Agenda Overview

• Process Update
• Overview of 2002 Blueprint Denver Diagnostic
• Planning for Growth/Scenario Modeling
• Small Group Breakout
• Questions and Comments
• Next Steps and Meeting Close
2. Process Update
CITY AND COUNTY OF DENVER

Blueprint Denver Update

planning process

SUMMER 2016
PHASE 1: KICK-OFF

FALL 2016 - WINTER 2017
PHASE 2: ANALYSIS AND VISION SETTING

SPRING 2017 - FALL 2017
PHASE 3: RECOMMENDATIONS, DRAFT MAPS AND DRAFT TEXT

WINTER 2018
PHASE 4: DOCUMENTATION AND ADOPTION
2. Process Update

**Key Outreach:**
- Task Force Meetings 3, 4 & 5
- Pop-Up Events w/ Plan Van
- Focus Groups
- Visioning Workshops
- Online Survey 3
- Think Tank Meetings

**Major Deliverables:**
- Community Profile
- 2002 Blueprint Denver Diagnostic
- Industrial Lands Study
- Vision, Values and Guiding Principles
- Growth Scenarios and Evaluation
Denveright Community Visioning Survey (Survey #2)

- Summary available on Denveright.org
- High level infographics
- PDF of more detailed report

Visioning Survey
2,086 total responses from July - October 2016

Where do you live? (by neighborhood)

- How long have you lived in Denver?
  - <1 year
  - 1-5 years
  - >6-10 years
  - 11-20 years
  - >20 years

Likes
- What do you like most about Denver? (top one response)

Satisfaction
- How satisfied are you with living in Denver?

Concerns
- What are your biggest concerns as Denver continues to grow and change? (top three)

What makes Denver special?
- cultural diversity
- neighborhoods
- activities
downtown
art
trails
bike
friendly
open
beautiful
mountains
people
access
community
opportunities
weather
healthy
climate

2. Process Update
2. Process Update

Summary:

The Denveright Community Visioning Survey Summary is presented here. This survey was designed to gather input from the community on the future of Denver. The survey was distributed through various channels including social media, email, and community meetings. The responses were analyzed to provide insights into community preferences and priorities.

Key Findings:

1. Community Engagement:
   - A total of 3,220 surveys were completed.
   - Respondents represented a statistically significant sample of the Denver population.
   - Participation was diverse, with a broad representation of community members.

2. Survey Themes:
   - Transportation: This was the most commonly discussed theme, with a focus on mobility options.
   - Safety: Community members prioritized safety concerns in their daily lives.
   - Green Spaces: There was a strong interest in expanding green spaces within the city.
   - Transportation: This was the most commonly discussed theme, with a focus on mobility options.
   - Safety: Community members prioritized safety concerns in their daily lives.
   - Green Spaces: There was a strong interest in expanding green spaces within the city.

3. Recommendations:
   - Enhance public transportation options to improve mobility.
   - Implement improved safety measures in high-risk areas.
   - Increase green spaces to promote health and well-being.

Next Steps:

- Further analysis of survey data to derive actionable insights.
- Regular community updates to keep stakeholders informed.
- Implementation of recommended changes to improve the quality of life for Denver residents.

Conclusion:

The Denveright Community Visioning Survey Summary highlights the community's priorities and offers a roadmap for future development. By understanding the needs and desires of the community, the city can make informed decisions to enhance the quality of life for all residents.
Denveright Community Visioning Survey Summary (Survey #2)

What do you like most about Denver?
The following question asked all respondents to choose up to three options for what they like most about Denver. Both hard and social environment elements were the most common selections, totaling 56% of responses. "Parks and open green space" was the most common selection (22% of respondents), followed by "Restaurants and entertainment" (15%) and "Walkable neighborhood" (12%). Mobility options were low scoring, with "Car sharing services", "Bike share program", and "Use of automobile access to daily destinations" continuing to only 5% of responses. (See Figure 5)

In the next 5-10 years, would you want to live somewhere new in Denver?
Next, respondents were asked if they would want to live somewhere new in Denver in the next 5-10 years. Of the respondents that live in Denver currently, a majority of 60% responded yes (60%). Respondents age 65+ were most likely to answer yes, while respondents age 35 to 44 were most likely to choose no. (See Figure 6)
Revised Vision Framework

• Six vision elements due to splitting of Economic and Environmental elements

• Review values and vision on website: http://www.Denveright.org

• Task Force members email comments to David by January 16th

• Draft guiding principles/goals (collapsed into one layer) still under development and staff review (Task Force review in January)
Community Values

