared toward increased mobility options and park-like conditions
- Contemporary Parkways should de-emphasize vehicular speed and through-put and reassign portions of the public right-of-way to the function of bike, pedestrian or transit mobility, diverse green infrastructure including tree canopy, native vegetation, and stormwater management while also including high-efficiency lighting

C. ENHANCE EXISTING COMMUNITY OPEN SPACE, PARKS AND RECREATION FACILITIES

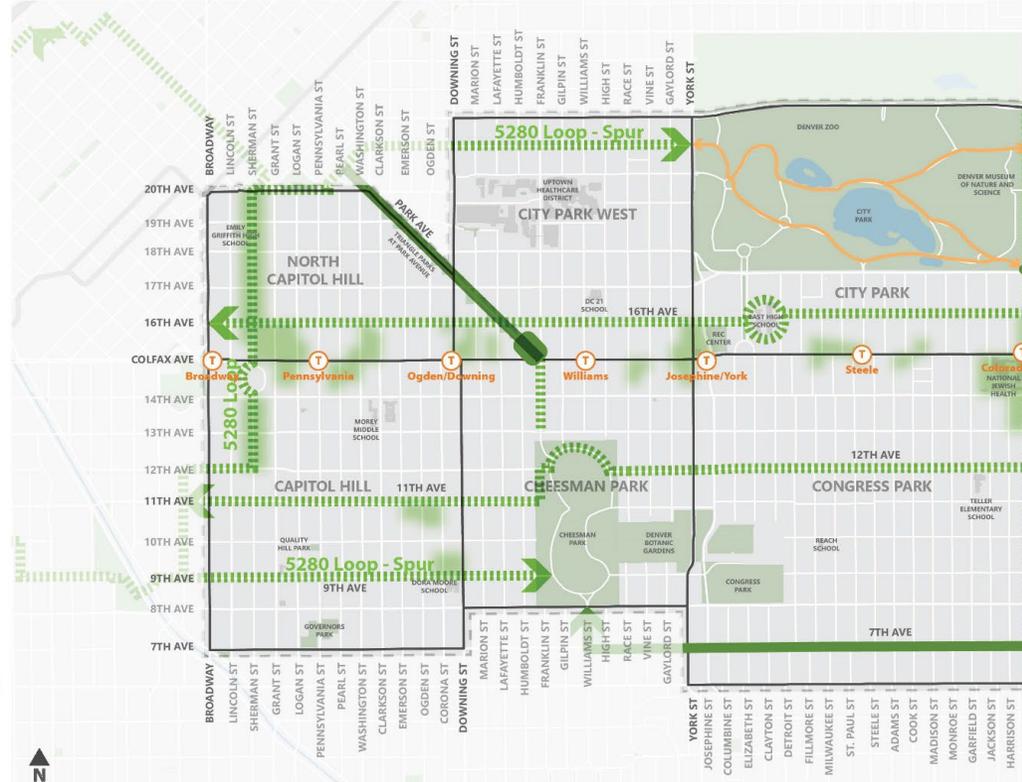
- Strengthen partnerships with schools, institutions (hospitals), and private property owners to create shared open spaces
- Increase leisure opportunities within our passive linear park space
- Encourage higher utilization of existing open space and parks by increasing active programming and improving amenities and maintenance of facilities.

D. CREATE NEW COMMUNITY OPEN SPACE, PARKS AND RECREATION FACILITIES

- Create additional community park, recreation and cultural spaces. Prioritize future locations that align with the City's Game Plan for a Healthy City and urban flooding areas. Some potential future locations include:
 - North east corner of Congress Park
- Incentivize and/or require mid and large-scale development, especially near BRT stations and within height incentive areas, to include publicly accessible outdoor spaces. Establish standards and guidelines that ensure public accessibility, design, and features that respond to the local community context

BASEMAP

- Plan Area Boundary
- Neighborhood Boundary
- Parks and Open Space
- Existing Trail Connection
- Conceptual BRT Stations



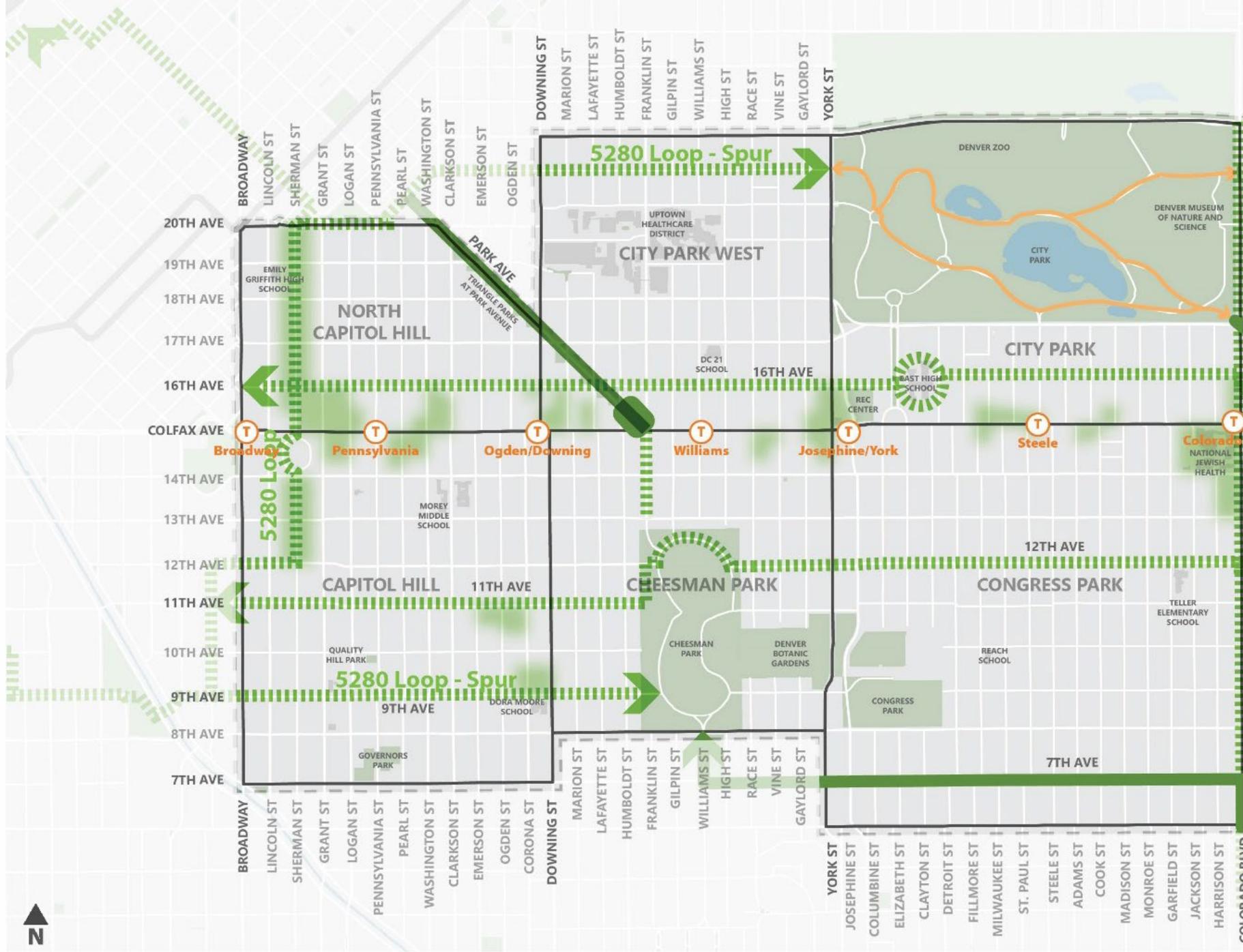
EAST CENTRAL AREA PLAN

CAPITOL HILL | NORTH CAPITOL HILL | CITY PARK WEST | CHEESMAN PARK | CONGRESS PARK | CITY PARK



CIVITAS | RF URBAN DESIGN | WINTER & COMPANY | ARLAND LAND USE ECONOMICS | MJB CONSULTING
ROOT POLICY RESEARCH | ROCKY MOUNTAIN WEST | TWO HUNDRED | URBAN INTERACTIVE STUDIO | BEN KELLY





Recreation and Open Space Recommendations

1. **Connect existing open space, parks and recreational assets through an enhanced historic parkway pedestrian network**
 - a. **Incorporate formal pedestrian improvements along the existing Historic Parkways to enable these community assets to be a core element of a future improved pedestrian network throughout the area.**
 - b. **Reconsider today's pedestrian environment and pedestrian facilities along Park Avenue from Colfax Avenue north toward downtown.**
 - c. **Update the Design Guidelines for Denver's Historic Parkways and Boulevards as needed, pending study of pedestrian mobility options.**

92% of participants think we should re-think parkways to provide better pedestrian bike connections.



Recreation and Open Space Recommendations

2. **Develop new contemporary parkways that connect neighborhoods to open space, parks, and recreational assets as well as serve multiple community functions within the public right of way**
 - a. **Expand the Historic Parkway system throughout the area with the addition of new distinct Contemporary Parkway geared toward increased mobility options and park-like conditions**
 - b. **Contemporary Parkway should seek to reassign portions of the public right-of-way to de-emphasize vehicular speed and through-put and to increase other publicly needed opportunities.**

**WORKSHOP
PARTICIPANT INPUT**

95% of participants think we should re-think public right of way for parks and open space



Recreation and Open Space Recommendations

3. Enhance existing community open space, parks, and recreation facilities
 - a. Strengthen partnerships with schools, institutions (hospitals), and private property owners to create shared open spaces
 - b. Encourage the use historic parkways as recreational and leisure passive linear park space by improving access.
 - c. Encourage passive and active programming, improved amenities, and maintenance at existing underused open space and parks within the community to fully utilize space as neighborhood outdoor public space.



