

What's New in Comprehensive Plans?

2019 Rocky Mountain Land Use Institute – Denver, CO
March 7, 2019 3:00pm – 4:30pm

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What's New?

What's New?

- **Community engagement**
- **Plan substance**
- **End product**

Community Engagement: Expectations



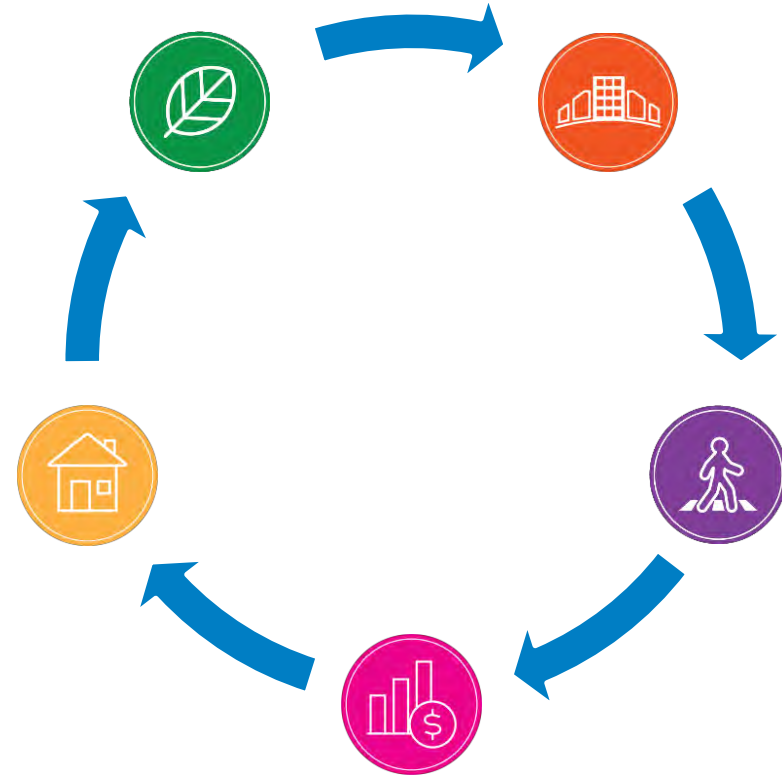
Community Engagement: Online Tools



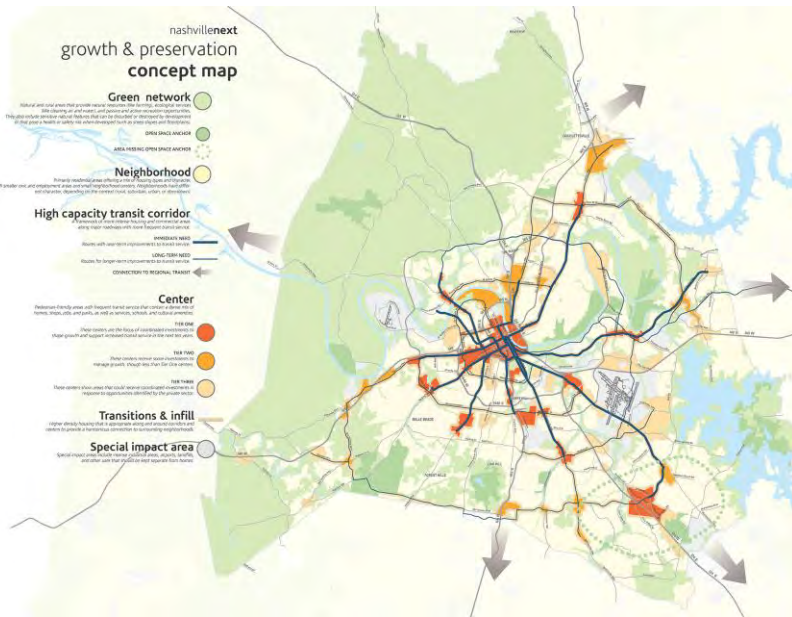
Plan Substance: Policy Framework

Expanded focus on...