Vision Statement

Goals/Guiding Principles

Objectives

Vision Element 1
Vision Element 2
Vision Element 3
Vision Element 4
Vision Element 5
Vision Element 6
Vision Elements - DRAFT

1. Equitable, Affordable and Inclusive
2. Strong and Authentic Neighborhoods
3. Well Connected, Safe and Accessible Places
4. Economically Diverse and Vibrant
5. Environmentally Resilient
6. Healthy and Active
WHAT ARE community values?

community values

noun
characteristics, aspirations and moral attributes that the community cherishes and desires

WHY SHOULD I CARE?
3. Overview of 2002 Blueprint Denver Diagnostic
2002 Blueprint Denver Diagnostic

Outline

• Introduction and Approach
• Summary of major changes since 2002
• Review of 4 Goals
  • Key Measures and Infographics
  • Implementation Actions and Level of Completion
  • Lessons Learned

3. Overview of 2002 Blueprint Denver Diagnostic
Goal 1 Lessons Learned

- Relative to land area, Areas of Change captured a significant proportion of investment and new growth.
Goal 2 Lessons Learned

• Areas of Stability experienced a relatively small proportion of investment related to new growth, especially relative to their land area.

AREAS OF STABILITY

82 % OF CITY LAND AREA

33% CAPTURE OF NEW HOUSING

36% CAPTURE OF NEW JOBS
Areas of Stability, Areas of Change, and Net New Housing Units (2002-2016)
Goal 3 Lessons Learned

- Investments in transit and bicycle infrastructure have dramatically improved the function of the transportation network in certain locations, but are not system-wide.

IMPROVING FUNCTION OF STREETS
TRANSIT SERVICE
30% INCREASE IN REGIONAL TRANSIT SERVICE

2014 MODE SHARE
Transit - 7%

27% INCREASE IN REGIONAL TRANSIT RIDERSHIP
Goal 3 Lessons Learned

- Investments in transit and bicycle infrastructure have dramatically improved the function of the transportation network in certain locations, but are not system-wide.

![Biking Increase Chart]

2016
205 Mi

2014 Mode Share

Bike - 3%
2% ↑
Change in Drive Alone Commute Mode Share by Neighborhood (2000-2014)

Source: 2000 U.S. Census, 2010-2014 5-yr American Community Survey
Goal 4 Lessons Learned

- The mixture of new jobs and new housing units in mixed use areas and transit station areas is strongly skewed toward residential.
1/2-mile Walk Network

On average, 63% of roadway miles within a 1/2-mile driveshed of a rapid transit station can be accessed from a station via a continuous network of sidewalks (ADA minimum width of 4 feet).
4. Planning for Growth/Scenario Modeling
Growth Scenarios and Blueprint

- Identify how and where we grow
- Tell the story of development patterns
- Understand high level impacts

- What projects, policies and programs will help achieve the preferred scenario?
- How effective are tools and strategies?
Regional Context

• Growth share – how much of the region’s housing and jobs growth will Denver take on?

• Jobs/housing balance – how will distributions of housing and jobs vary and what impacts might that have?
Regional Growth Modeling

Presentation by Daniel Jarrett, DRCOG
Scenario Development Process

Vision Framework

Task Force Input

Coordination with other Denveright planning efforts

Scenario Concepts

Draft RapidFire Scenarios and Results

Final RapidFire Scenarios and Results

Scenario Modeling to Test Plan Construct and Tools

Review

Implementation Tools, Strategies and Policies

“Preferred” Scenario

4. Planning for Growth/Scenario Modeling
RapidFire Scenario Modeling
Calthorpe Analytics / Calthorpe Associates

Two decades of planning in the Denver region

- Original Blueprint Denver
- Stapleton Master Planning
- Highland Gardens
- Curtis Park
- Englewood Town Center
- Jefferson Park
- Five Points
Introduction to the RapidFire Model

- Programmatic modeling based on spatial data and analysis inputs
- Existing development and future growth represented in terms of land development categories
- Provides multi-metric analysis to frame critical land use and transportation planning issues
### DEVELOPMENT TYPES – PLACES and BUILDINGS