Recreation and Open Space Recommendations

4. Create new community open space, parks and recreation facilities

- a. Create additional community park and recreation spaces prioritizing identified priority areas (Game Plan for a Healthy City) and areas with urban flooding issues.
- b. Restore underused vacant land with development challenges into open space and pocket parks
- c. Incentivize and/or required mid and large-scale development, especially near BRT stations, to include publicly accessible outdoor spaces. Establish standards and guidelines that ensure public accessibility, design, and features that respond to the local community context

90% of participants think we should explore converting vacant/parking lots into park space



Environmental Quality/ Climate Resiliency Recommendations

1. **Strengthen the existing tree canopy and increase tree canopy coverage within the public right-of-way as a unique community asset and key mitigating factor against heat island effects.**
 - a. **Increase coverage of the tree canopy through a City-sponsored community replacement program utilizing Denver-appropriate trees**
 - b. **Prioritize tree canopy in right-of-way design and other public works projects.**
 - c. **Develop educational programming and partnerships within the community to increase understanding around maintenance and care of the tree canopy**

Tree canopy and tree lawn was the #1 strategy identified to make the area more resilient



Environmental Quality/ Climate Resiliency Recommendations

2. **Protect and preserve the existing tree assets in all redevelopment efforts.**
 - a. **Strengthen development standards to protect existing tree assets and increase requirements to mitigate tree loss during development.**
 - b. **Incentive developers to increase tree coverage through development efforts in communities with less than 20% tree canopy coverage**



Environmental Quality/ Climate Resiliency Recommendations

3. **Increase the pervious surface coverage through the design and implementation of natural and engineered green infrastructure systems**
 - a. **Explore opportunities to convert existing impervious surface within public street right-of-way to pervious acreage including the addition of street trees, greenways, trails, parkland or native vegetation**
 - b. **Develop design standards or guidelines for a contemporary tree lawn that increases water infiltration**



Environmental Quality/ Climate Resiliency Recommendations

4. **Complement the network of existing historic parkways and new contemporary parkways with a system of green streets and green alleys**
 - a. **Prioritize green infrastructure improvements for water quality purposes along streets and alleys that tie into the network of historic and contemporary parkways that work from a technical water quality perspective**
 - b. **Focus green infrastructure improvements along streets and alleys that tie into high mobility corridors, such as Colfax, and key neighborhood destinations, such as parks, churches, schools, and institutions.**



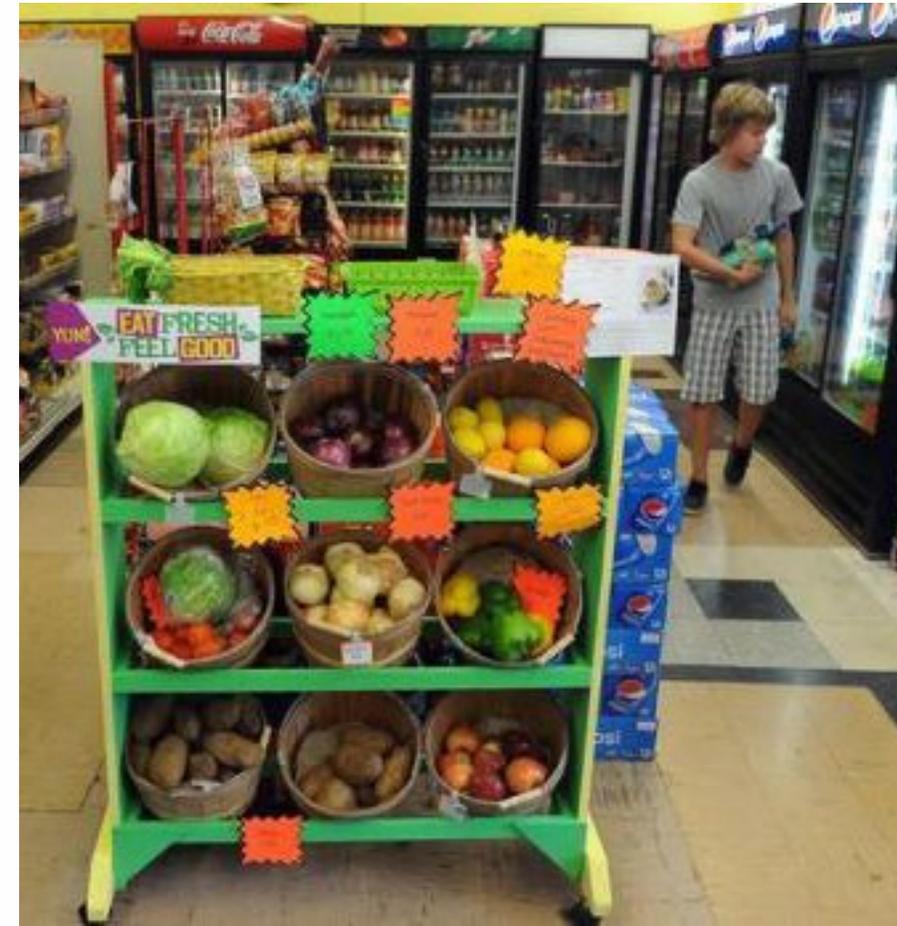
Environmental Quality/ Climate Resiliency Recommendations

5. **Encourage sustainable water management practices including stormwater management, flood protection, water quality, and water use.**
 - a. **Integrate natural and engineered green infrastructure systems into our built environment (streets, alleys, parking lots, parks, open spaces, private property) recognizing the value in the management and treatment of stormwater as one of the many benefits they provide.**
 - b. **Encourage the use of Denver appropriate vegetation that is drought-tolerant and low water use in the right-of-way**
 - c. **Restore the health of the waterways by increasing the treatment of stormwater upstream and improving street cleaning in nearby streets**



Healthy Food Access Recommendations

- 1. Improve healthy food options at existing retailers.**
 - a. Encourage and incentivize corner and convenience stores to sell a greater variety of healthy food items**
 - b. Work to retain existing small food retail businesses, particularly those already selling healthy and culturally relevant foods, in areas where commercial rents or property costs have become burdensome**
- 2. Recruit more affordable, healthy grocery retailers.**
 - a. Attract a smaller healthy grocery outlet in the low-income/low-access area (City Park West and the northern area of the Cheesman Park neighborhood)**



Healthy Food Access Recommendations

3. Support innovative community food access projects.

- a. Incentivize mobile, affordable grocery distribution solutions, particularly in areas of limited food access
- b. Incorporate food access into community facilities, such as housing developments

4. Improve multi-modal access to food.

- a. Prioritize sidewalk and crosswalk upgrades in a quarter-mile radius of major grocery stores

5. Expand access to healthy prepared meals.

- a. Incentives for existing restaurants; recruit new healthy fast casual eateries



Healthy Food Access Recommendations

6. **Support initiatives that address food insecurity.**
 - a. **Expand capacity/efficiency of food bank/rescue networks**
 - b. **Pursue partnerships with Rose Medical, St. Joseph's, and National Jewish Health, to deploy healthy food, resources, and education**

7. **Support more widespread food growing & production within East Central neighborhoods.**
 - a. **Reduce barriers to the development of food gardens, farms, and greenhouses, in private & private spaces**
 - b. **Consider ways to develop a community-owned combined retail and food production facility**



Community Safety Recommendations

1. Enhance the physical fabric of EC neighborhoods to encourage social interaction & to deter crime.
 - a. Provide safer and more interesting public spaces, such as plazas and pocket parks recommended in the Recreation & Open Space section, along the Colfax corridor as well as integrated within neighborhoods.
 - b. To capitalize on the mental health benefits of green space, provide safer, better-defined pedestrian routes to parks.
 - c. Invest in community-driven, creative initiatives to revitalize underutilized parcels (murals, colorful pocket parks, and other public art).



Community Safety Recommendations

- d. Reinvent portions of the Colfax streetscape to invite more social activity (e.g. trees, seating, art, sidewalk dining)**
- e. Provide more pedestrian-oriented street-lighting to ensure safety during evening hours.**
- f. Implement more proactive litter removal and sidewalk maintenance.**



Community Safety Recommendations

2. **Improve relations between businesses, public safety officers, and vulnerable or marginalized populations.**
 - a. **Consider utilizing social service providers (such as homeless outreach navigators) as part of Colfax improvement district ambassador teams**
 - b. **Enhance communication channels and opportunities for engagement between the Denver Police Department's Community Resources Officers (CROs) and businesses, improvement districts, and community groups, as well as social service providers.**
 - c. **Provide more resources for vulnerable populations (including individuals experiencing homelessness and chronic public disorder offenders).**





M

Major Mobility Recommendations

Vision

Well Connected, Safe and Accessible Places

- **A well-connected pedestrian network has accessible sidewalks and safe street crossings**
- **Accessible, safe, and reliable multi-modal transportation options**
- **High-capacity transit along Colfax Avenue, Colorado Boulevard, and Broadway, makes it fast and easy for residents, businesses and visitors to reach destinations**



Questionnaire for attendees:

Mobility Recommendations

In which neighborhood do you live and/or work? (circle one or two)

N. Capitol Hill Capitol Hill City Park West Cheesman Park City Park Congress Park other_____

For each recommendation, **circle the statement that best** describes how you feel. Then **rank each recommendation on a scale of 1 to 7** (1 is most important and 7 least important) using each number only once.

— **Provide treatments to streets that enhance safety and/or multi-modal options.**

strongly agree agree disagree strongly disagree need more info

— **Improve and expand the existing bicycle network, providing more connectivity and safer facilities.**

strongly agree agree disagree strongly disagree need more info

— **Improve intersection safety, reducing pedestrian, bicyclist, and driver exposure to crashes.**

strongly agree agree disagree strongly disagree need more info

— **Provide new pedestrian and bicycle crossings of major roadway facilities.**

strongly agree agree disagree strongly disagree need more info

— **Expand transit network connectivity by providing additional routes, stops, and/or improved headways.**

strongly agree agree disagree strongly disagree need more info

— **Provide neighborhood traffic calming to address insufficient pedestrian crossings, vehicular speeding, and visibility at intersections.**

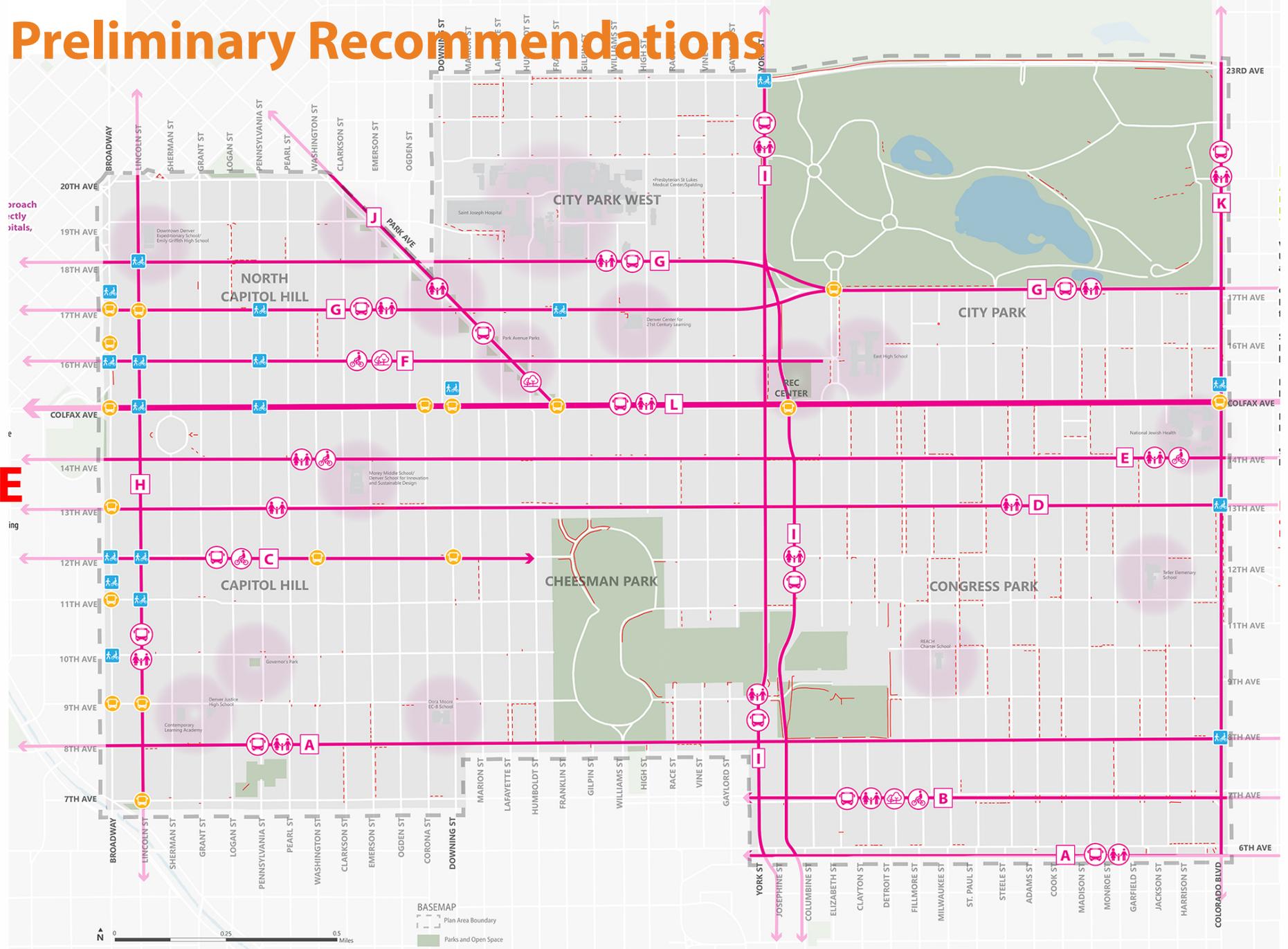
strongly agree agree disagree strongly disagree need more info

— **Implement a parking management strategy to address resident and business parking needs.**

strongly agree agree disagree strongly disagree need more info

Other ideas? Comments?

