Urban Form, Density, and Land Use Regulations

Regulatory Strategies For TOD
1. Context and Form-based
2. Prioritize TOD Through Proactive Rezoning
Preparing Denver for TOD

FasTracks
1. $7.8B Transit Expansion
2. 57 New Stations
3. 122 Miles of New Light Rail and Commuter Rail
4. 18 Miles of Bus Rapid Transit
Growth Strategy

Blueprint Denver: An Integrated Land Use and Transportation Plan

1. Areas of Change and Areas of Stability
2. Desirable Density
3. Implementation
   - TOD Strategic Plan (2006)
   - Station Area Plans (21 completed since 2006)
   - Denver Zoning Code Citywide Update (2010)
   - TOD Strategic Plan Update (2014)
Denver’s TOD Challenges

Existing Density
1. Lowest Residential
2. Lowest Employment
3. Physical Barriers
4. Entitlements
5. Infrastructure
Denver’s TOD Opportunities

Trends

70% OF HOUSEHOLDS = MARKET FOR TOD
DENVER HOUSEHOLDS BY TYPE

DENVER IS THE #1 CITY FOR MILLENNIALS
TOP 7 GAINERS OF POPULATION AGED 25-34 FROM 2000-2010

DENVER IS GROWING
TOTAL POPULATION

THE POPULATION IS AGING
COLORADO HOUSEHOLDS BY TYPE

COLORADO IS DENSIFYING
COLORADO URBAN POPULATION

REGIONAL RAIL TRANSIT IS EXPANDING
REGIONAL RAIL TRANSIT SYSTEM SIZE

PEOPLE ARE DRIVING LESS
DENVER REGION PER CAPITA VMT

BIKE INFRASTRUCTURE IS GROWING
MILES OF BIKE LANES IN DENVER

BIKING & WALKING IS INCREASING
DENVER MODE SHARE

Sources: US Census, CDOT, RTD, City and County of Denver
Denver’s TOD Opportunities

### Trends

<table>
<thead>
<tr>
<th>Year</th>
<th>Regional Rail Transit System Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>1994</td>
<td>5.3 mi</td>
</tr>
<tr>
<td>2002</td>
<td>15.8 mi</td>
</tr>
<tr>
<td>2006</td>
<td>34.9 mi</td>
</tr>
<tr>
<td>2013</td>
<td>47 mi</td>
</tr>
<tr>
<td>2016</td>
<td>81 mi</td>
</tr>
</tbody>
</table>
Denver’s TOD Opportunities

Trends

Denver is Growing

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>1990</td>
<td>467,610</td>
</tr>
<tr>
<td>2000</td>
<td>554,636</td>
</tr>
<tr>
<td>2012</td>
<td>634,265</td>
</tr>
<tr>
<td>2030</td>
<td>753,720</td>
</tr>
</tbody>
</table>

The Population is Aging

Colorado Households by Type

- 18-44: 45-64: 65+

Colorado is Densifying

Colorado Urban Population

- 1950: 62.7%
- 2010: 86.2%
Denver’s TOD Opportunities

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Sources: US Census, DRCOG, RTD, City and County of Denver
2006 Denver TOD Strategic Plan

Typologies

[Map of Denver TOD Strategic Plan with various typologies and rail lines indicated]
Zoning Code Updates

Three Elements
1. Substantive
2. Format and Structure
3. Procedural
Context-based Regulations

IT’S ALL ABOUT CONTEXT
Neighborhood Character Analysis

Different Eras

1. Transit-based
2. Car-based
3. Future
Neighborhood Contexts

Suburban

Urban Edge

Urban

General Urban

Urban Center

Downtown
Form-based Regulations

Key Attributes
1. Supports Physical Planning
2. Balance Form AND Use
3. Form vs “Formless” Formuli
4. Flexibility w/in Defined Range
5. Visual/Graphic vs Text
6. Communicate Plan Visions

“First we shape our buildings, afterwards, they shape us.”
Sir Winston Churchill, 1943
Form-based Regulations

Clarity
Form-based Regulations

Clarity
1. Height
2. Siting
3. Design
“Formless” Formuli

Floor Area Ratio (FAR)
“Formless” Formuli

FAR 4
4 Floors
“Formless” Formuli

FAR 4
8 Floors
“Formless” Formuli

**FAR 4**

**16 Floors**
“Formless” Formuli

FAR 4
32 Floors
Strengthen Corridors AND Neighborhoods

Colfax Avenue Plan
Pulse Points

Colfax Avenue Plan
B-4: What could be built?
B-4: What couldn’t be built?
B-4: Car-based, Neighborhood Threat

Old Zoning Conflicted w/Plan

1. Coupled with FAR, parking requirements limited amount of development
2. Historic development patterns could not be maintained
3. Low density, single-use, auto-oriented development patterns resulted
Mainstreet Zoning: More Density, Better Fit

Walkable Urban Form
1. Building Placement
2. Street Activation
3. Height Transition to Context
4. Mix of Uses
Mainstreet Zoning: More Density, Better Fit

Return to Mainstreet
Placed-based Station Area Planning

Alameda Station/Denver Design District
Placed-based Station Area Planning

**Walkable Urban Form**
1. Small Street and Block Scale
2. Connected Network
3. Transitions to Existing Neighborhoods
Placed-based Station Area Planning

**Walkable Urban Form**
1. Visualizing the Public Realm
2. Connecting to Existing Neighborhoods
Placed-based Station Area Planning

Walkable Urban Form
1. Public Space Hierarchy
2. Amenities for Existing Neighborhoods
Proactively Rezone to Prioritize TOD

Alameda Station/Denver Design District

1. Strong Neighborhood Participation and Support for Station Area Plan
2. Clear Understanding of New Form-based Zoning Tools
3. Form-based Planning and Zoning Increased Potential Yield in Support of TOD
## Better Zoning Informs Better Planning