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Mixed Use</th>
<th>Residential</th>
<th>Commercial</th>
</tr>
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<tbody>
<tr>
<td><strong>Skyscraper Mixed Use</strong></td>
<td>High-Rise Mixed Use</td>
<td>Mid-Rise Mixed Use</td>
<td>Low-Rise Mixed Use</td>
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<tr>
<td>City Mixed Use</td>
<td>City Residential</td>
<td>City Commercial</td>
<td>City Commercial</td>
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<tr>
<td>Town Mixed Use</td>
<td>Town Residential</td>
<td>Town Commercial</td>
<td>Town Commercial</td>
</tr>
<tr>
<td>Village Mixed Use</td>
<td>Village Residential</td>
<td>Village Commercial</td>
<td>Village Commercial</td>
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<tr>
<td>Neighborhood Residential</td>
<td>Neighborhood Low</td>
<td>Office Focus</td>
<td>Mixed Office and R&amp;D</td>
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<tr>
<td><strong>Office Park High</strong></td>
<td><strong>Office Park Low</strong></td>
<td>Office / Industrial</td>
<td>Office / Industrial</td>
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<tr>
<td><strong>Suburban Multifamily</strong></td>
<td><strong>Suburban Mixed Residential</strong></td>
<td>Residential Subdivision</td>
<td>Residential Subdivision</td>
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<tr>
<td><strong>Large Lot Residential Area</strong></td>
<td><strong>Small Lot 4000</strong></td>
<td><strong>Medium Lot 5500</strong></td>
<td><strong>Large Lot 7500</strong></td>
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<td><strong>Estate Lot</strong></td>
<td><strong>Rural Residential</strong></td>
<td><strong>Rural Ranchette</strong></td>
<td><strong>Commercial</strong></td>
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<tr>
<td><strong>Skyscraper Office</strong></td>
<td><strong>High-Rise Office</strong></td>
<td><strong>Mid-Rise Office</strong></td>
<td><strong>Low-Rise Office</strong></td>
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<tr>
<td>Main Street Commercial (Retail + Office/Medical)</td>
<td>Parking Structure + Ground Floor Retail</td>
<td>Parking Structure</td>
<td>Office Park High</td>
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<tr>
<td>Parking Structure</td>
<td>Parks and Open Space</td>
<td>Office Park</td>
<td>Office Park Low</td>
</tr>
</tbody>
</table>

### 4. Planning for Growth/Scenario Modeling

**Built Form Types**

**Place and building studies**

- Mixed Use
- Skyscraper Mixed Use
- High-Rise Mixed Use
- Mid-Rise Mixed Use
- Low-Rise Mixed Use
- Parking Structure/Mixed Use
- Main Street Commercial/Mixed Use High (3-5 Floors)
- Main Street Commercial/Mixed Use Low (1-2 Floors)
- Residential
- Skyscraper Residential
- High-Rise Residential
- Urban Mid-Rise Residential
- Urban Podium Multi-Family
- Standard Podium Multi-Family
- Village Mixed Use
- Village Residential
- Village Commercial
- Neighborhood Residential
- Neighborhood Low
- Office Focus
- Mixed Office and R&D
- Office / Industrial
- Suburban Multifamily
- Suburban Mixed Residential
- Residential Subdivision
- Large Lot Residential Area
- Small Lot 4000
- Medium Lot 5500
- Large Lot 7500
- Estate Lot
- Rural Residential
- Rural Ranchette
- Commercial
- Skyscraper Office
- High-Rise Office
- Mid-Rise Office
- Low-Rise Office
- Main Street Commercial (Retail + Office/Medical)
- Parking Structure + Ground Floor Retail
- Parking Structure
- Office Park High
- Office Park Low
RapidFire
Land Development Categories

Key Characteristics

Density

Mix of Uses

Street Connectivity

Location/Accessibility

Development Types

Urban
Compact Walkable
Standard Suburban

+ variants

Development condition
• Infill/redevelopment
• Greenfield

Accessibility condition
• Transit proximity
• Job or urban center proximity

4. Planning for Growth/Scenario Modeling
RapidFire Land Development Categories

*Three broad categories encompass a range of development patterns*

- **Urban places**
  Downtown Denver neighborhoods

- **Compact Walkable places**
  Stapleton, Highland

- **Standard Suburban places**
  Many existing corridors and residential areas in and around Denver
Denver Neighborhood Context Zones

RapidFire Land Development Categories

4. Planning for Growth/Scenario Modeling
Urban

**Downtown Neighborhood** and **Urban Center Context Zones**

- Highest intensity development
- Primarily multifamily housing
- Best regional and local transit service
- Occurs mostly as infill or redevelopment in the existing urban core
Urban

4. Planning for Growth/Scenario Modeling
Compact Walkable

Urban Center, General Urban, and Urban Neighborhood Context Zones

• Highly walkable with rich mix of uses

• Diversity of housing options, including smaller-lot single family homes, townhomes, and multifamily housing

• Good regional and local transit service

• Occurs primarily as infill or redevelopment in existing developed areas, or as larger-scale redevelopment
Compact Walkable
Compact Walkable
Standard Suburban