Mobility Preliminary Recommendations



**MAP TO BE
UPDATED**

Mobility Preliminary Recommendations

1. Transformative Streets
2. Neighborhood Traffic Calming
3. High Comfort Bikeways
4. New and Widened Sidewalks
5. New Pedestrian and Bicycle Crossings
6. Pedestrian and Bicycle Intersection Safety
7. Mobility Hubs





Transformative Streets

Prioritize Walking, Biking, Rolling and Transit
Along Key Corridors That Connect People And Places

- A 6th/8th Avenue Between York and Colorado**
Create a greater separation between the sidewalk and the roadway and install pedestrian and bicycle crossing improvements including new crossings and reduced crossing distances. Provide transit speed and reliability improvements at key locations and stop amenities. Study the feasibility of converting the streets from one-way to two-way.
- B 7th Avenue Parkway Between Colorado and Williams**
Install a protected bike lane, pedestrian and bicycle crossing improvements including new crossings and reduced crossing distances and pilot closing access across the parkway to through-traffic (leaving access for bicyclists and pedestrians via cut-throughs). Create more usable public space within the parkway (i.e. multi-use trail, seating, plazas, etc.).
- C 12th Avenue Between Broadway and Cheesman Park**
Provide transit speed and reliability improvements at key locations, stop amenities, and install conventional or dashed bike lanes.
- D 13th Avenue Between Broadway and Colorado**
Create a greater separation between the sidewalk and the roadway and install pedestrian and bicycle crossing improvements including new crossings and reduced crossing distances. Study the feasibility of converting the street from one-way to two-way.
- E 14th Avenue Between Broadway and Colorado**
Install a protected bike lane, create a greater separation between the sidewalk and the roadway and install pedestrian and bicycle crossing improvements including new crossings and reduced crossing distances. Study the feasibility of converting the street from one-way to two-way.
- F 16th Avenue Between Broadway and City Park Esplanade**
Install a neighborhood bikeway. Study the feasibility of closing access to through-traffic.
- G 17th/18th Avenue Between Broadway and Colorado**
Provide transit speed and reliability improvements at key locations, stop amenities and install pedestrian and bicycle crossing improvements including new crossings and reduced crossing distances. Study the feasibility of converting the street from one-way to two-way.

- H Lincoln Street Between 7th and 20th**
Provide transit speed and reliability improvements at key locations, stop amenities and install pedestrian and bicycle crossing improvements including reduced crossing distances. Study the feasibility of converting the street from one-way to two-way.
- I York/Josephine Street Between 6th and 23rd**
Provide transit speed and reliability improvements at key locations, stop amenities and increase frequency and hours of service (medium capacity transit). Install a high comfort bikeway between 7th and 12th to better connect to Denver Botanic Gardens. Study the feasibility of converting the street from one-way to two-way.
- J Park Avenue Between Colfax/Franklin/Park and 20th**
Install pedestrian and bicycle crossing improvements including reduced crossing distances and remove channelized right turn lanes. Study the feasibility of reconfiguring the Colfax/Franklin/Park intersection (Park Avenue closure for vehicles) and creating more usable public space within the parks (i.e. multi-use trail, seating, plazas, etc.). In the long-term, provide high capacity transit service (speed and reliability improvements, stop amenities and high frequency and hours of service).
- K Colorado Boulevard Between 6th and 23rd**
Create a greater separation between the sidewalk and the roadway and install pedestrian and bicycle crossing improvements including new crossings and reduced crossing distances. Provide transit speed and reliability improvements, stop amenities and increase frequency and hours of service (high capacity transit).
- L Colfax Avenue between Broadway and Colorado**
Planned pedestrian crossing improvements and transit efficiency and reliability via high-capacity transit.



Neighborhood Traffic Calming

Slow Traffic Via A Zone-Based Approach Along Neighborhood Streets Directly Surrounding Schools, Parks, Hospitals, Libraries And Recreation Centers

Parks

- » City Park
- » Park Avenue Parks
- » Congress Park
- » Cheesman Park
- » Governors' Park

Primary and Secondary Schools

- » East HS
- » Downtown Denver Expeditionary School
- » Emily Griffith HS
- » Denver Center for 21st Century Learning at Wyman MS/HS
- » Dora Moore ECE-8 School
- » Morey MS
- » Denver School of Innovation and Sustainable Design
- » Teller Elementary School
- » Denver Justice HS
- » Contemporary Learning Academy

Hospitals and Recreation Centers

- » Saint Joseph Hospital
- » Presbyterian St. Lukes Medical Center/Spalding
- » Rehabilitation Hospital at PSLMC/Kindred
- » Hospital-Denver
- » Carla Madison Recreation Center



High Comfort Bikeways

Adopt And Upgrade Planned Denver Moves: Bikes Facilities And Install New High Comfort Bikeways Not Previously Recommended. Also See Transformative Streets. Key Locations Include:

Washington/Clarkson Between 7th and 13th/14th

Upgrade planned conventional bike lanes on Washington and Clarkson between 7th and 13th/14th to a protected bike lane

Grant Between 11th and Speer

Extend planned bikeway on Grant from 11th to Speer for access to the Cherry Creek Trail

Steele Between 6th and 12th

Reroute St. Paul bike lane and extend Steele bike lane between 6th and 12th

Franklin Between 13th and 23rd

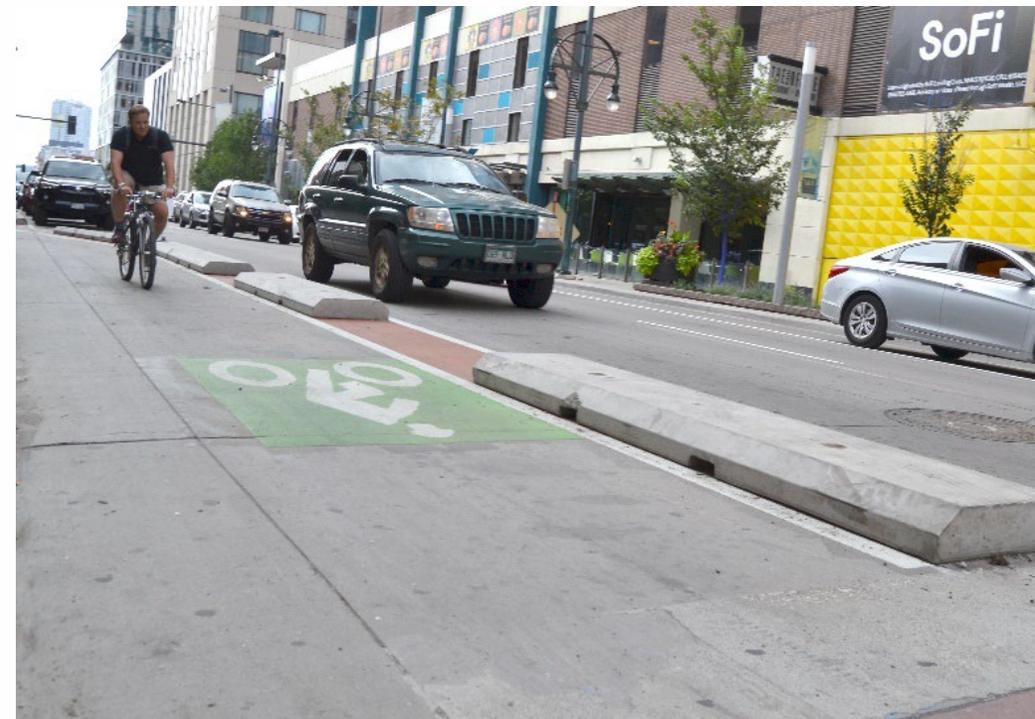
Install a neighborhood bikeway on Franklin between 13th and 23rd

Detroit Between 6th and 17th

Install a high comfort bikeway on Detroit between 6th and 17th

9th Between Broadway and Colorado

Install a high comfort bikeway on 9th Between Broadway and Colorado



New And Widened Sidewalks

Create A Complete Sidewalk Network, Enabling Pedestrians To Safely Access Their Destinations.

Install Missing Sidewalks

Install **xx** linear feet of new sidewalks within the City Park and Congress Park neighborhoods

Widen Narrow Sidewalks

Widen **xx** linear feet of existing sidewalks within the Capitol Hill, City Park West, Cheesman Park, City Park, North Capitol Hill, and Congress Park neighborhoods.



New Pedestrian And Bicycle Crossings

Identify New Crossings Along Segments Of The High Injury Network And Community Streets Of Concern That Have Gaps Larger Than 1/4 Mile Between Controlled Crossings. Also See Transformative Streets.

- » 17th Avenue Between Williams and York & Steele and Colorado
- » Colorado Boulevard Between 9th and 12th and Colfax and 23rd
- » 6th Avenue Between Colorado and Columbine
- » 8th Avenue Between York and Downing
- » Josephine Between 8th and 12th
- » Washington Street Between 8th and 11th
- » 14th Avenue Between York and High (Alley)
- » 13th Avenue Between Garfield and Josephine





Pedestrian And Bicycle Intersection Safety Treatments

Study Intersection Safety Improvements At The Highest Known Pedestrian And Bicycle Crash Locations Along The High Injury Network. Also See Transformative Streets.

- » Lincoln Street and 11th, 12th, 16th, 17th, 18th
- » Broadway and 10th, 11th, 12th, 16th, 17th
- » Colfax Avenue and Pennsylvania, Lincoln, Downing
- » 17th Avenue and Franklin
- » York Street and 23rd
- » Colorado Boulevard and 8th, 13th, Colfax
- » Pennsylvania Street and 16th and 17th



Mobility Hubs

Seamlessly Integrate Various Transportation Modes, Create Activity Centers That Maximize First-mile Last-mile Connections, Improve Transit Speed and Reliability While Reducing Delay, And Provide Customer Amenities At High Ridership Transit Stops. Also See Transformative Streets.