### Typologies

<table>
<thead>
<tr>
<th>TOD Typology</th>
<th>Desired Land Use Mix</th>
<th>Desired Housing Types</th>
<th>Commercial/ Employment Types</th>
<th>Proposed Scale</th>
<th>Transit System Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown</td>
<td>Office, residential, retail, entertainment, and civic uses</td>
<td>Multi-family and loft</td>
<td>Prime office and shopping location</td>
<td>5 stories and above</td>
<td>Intermodal facility/transit hub. Major regional destination with high quality feeder bus/ streetcar connections</td>
</tr>
<tr>
<td>Major Urban Center</td>
<td>Office, retail, residential and entertainment</td>
<td>Multi-family and townhome</td>
<td>Employment emphasis, with more than 250,000 sf office and 50,000 sf retail</td>
<td>5 stories and above</td>
<td>Sub-Regional destination. Some Park-n-ride. Linked with district circulator transit and express feeder bus</td>
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<tr>
<td>Urban Center</td>
<td>Residential, retail and office</td>
<td>Multi-family and townhome</td>
<td>Limited office. Less than 250,000 sf office. More than 50,000 sf retail</td>
<td>3 stories and above</td>
<td>Sub-Regional destination. Some Park-n-ride. Linked with district circulator transit and express feeder bus</td>
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<td>Urban Neighborhood</td>
<td>Residential, neighborhood retail</td>
<td>Multi-family, townhome and small lot single-family</td>
<td>Local-serving retail. No more than 50,000 sf</td>
<td>2-7 stories</td>
<td>Neighborhood walk-up station. Very small park-and-ride, if any. Local and express bus connections</td>
</tr>
<tr>
<td>Commuter Town Center</td>
<td>Office, retail, residential</td>
<td>Multi-family, townhome, small lot single-family</td>
<td>Local and commuter-serving. No more than 25,000 sf</td>
<td>2-7 stories</td>
<td>Capture station for in-bound commuters. Large park-n-ride</td>
</tr>
<tr>
<td>Main Street</td>
<td>Residential, neighborhood retail</td>
<td>Multi-family</td>
<td>Main street retail infill</td>
<td>2-7 stories</td>
<td>Bus or streetcar corridors. District circulator or feeder transit service. Walk-up stops. No transit parking</td>
</tr>
<tr>
<td>Campus/ Special Events Station</td>
<td>University Campus, Sports Facilities</td>
<td>Limited multi-family</td>
<td>Limited office/retail</td>
<td>varies</td>
<td>Large Commuter destination. Large park-n-ride</td>
</tr>
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Source: Denver Community Planning and Development
Better Zoning Informs Better Planning

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THE NEW ZONING CODE
PUTTING BLUEPRINT DENVER TO WORK

- Suburban
- Urban Edge
- Urban
- General Urban
- Urban Center
- Downtown
Better Zoning Informs Better Planning

Typologies 2014
Better Zoning Informs Better Planning

Principles 2014

connect

Achieve a high level of connectivity at station areas. The more walkable and bikeable a station area is, the greater amount of access is granted to the most people. This is true in both stations that are located in areas with a strong market development potential, as well as stations that simply need to serve existing neighborhoods. As each station increases its reach into the larger community, access to the region's economy is improved.

innovate

Innovation drives Denver to take its place in the global economy, leading the Rocky Mountain region in building healthy, sustainable, and equitable communities. Transit communities have proven to be more environmentally, socially, and economically sustainable than areas dependent on one mode of transportation. Seeking innovative thinking around TOD in Denver can foster sustainable, responsible, economic growth.

efficient

Be an intrinsically efficient place to live, play, and do business. By consciously placing homes, jobs, civic uses, shopping, entertainment, parks and other daily necessities close to transit stations, cities make possible short, walkable trips and reduce long, inefficient travel. A greater percentage of jobs and housing placed close together at rail stations throughout the region can lead to better use of infrastructure dollars.

place

Make places not just to travel through, but rather to stop, linger, converse, and generally live life. These activities happen in the public realm—the streets and open space—between buildings. Great public spaces with easy access encourage people to come outdoors, promoting a feeling of safety and visual interest for pedestrians. An activated public place becomes a destination, strengthening the livability of the community.

mix

Provide a balanced mix of complementary uses and activities within close proximity, increasing the chances that people can reach a majority of their daily needs by foot, bicycle, or transit. A strong mix of uses keeps streets active and safe while making many daily trips walkable. Transit communities’ balanced mix of uses and activities provides residents a true choice of lifestyles, leading to a more resilient place to live, work, and play.

shift

Lead the region’s effort to shift into a new way of thinking about personal mobility. The shift from being a car-dependent city to a multi-modal city is taking place all over the world. A true multi-modal city goes beyond needed transit improvements. A complete network needs high-ease-of-use bike and pedestrian facilities, car sharing, bike sharing, and other new ways to make getting around without the use of a car a reality.

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Sustainable – economic, social, environmental
Equitable – opportunities for all
Global Economy – compete on the world stage

Active – promote safety and visual interest
Vibrant – bring together people and activities
Destination – public life happens in the streets and open space

Choice – housing, jobs, shopping, transit options
Diversity – mix of incomes and age groups
Resilient – stands up through changing economic conditions

Entry Point – access to the regional economy
First/Last Mile – walk, bike, bus to the station
Access to All – connect to new and existing neighborhoods

Source: Denver Community Planning and Development

Car Free/Car Lite – becoming non-less car dependent for most trips
Public Space – more room for pedestrians and bikes, less for cars
Reduce and Energize – carbon emissions go down, healthy living goes up