Urban Edge Neighborhood and Suburban Neighborhood Context Zones

• Auto-oriented development with separated uses
• Mostly single family homes
• Low levels of regional transit service
• Occurs primarily on undeveloped land at the urban edge, or as infill in existing Standard Suburban areas
Standard Suburban
### Land Development Category Comparison
(Typical household in Southern California, 2012)

<table>
<thead>
<tr>
<th>Category</th>
<th>Urban</th>
<th>Compact</th>
<th>Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Household VMT</td>
<td>4,500 mi/yr</td>
<td>12,000 mi/yr</td>
<td>26,500 mi/yr</td>
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<tr>
<td>Residential Energy Use</td>
<td>55,000 gal/yr</td>
<td>82,000 gal/yr</td>
<td>142,000 gal/yr</td>
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<tr>
<td>Residential Water Use</td>
<td>39 mil btu/yr</td>
<td>58 mil btu/yr</td>
<td>79 mil btu/yr</td>
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<tr>
<td>Carbon Emissions</td>
<td>5 MT/year</td>
<td>9 MT/year</td>
<td>16 MT/year</td>
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<tr>
<td>Household Costs</td>
<td>$4,400/year</td>
<td>$9,600/year</td>
<td>$19,000/year</td>
</tr>
</tbody>
</table>

*From driving, residential energy, water-related energy. Excludes commercial energy use.*
Redevelopment Potential

Standard Suburban transitions to Compact Walkable
Redevelopment Potential

Standard Suburban transitions to Compact Walkable
Redevelopment Potential
Standard Suburban transitions to Compact Walkable
Redevelopment Potential

Corridor Enhancement
Redevelopment Potential

Corridor Enhancement
Redevelopment Potential
Corridor Enhancement
Scenario Composition

Year-2050 scenarios for Columbus, Ohio region

4. Planning for Growth/Scenario Modeling
Scenario Metrics

This comparative scenario matrix summarizes here are described in more detail in the following sections. For clarity, values are rounded. All costs are expressed in 2014 dollars.

Visit www.getright2030.org

4. Planning for Growth/Scenario Modeling

Transportation
- Vehicle Miles Traveled
- Vehicle Emissions
- Transportation Costs

Social
- Housing Diversity
- Household Driving and Utility Costs

Environmental
- Greenhouse Gas Emissions
- Air Pollution & Health Impacts
- Energy and Water Use
Developing the Scenario Concepts
Scenario Drivers

• Regional growth share
• Jobs/housing balance
• Development in Denver
• Housing type mix
• Transportation options
Housing Type Mix

- How will changing demographics affect housing demand?
- How should scenarios be oriented with respect to development trends vs. projected demand?

New housing will blend with existing stock to shift housing mix over time.
5. Small Group Breakout
Small Group Breakout

• **Map Exercise:** Urban Centers and Corridors

• **Discussion:** Neighborhood Infill and Intensification
DRCOG Urban Centers

• Urban Centers are one element of DRCOG’s Metro Vision

• While they will vary based on individual context, Urban Centers must all:
  – Be active, pedestrian-, bicycle, and transit-friendly places that are more dense and mixed in use than surrounding areas;
  – Allow people of all ages, incomes and abilities to access a range of housing, employment, and service opportunities without sole reliance on having to drive;
  – Promote regional sustainability by reducing per capita vehicle miles traveled, air pollution, greenhouse gas emissions and water consumption; and
  – Respect and support existing neighborhoods.

Source: Metro Vision 2035 Growth and Development Supplement
Planned Urban Centers and Corridors

- Are all of the DRCOG Urban Centers appropriate for higher intensity housing and employment development?
- Are any urban centers missing?
- What urban centers have the greatest capacity for new growth and what should that look like?
- What corridors should be prioritized for multi-modal investment and higher intensity development?
Neighborhood Infill and Intensification

- What type of infill and housing is appropriate in neighborhoods?
- What characteristics of a neighborhood make what is appropriate different across the City?
- What are the right conditions for increasing the density of neighborhoods?
- How do we ensure that the impacts of new growth (good and bad) are equitable demographically and geographically?
6. Questions and Comments
7. Next Steps
Late 2016/Early 2017 Outreach

- Vision and Values Online Commenting
- Supplemental Vision Questionnaire and Outreach to Under-Represented Groups
Upcoming Task Force Meetings

- Task Force Meeting #6
  - January 26 – Goals/Guiding Principles and Mobility
- Task Force Meeting #7
  - March 23 – Scenario Evaluation and Place Types Intro
- Community Meetings
  - April 2017
8. Meeting Close