- » Colfax Avenue and Park, Broadway, Corona, Downing, Colorado, Josephine
- » Lincoln Street and 7th, 9th, 17th
- » Broadway and 9th, 11th, 13th, Cleveland, 17th
- » 17th Avenue and Esplanade Parkway
- » 12th Avenue and Downing and Washington





Major Land Use Recommendations

Vision

Strong and Authentic Neighborhoods

- **Walkable place to live**
- **Mix of building uses, scales, stories, materials and designs, including historic and modern**
- **Neighborhoods are connected, diverse, dense, integrated and community-based**
- **Commercial hubs have a bustling main street feel**
- **Diversity of residents and housing options**
- **Neighborhood schools thrive with more families in multibedroom units**



Questionnaire for attendees:

Land Use Recommendations

In which neighborhood do you live and/or work? (circle one or two)

N. Capitol Hill Capitol Hill City Park West Cheesman Park City Park Congress Park other_____

For each recommendation, **circle the statement that best** describes how you feel. Then **rank each recommendation on a scale of 1 to 7** (1 is most important and 7 least important) using each number only once.

— **Allow height incentives in specified areas in exchange for community benefits.**

strongly agree agree disagree strongly disagree need more info

— **Provide design guidance and design review for new development in Centers and Corridors.**

strongly agree agree disagree strongly disagree need more info

— **Provide modified zoning standards for new construction in SU and TU districts to manage scale.**

strongly agree agree disagree strongly disagree need more info

— **Incentivize renovations and additions over demolition for qualifying homes to maintain character.**

strongly agree agree disagree strongly disagree need more info

— **Incentivize maintaining valuable housing stock by offering additional units in locations near transit.**

strongly agree agree disagree strongly disagree need more info

— **Mobilize next steps for establishing historic or conservation overlay districts in areas of interest.**

strongly agree agree disagree strongly disagree need more info

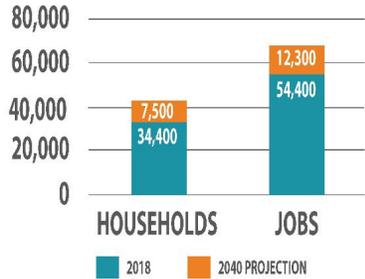
— **Adaptive Reuse Ordinance and Incentive Overlay to preserve character while encouraging new development.**

strongly agree agree disagree strongly disagree need more info

Other ideas? Comments?

WHAT PLACES MAKE UP OUR EAST CENTRAL NEIGHBORHOODS AND HOW WILL THEY ACCOMMODATE GROWTH?

Blueprint Denver uses Future Places as an organizational system that describes the desired character of an area, including the scale and type of development. Future Places work together to promote "complete neighborhoods" meaning residents have necessary services, jobs and recreation near where they live.



75% of growth should occur in Centers, Corridors and Districts
25% of growth should occur in all other areas

Centers, Corridors and Districts

These serve as community destinations and job centers, providing a mix of uses. The majority of jobs and housing growth is targeted for centers, corridors

<p>REGIONAL CENTER</p> <ul style="list-style-type: none"> ✓ Downtown ✓ Colorado & Colfax <p>Regional and Community Centers provide a balance of residential, employment and dining/shopping uses. Buildings provide a high degree of ground floor activation and front onto either streets or shared public space. Buildings are the largest scale of all places. Close to downtown, buildings may be as tall as downtown buildings with transition areas that include 12 and 16 stories. At Colfax and Colorado, buildings range from 5-12 stories.</p>	<p>COMMUNITY CENTER</p> <ul style="list-style-type: none"> ✓ Colfax Avenue ✓ Colorado Blvd. ✓ 17th/18th Ave. ✓ Broadway/Lincoln <p>Community Centers also provide a balance of residential, employment and dining/shopping uses. Buildings have a distinctly linear orientation fronting the primary street. Building heights vary along the street to provide interest, generally ranging from 5-8 stories with some areas reaching up to 12 stories in exchange for affordable housing or shared open space. Closer to downtown, some areas may reach up to 12 or more stories. The most activity and shared public space occurs directly adjacent to transit stops.</p>	<p>COMMUNITY CORRIDOR</p> <ul style="list-style-type: none"> ✓ State Capitol ✓ Uptown Medical ✓ East High ✓ Morey Middle <p>Campus and Civic Districts include civic and education and medical campuses. They are typically dominated by a single, larger institutional use and provide important jobs and services to the surrounding community. Supporting retail and residential uses may occur within them. Buildings vary greatly in size and scale, depending on the use. The heights shown in the plan suggest appropriate heights given the surrounding context.</p>	<p>DISTRICTS</p> <ul style="list-style-type: none"> ✓ Neighborhood Nodes ✓ 17th/18th Ave. <p>Local Centers and Corridors provide options for dining, entertainment and shopping. They may also include some residential and office uses or small, shared open space. These places are generally 3-5 stories. They are quieter places, resided within residential neighborhoods. The scale is intimate with a focus on the pedestrian. The public realm is typically defined by buildings with active frontages.</p>	<p>LOCAL CENTER</p>	<p>LOCAL CORRIDOR</p>
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Residential Areas

Areas where the predominant use is residential. Although they are primarily residential, these areas are supported by a variety of embedded uses needed for a complete neighborhood including schools, libraries, recreation and nodes of commercial/retail uses.

High and High-Medium Residential

These places are predominantly multi-unit apartments and condominiums and are located close to Centers, Corridors and Districts.

<p>HIGH</p> <p>High Residential provides the highest intensity of residential uses. These are generally mid to high-rise apartment buildings of up to 16 stories. They may or may not include retail uses, but design treatment and activation of the ground floor along major corridors is important.</p>	<p>HIGH-MEDIUM</p> <p>High-Medium Residential is predominantly multi-unit residential structures of 5 to 8 stories. They may be mixed with lower scale residential buildings as well. Retail uses may be placed on street corners close to centers and corridors.</p>
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Low-Medium Residential

These places increase housing options within neighborhoods and serve as transitions to the lower-scale residential places.

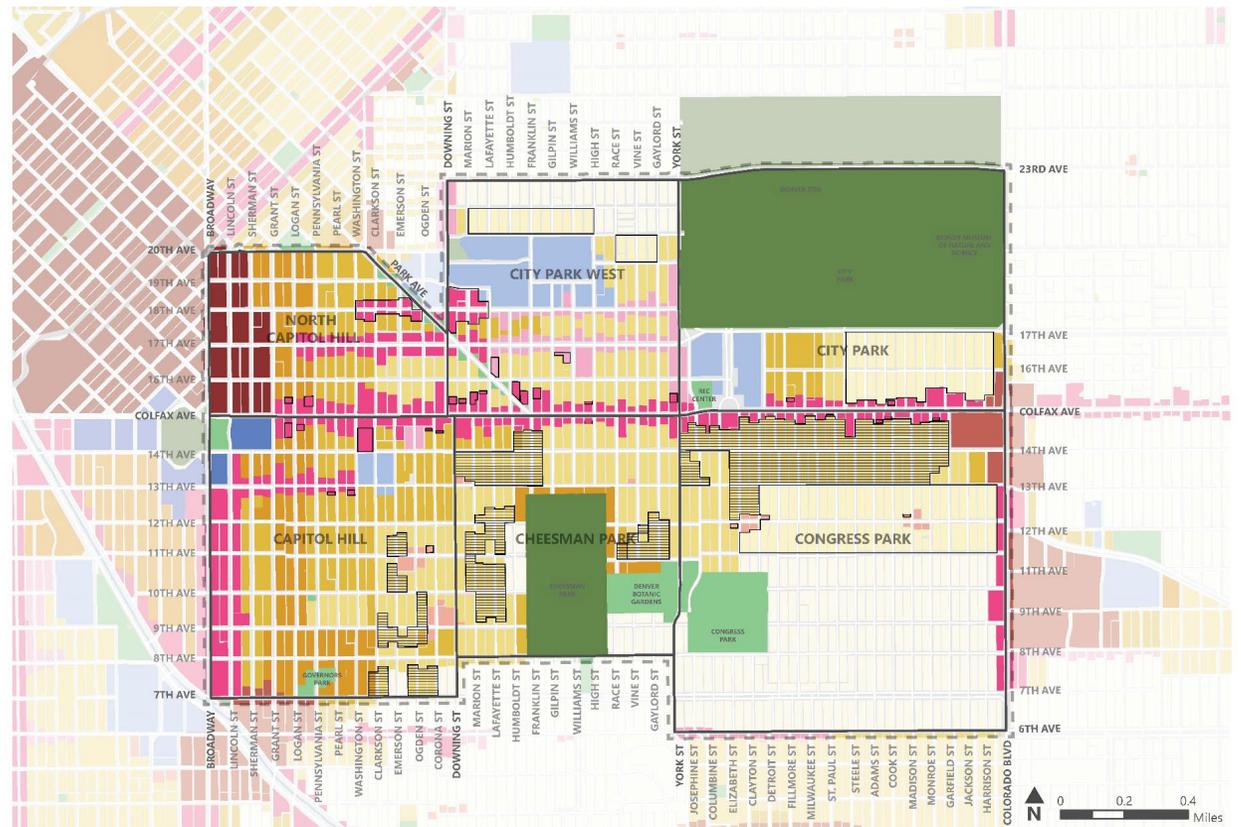
<p>LOW-MEDIUM MULTI-UNIT</p> <p>Low-Medium Residential (Multi-Unit) includes 2-3 story apartment buildings. These often include small courtyard buildings or "walk-up" apartments (accessed via stairs instead of elevators) and are usually surface parked. They may be mixed in with single two unit houses and row houses as well. They provide a transition from single and two unit areas to centers and corridors of higher intensity. They are often located near transit.</p>	<p>LOW-MEDIUM ROW HOUSE</p> <p>Low-Medium Residential (Row House) includes single unit attached townhomes and rowhouses. They are 2-3 stories and designed to seamlessly fit in with single and two-unit homes. They usually include a private or shared garage for parking cars. They provide a transition from centers and corridors to single and two-unit places.</p>
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Two Unit and Single Unit Residential

These places are predominantly one- and two-unit with ADUs. In some areas near transit, additional units may be accommodated when a qualifying existing structure is preserved.

<p>Two Unit Residential</p> <p>Two Unit Residential includes two individual homes either attached in a duplex form or detached in a tandem house form on a single lot. They often look and feel like a single small home. Some forms have two entrances that face the street and some have one prominent entrance and one more discreet entrance from a side street or alley. They are site-parked via an enclosed garage or carport.</p>	<p>Single Unit Residential</p> <p>Single Unit Residential includes more traditional houses that are setback from the street with front and rear yards and occasional side yards. They usually include a prominent front entrance with a porch or stoop. They often have pitched roofs although some low-sloping roofs exist as well. They are site-parked via a garage (usually detached and accessed by an alley) or carport.</p>	<p>Accessory Dwelling Unit</p> <p>Accessory Dwelling Units are smaller units that share a lot with another primary unit. They may be attached and located within the primary structure or detached in a secondary structure located in the rear yard. These units provide sensitive ways to integrate affordable living into more established neighborhoods. They allow empty nesters to age in place by moving into a smaller unit and renting their home, or they accommodate singles or couples that want to live in the neighborhood but cannot afford a larger home.</p>
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FUTURE PLACES OF EAST CENTRAL AREA NEIGHBORHOODS

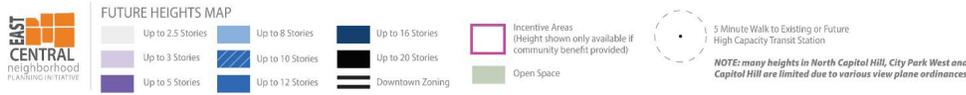
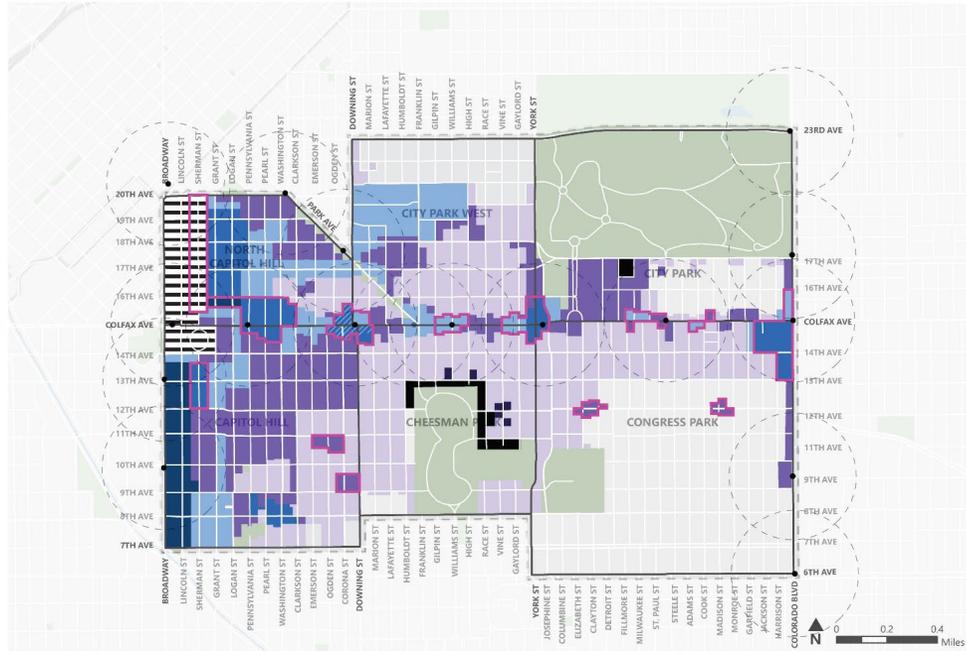


<p>EAST CENTRAL neighborhood PLANNING INITIATIVE</p> <ul style="list-style-type: none"> Regional Center Community Center Local Center 	<ul style="list-style-type: none"> Community Corridor Local Corridor High Residential High-Medium Residential 	<ul style="list-style-type: none"> Low-Medium Residential (Multi-Unit) Low-Medium Residential (Row House) Two Unit Residential Single Unit Residential 	<ul style="list-style-type: none"> Civic Campus Regional Park Parks and Open Space 	<p>Refinements from Blueprint Map</p> <ul style="list-style-type: none"> 5 Minute Walk to Existing or Future High Capacity Transit Station
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HOW DO WE ACHIEVE OUR VISION FOR COMMUNITY-SERVING DESTINATIONS THAT REFLECT THE CHARACTER OF THE EAST CENTRAL AREA?



FUTURE HEIGHTS OF EAST CENTRAL AREA NEIGHBORHOODS



ENCOURAGE AND DIRECT GROWTH IN AREAS THAT SUPPORT TRANSIT RIDERSHIP AND EXPERIENCE

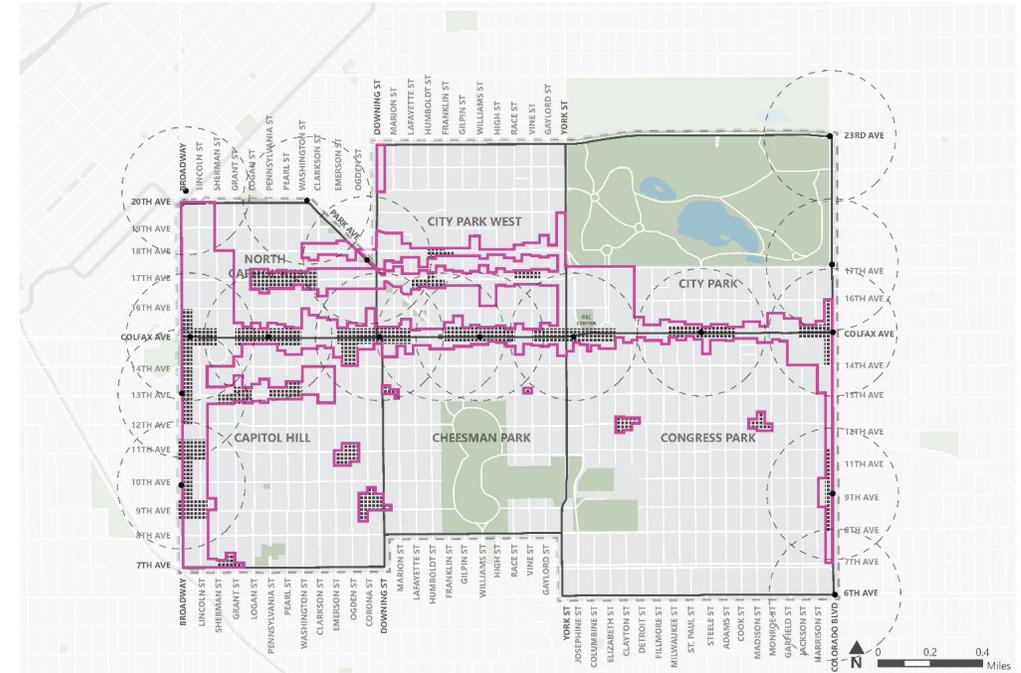
- Provide additional height (above what current zoning allows) in specific areas adjacent to transit in exchange for:
 - ✓ Affordable housing
 - ✓ Publicly accessible open space
 - ✓ Saving an existing building
 - ✓ Subsidizing or investing in local businesses

NOTE: Areas outlined in the above map show additional height equal to the next highest available zone district.

- Areas that currently allow 3 stories are shown as 5
- Areas that currently allow 5 stories are shown as 8
- Areas that currently allow 8 stories are shown as 12

If areas are not outlined, it means that the existing building is desired to remain (contributes to character of Colfax) or the existing zoning height is desired to continue.

AREAS FOR DESIGN EXCELLENCE AND COMMUNITY BENEFIT



REQUIRE BETTER DESIGN FOR DEVELOPMENT IN CORRIDORS AND CENTERS

- Provide design guidance and flexibility for some code requirements in order to get better design solutions in all centers and corridors in the following:
 - ✓ Transitions
 - ✓ High quality designs and materials
 - ✓ Creative design solutions
- Provide design guidance and flexibility for “Nodes of Primary Activation” in key locations adjacent to transit stations and neighborhood commercial nodes that address the following:
 - ✓ Require ground floor retail
 - ✓ Prohibit upper floor parking facing primary streets
 - ✓ More small, shared open spaces
 - ✓ Enhanced streetscape amenities
 - ✓ Keeping local businesses

HOW CAN NEW DEVELOPMENT BETTER RESPOND TO NEIGHBORHOOD CHARACTER?



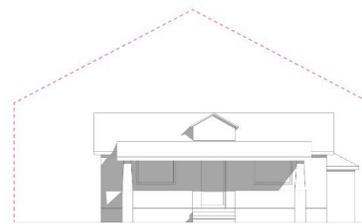
NOTE:
Recommendations on this poster would apply to SU and TU districts, which are shaded in the map to the left.

ENCOURAGE RENOVATIONS OR ADDITIONS OVER DEMOLITION THROUGH TOOLS SUCH AS:

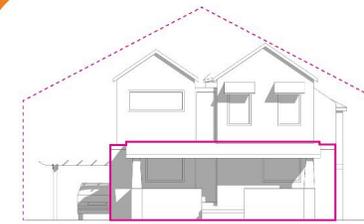
- Requiring deconstruction and recycling of materials on homes that are a certain age.
- This program would include criteria for eligible structures.
- Providing flexibility in code requirements and administrative relief such as:
 - ✓ Allow roof elements such as dormers to penetrate bulk plane
 - ✓ Offer flexibility in building coverage and separation requirements
 - ✓ Allow taller additions behind single story homes
 - ✓ Offer expedited permit processing or other administrative or financial relief

WORK WITH NEIGHBORHOODS TO MODIFY ZONING STANDARDS FOR NEW CONSTRUCTION TO MORE CLOSELY SUPPORT NEIGHBORHOOD CHARACTER.

- Recommendations include modifying:
 - ✓ Building coverage
 - ✓ Side setbacks
 - ✓ Length of two-story side walls
 - ✓ Bulk plane + way height is measured



EXISTING BUNGALOW:
768 SF DWELLING
(768 SF COVERAGE)



BUNGALOW ADDITION/POP TOP:
1,941 SF DWELLING
(1,068 SF COVERAGE)



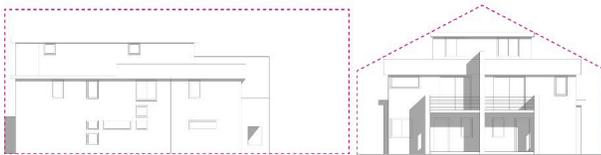
Existing small homes

- Size no longer fits the needs of many families that desire to live in these neighborhoods.
- But, they may contribute to the character and history of the neighborhood.
- Current regulations offer advantages to scraping them to build new homes.



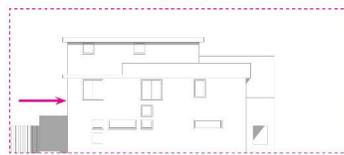
Encouraging additions over demolition

- Saving the majority of a structure, but allowing the square footage to be increased may better meet the needs of families while maintaining neighborhood character.
- These "pop tops" often maintain character-defining features, such as: brick bases, raised front porches, and varied side setbacks and side yards.



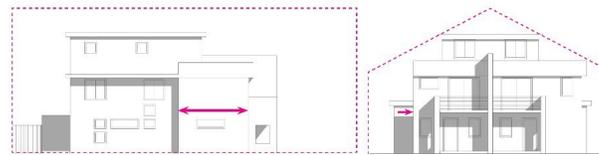
Common form for existing duplexes and some single unit homes

- Often appear out of scale compared to surrounding traditional forms.
- Third floor "dog house" and balconies are uncommon in traditional forms. Most 3rd stories were included as part of a roof form with dormers or steep roofs, but bulk plane rules do not allow.



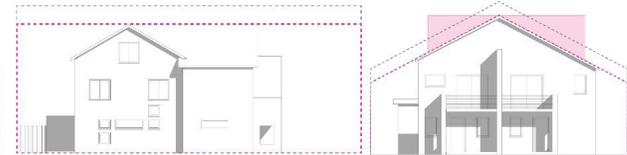
Modify building coverage rules

- By reducing the allowable building coverage, the bulkiness of the building shrinks.
- This also allows for more permeable surfaces.



Side wall standards and increased side setbacks

- Adding a standard that minimizes two-story walls at the setback line will encourage modulation of the building form and lessen the appearance of scale from neighboring properties.
- Encourage side yards by modifying side setbacks to be cumulative and asymmetrical.



Modify height and bulk plane standards

- Reduce maximum overall height for flat roofs to be more in scale with surroundings.
- Modify bulk plane rules so that dormers and cross gables are able to penetrate the bulk plane to allow for more interesting roof forms.

HOW DO WE PROVIDE HOUSING OPTIONS WHILE MAINTAINING NEIGHBORHOOD CHARACTER?



IDENTIFIED AREAS OF PRESERVATION AND CONSERVATION

- Existing Historic Landmark (District)
- Areas of Significance (Potential Historic District or Conservation Overlay)
- Areas of Interest - Needs Surveyed (Potential Overlay to Protect Character)
- Program for Preserving Character Homes (Grant additional density in SU, TU, RH districts if preserve structure)

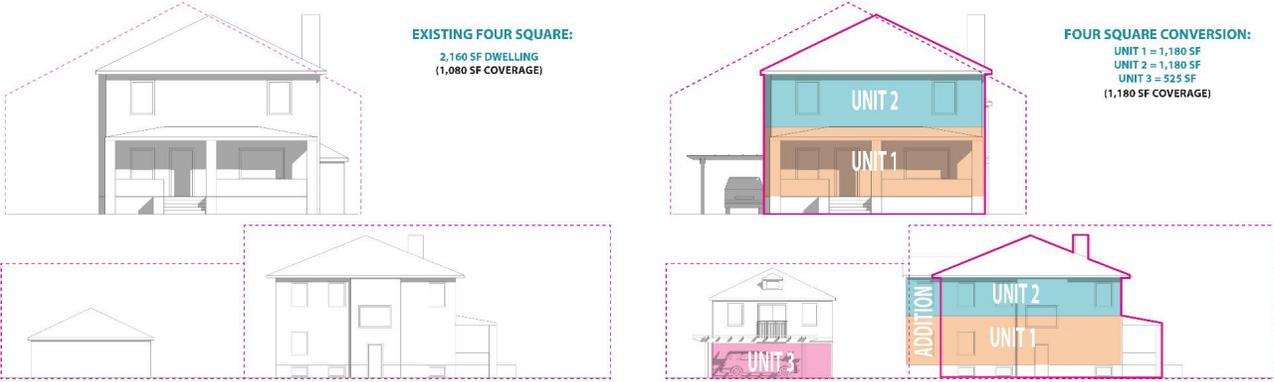
MOBILIZE NEXT STEPS FOR ESTABLISHING HISTORIC OR CONSERVATION OVERLAY DISTRICTS IN AREAS OF SIGNIFICANCE AND AREAS OF INTEREST.

- Work with neighborhoods in Areas of Significance to determine appropriate tools.
- Encourage Discover Denver to prioritize these areas for the next survey phase.
- Interested neighborhood organizations could also elect to complete their own study with technical assistance from staff.



ENCOURAGE MAINTAINING VALUED HOUSING STOCK THAT CONTRIBUTES TO NEIGHBORHOOD CHARACTER BY ALLOWING ADDITIONAL UNITS IN LOCATIONS NEAR TRANSIT THROUGH TOOLS SUCH AS:

- Creating a “Character Home + Density Bonus” Program for locations around transit that adjusts regulations to encourage retaining existing houses, or the majority of their structure, by:
 - ✓ Permitting up to 2 units in SU districts
 - ✓ Permitting up to 3 units in TU districts
 - ✓ Permitting up to 4 units in RH districts
 - ✓ Allow one ADU per lot
- This program would include criteria for eligible structures.



Existing homes near transit

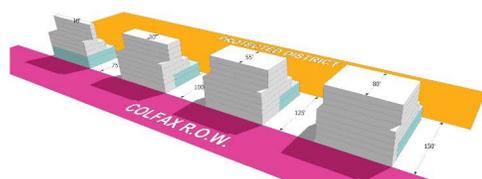
- In some locations near future BRT stations, homes may be at risk to demolition, especially where zoning allows other building forms.
- Near transit, additional density is desired but the community would like to see the architectural character maintained.

Encouraging additions over demolition

- Allowing additional unit(s) in specific locations, if the majority of a house is saved, could be an incentive to maintaining the character of a neighborhood with traditional buildings, but with density that supports high capacity transit.

HOW DO WE ENCOURAGE NEW HOUSING AND COMMUNITY-SERVING USES WHILE MAINTAINING THE CHARACTER OF COLFAX?

ENCOURAGE AND DIRECT GROWTH IN AREAS THAT SUPPORT TRANSIT RIDERSHIP AND EXPERIENCE



Properties along Colfax may experience challenges to accommodating taller buildings due to shallow lot depths. This is especially true for properties adjacent to a Protected District. Key dimensions for development include:

- 75 feet deep - necessary for buildings that front Colfax with parking in rear.
- 100 feet deep - necessary for 3-4 story buildings with "tuck under" parking behind.
- 125-150 feet deep - necessary for buildings 5-stories or more due to required setbacks.

OTHER COLFAX-SPECIFIC RECOMMENDATIONS:

- ✓ Make redevelopment process easier with technical assistance and handbook with common questions and considerations.
- ✓ Modify standards to encourage flashing neon, artistic signs, blade signs, and more.

REMOVE REGULATORY BARRIERS AND OPEN UP FINANCIAL INCENTIVES TO MAKE IT EASIER TO REUSE EXISTING BUILDINGS THAT CONTRIBUTE TO THE CHARACTER OF COLFAX.

- Establish an Adaptive Reuse Ordinance that eliminates barriers to reusing structures
- Offer financial assistance for renovating existing buildings.
- Establish Historic or Cultural District



MODIFY REGULATORY BARRIERS TO REDEVELOPMENT WHILE ALSO INCENTIVIZING COMMUNITY BENEFITS AND CHARACTER PRESERVATION TOOLS TO RESPECT THE UNIQUE HISTORY AND CHARACTER OF COLFAX.

- Leverage increased development potential (e.g., increased height or intensity allowed through rezoning) to achieve community benefits, including:
 - ✓ Affordable housing
 - ✓ Publicly accessible open space
 - ✓ Saving an existing building
 - ✓ Community-serving businesses
- Reduce off-street parking requirements and offer flexibility in public improvement requirements to reduce barriers to development



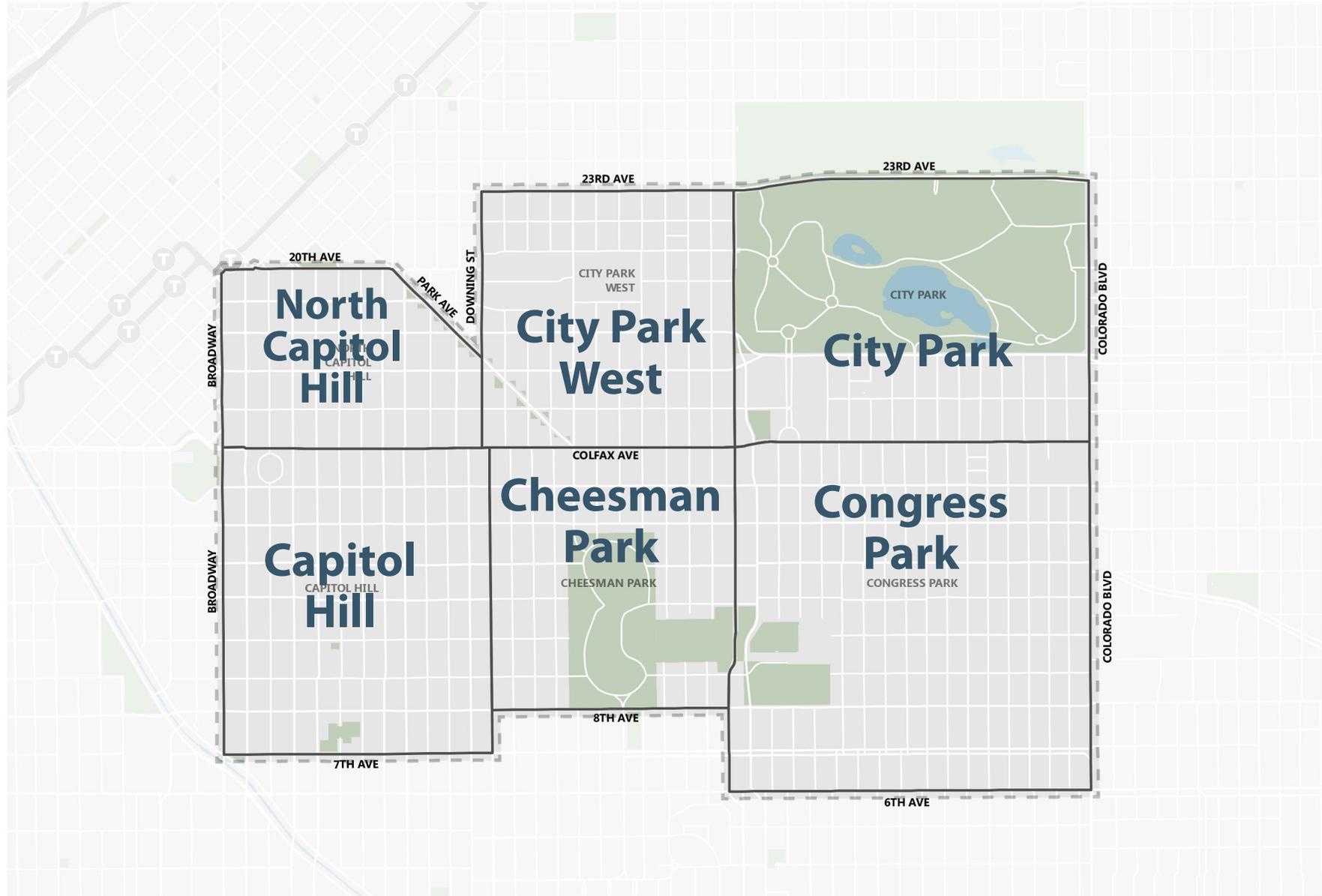
We will be photographing tonight's breakout session.

If you do not want to be photographed, kindly tell the photographer or raise your hand when you see a camera pointed towards you. No names will be used without permission.

Thank you for your participation!

www.denvergov.org/eastcentralpla





 Plan area boundary



Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: City and County of Denver



Land Use Preliminary Recommendations

**Previous Land-Use slides if
needed for details**

Land Use + Built Form – COLFAX AVENUE

- Treat the future of Colfax Avenue as a **neighborhood-serving street** with a series of **nodes**, rather than a corridor/arterial.
- Nurture a culture for **small-scale development** and **adaptive reuse**.
- **Protect historic assets** and **cultural significance** of the past while encouraging **sustainable growth around transit**.



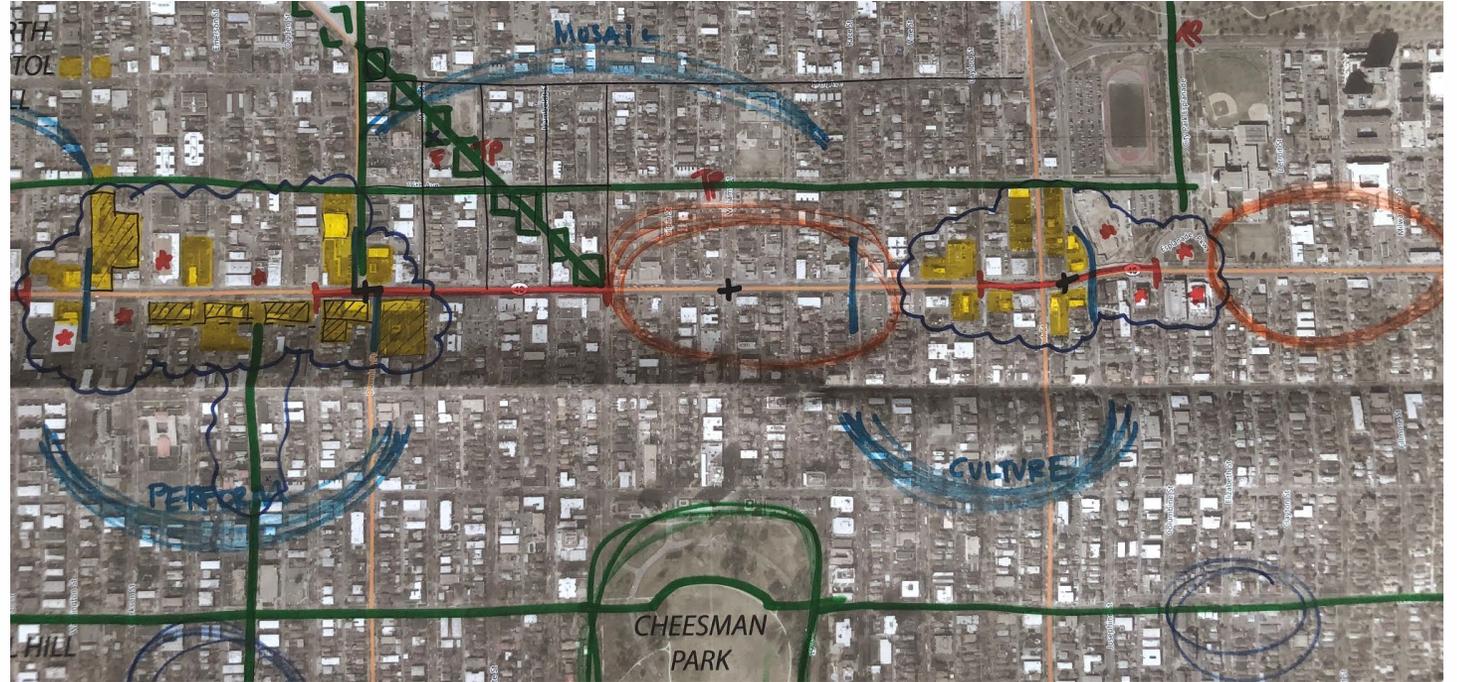
Colfax as a Neighborhood-Serving Street

Refine “community corridor”
place type to match future nodal
character of street.

Limit ground floor residential
adjacent to transit, but
allow/support it in between
(allow new building forms in
certain locations)

Add BRT (or enhanced transit)
platform as **additional limitation**
for drive thru building forms in
MS districts.

Require a **2-story minimum** in
new construction for MS-5 and
MS-8.



A Culture of Small-Scale Development and Adaptive Reuse

(SITE IMPROVEMENTS)

Adaptive Reuse Ordinance + Colfax Ombudsmen/Coordinated Review Team

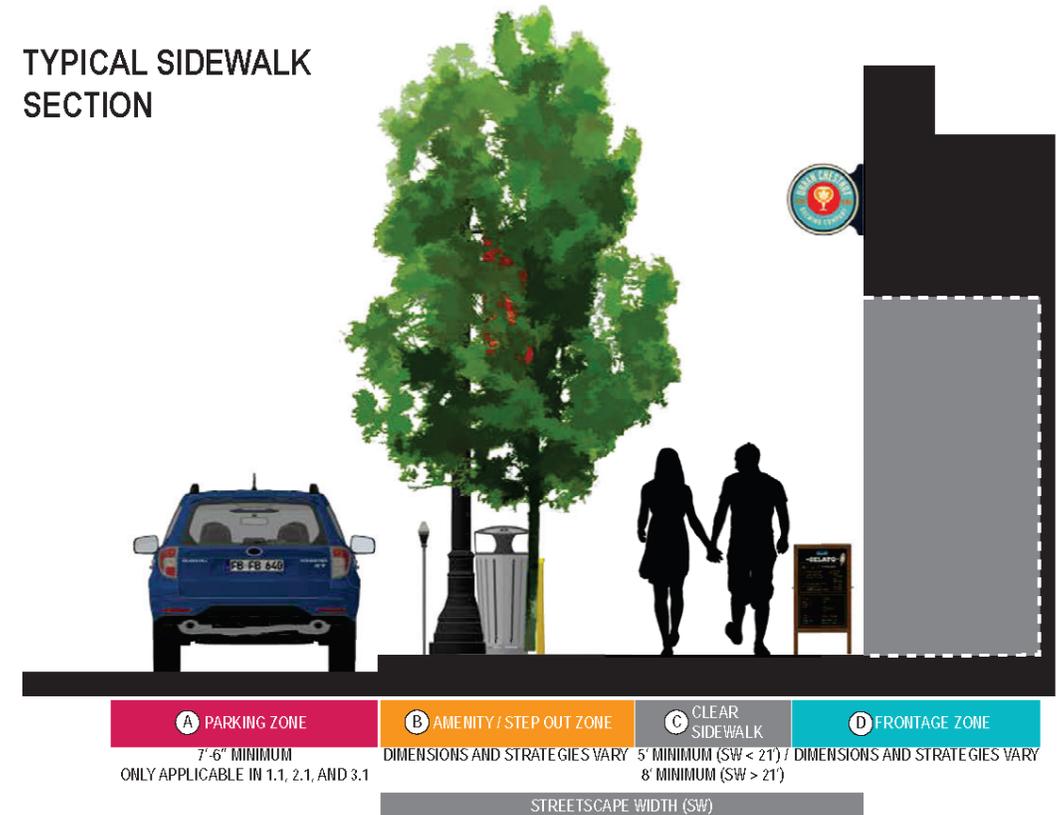
Rule of lenience for new projects with very constrained sites.

Coordinate with BRT Design and consider during development review

- Develop **sensitive design solutions** for small/narrow sites.
- Consider **phasing and timing** of construction when reviewing.

63%

Of lots on Colfax are “very small” to “small” which are already challenging to redevelop. Required public realm improvements significantly increase the burden.



A Culture of Small-Scale Development and Adaptive Reuse (DEVELOPMENT)

Adaptive Reuse Ordinance + Colfax Ombudsmen/Coordinated Review Team

Create a “**Developer’s Guide**” to small-scale development and adaptive reuse on Colfax.

Eliminate or significantly reduce parking requirements for small lots and existing buildings constructed prior to 19XX (TBD).



BUILDING SMALL

BUSINESS AND DEVELOPER INPUT

- *Small business owners and developers, with support from BIDs, note **public improvement requirements, change in use triggers, small lots, and “process” as the biggest challenges for Colfax.***

Protect Historic Assets/Culture while Encouraging Sustainable Growth Near Transit

Adaptive Reuse Ordinance

TDR Program

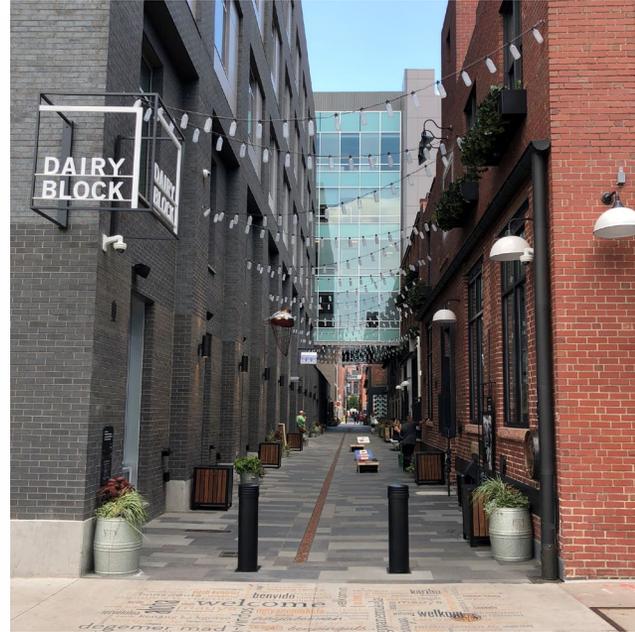
Local Colfax Historic/Cultural District (boundary TBD)

- Open up **financial incentives**
- **Design review**

Density bonus program for MS-3 properties near transit (define).

- **Affordable housing**
- Publicly accessible **open space**

Combine **parking district** with **parking maximums**.



WORKSHOP PARTICIPANT INPUT

- Priorities for new development on Colfax included: **saving existing buildings, design review, small businesses, and publicly accessible open space.**

Land Use + Built Form – NEIGHBORHOOD CHARACTER + MISSING MIDDLE

- **Legalize ADUs** everywhere in East Central.
- Create a **Conservation Overlay “starter kit”** for neighborhoods to rein in massing, scale and cost.
- Create a **“Character Home” incentive program** with **density bonuses near transit**.



Conservation Overlay Starter Kit

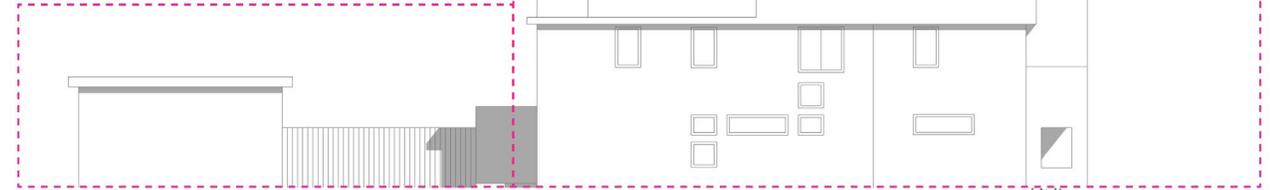
Modify standards in SU and TU districts to bring scale and cost of new construction down. **\$770K**

- Eliminate building coverage exemptions in new construction.
- Side wall standards.
- Modify bulk plane.

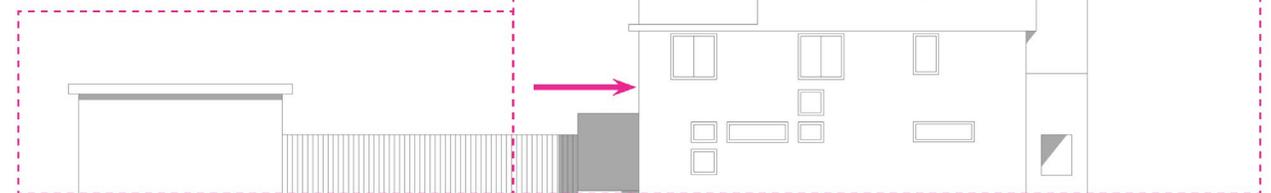
WORKSHOP PARTICIPANT INPUT

- East Central Area attendees voted **“height”** and **“mass and scale”** as the top two concerns with new construction in SU and TU.

WITH EXISTING EXEMPTIONS

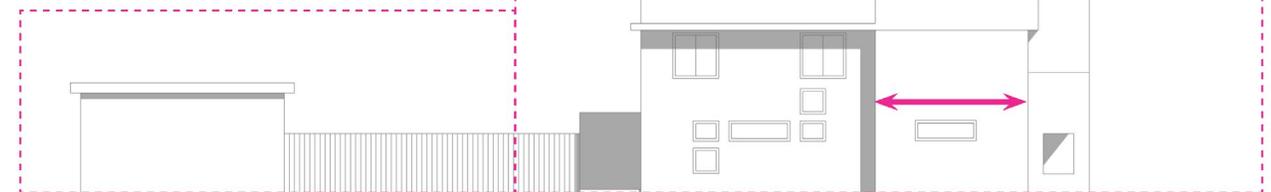


ELIMINATE EXEMPTIONS



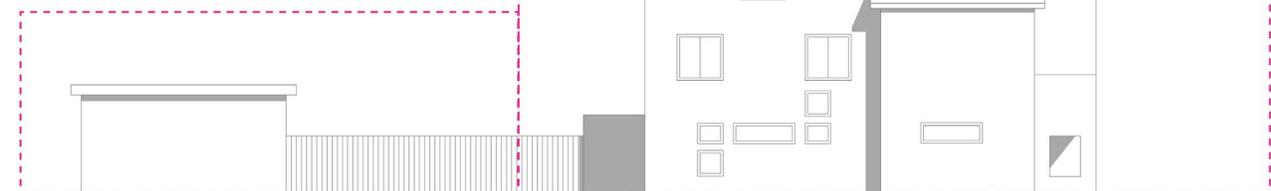
\$564K

SIDE WALL STANDARDS



\$564K

MODIFY BULK PLANE



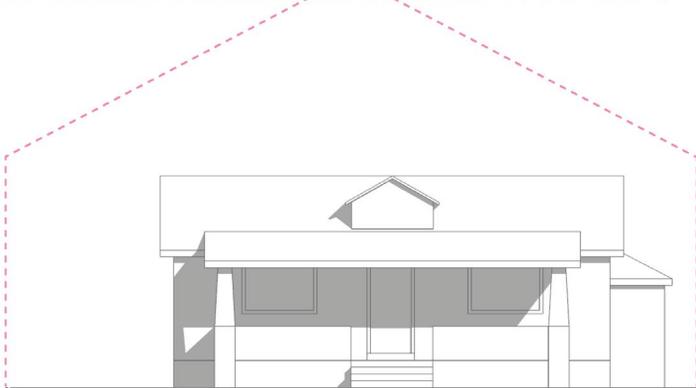
\$466K

Character Home Program

Incentivize additions over demolition.

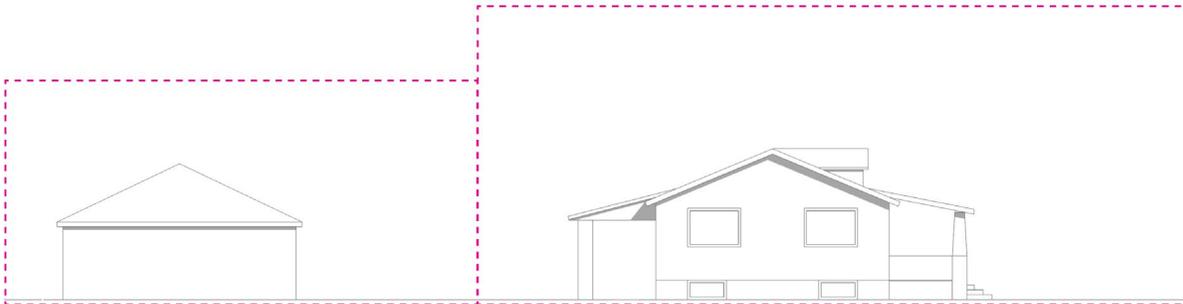
- **Establish criteria** – must save X% of original home, build before 19XX, save certain architectural characteristics, etc.
- Allow **exemptions and incentives.**

APPLICABLE FOR ADDITIONS IN SU AND TU DISTRICTS



EXISTING BUNGALOW:

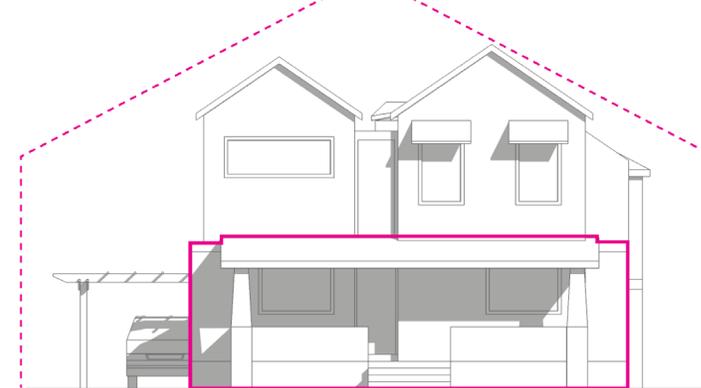
768 SF DWELLING
(768 SF COVERAGE)
400 SF GARAGE
200 SF PORCH



SURVEY INPUT

- **28%** expressed concern about *design quality*.
- **26%** listed *architecture/historic character* as what they liked **MOST** about their neighborhood.

APPLICABLE FOR ADDITIONS IN SU AND TU DISTRICTS

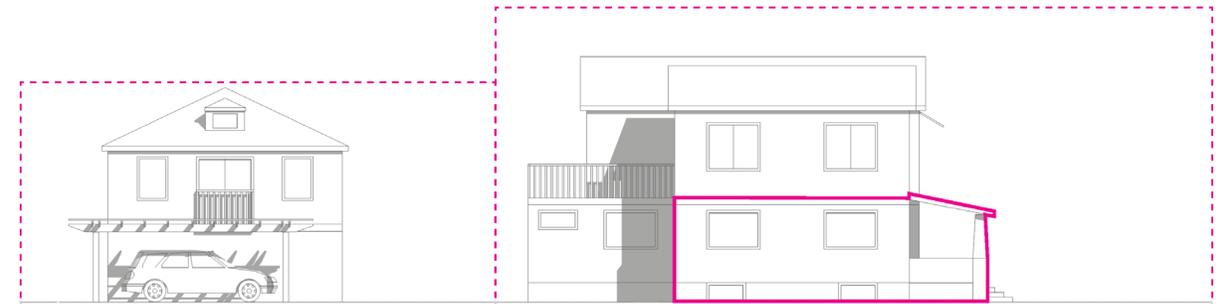


BUNGALOW ADDITION/POP TOP:

1,941 SF DWELLING
(1,068 SF COVERAGE)
525 SF GARAGE + 525 SF ADU
200 SF PORCH

POTENTIAL RULES/INCENTIVES:

- ORIGINAL HOME BUILT BEFORE 19XX
- X% OF HOME SAVED AND VISIBLE
- KEEP X% EXISTING SETBACKS
- ALLOW BUILDING COVERAGE EXEMPTIONS
- EXPEDITED PROCESSING
- ALLOW EXISTING BULK PLANE

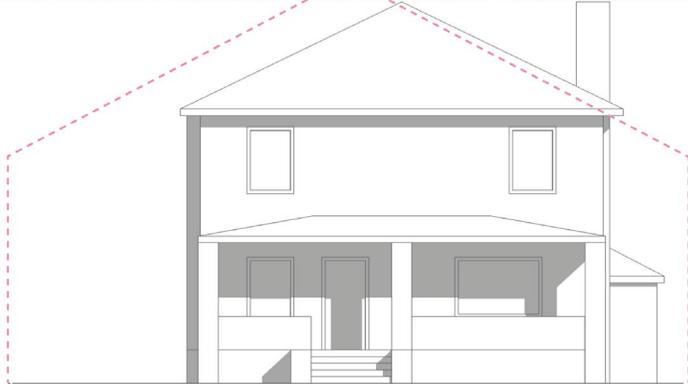


Character Home Program + Density Bonus Near Transit

Incentivize additions over demolition and encourage sensitive density and affordable housing options near transit.

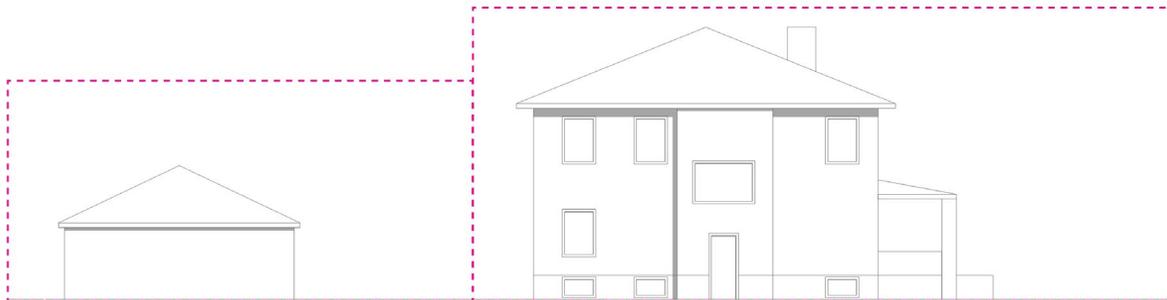
- **Establish criteria** – proximity to transit, must save X% of original home, build before 19XX, save certain architectural characteristics, etc.
- **Allow exemptions and provide incentives.**

APPLICABLE FOR ADDITIONS IN SU AND TU DISTRICTS NEAR TRANSIT



EXISTING FOUR SQUARE:

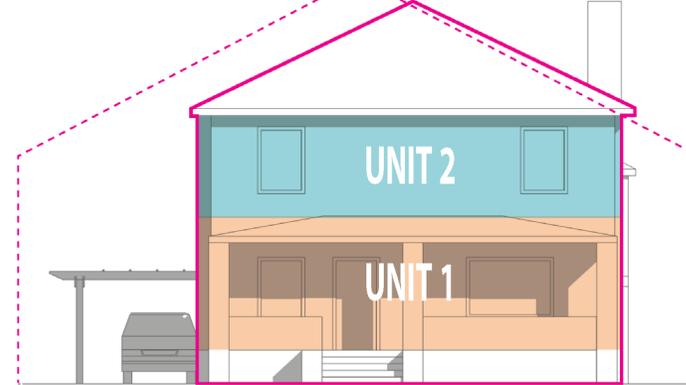
2,160 SF DWELLING
(1,080 SF COVERAGE)
400 SF GARAGE
230 SF PORCH



WORKSHOP PARTICIPANT INPUT

- Strong support for *directing growth/density near transit*, but also *concerns about transitions and loss of architectural character*.

APPLICABLE FOR ADDITIONS IN SU AND TU DISTRICTS NEAR TRANSIT



FOUR SQUARE CONVERSION:

UNIT 1 = 1,180 SF (1,180 SF COVERAGE)
UNIT 2 = 1,180 SF 525 SF GARAGE
UNIT 3 = 525 SF 230 SF PORCH

POTENTIAL RULES/INCENTIVES:

- LOCATED WITHIN X FEET OF ENHANCED TRANSIT
- ORIGINAL HOME BUILT BEFORE 19XX
- X% OF HOME SAVED AND VISIBLE
- KEEP X% EXISTING SETBACKS
- ALLOW BUILDING COVERAGE EXEMPTIONS
- EXPEDITED PROCESSING
- ALLOW MULTI-UNIT
- ALLOW EXISTING BULK PLANE