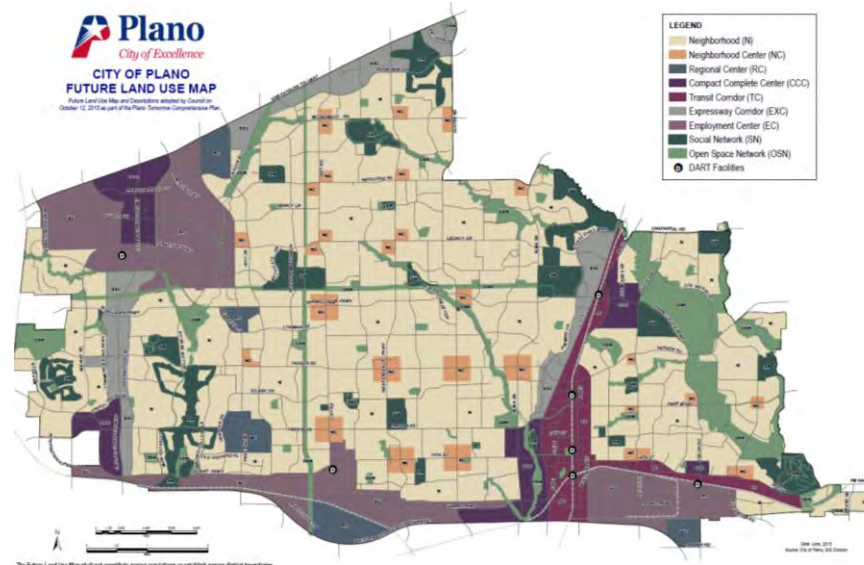
- Equitable communities
- Climate action and adaptation
- Resilience
- Changing technology



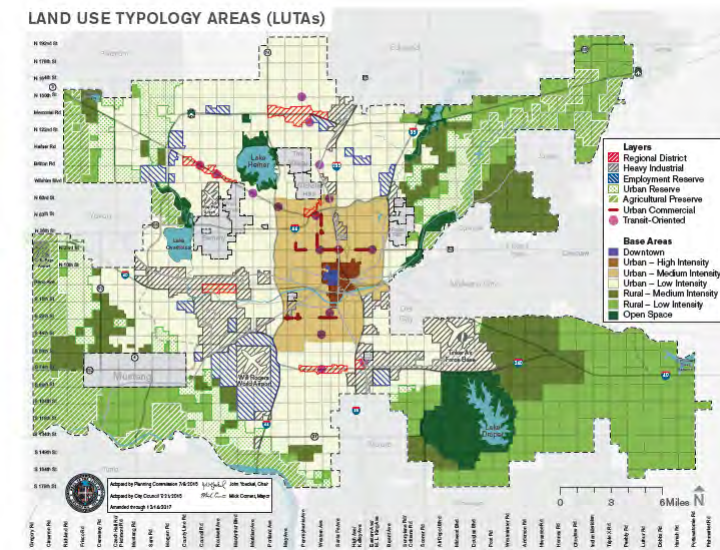
Plan Substance: Land Use Plan



Nashville Next (2016)

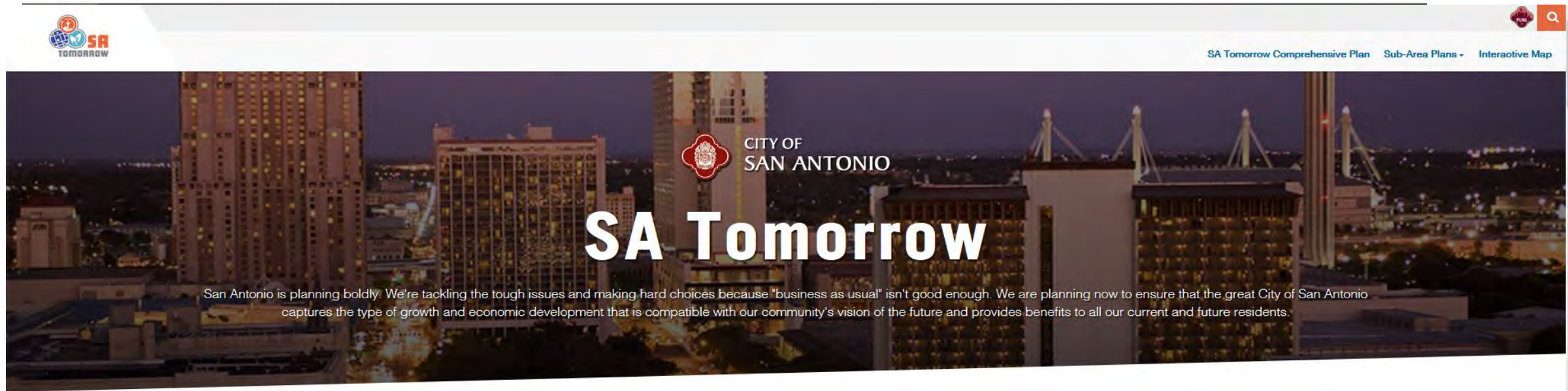


Plano Tomorrow (2017)



PlanOKC (2018)

End Product



What is SA Tomorrow?

By 2040, San Antonio's population is expected to increase by approximately 1 million people. SA Tomorrow is an innovative, three-pronged planning effort to guide the city toward smart, sustainable growth. Explore this website to learn about the SA Tomorrow Plans and our ongoing plans for the City's Regional Centers and Community Areas.



Comprehensive Plan



Sustainability Plan



Multimodal Transportation Plan

Examples from the Front Range and Intermountain West

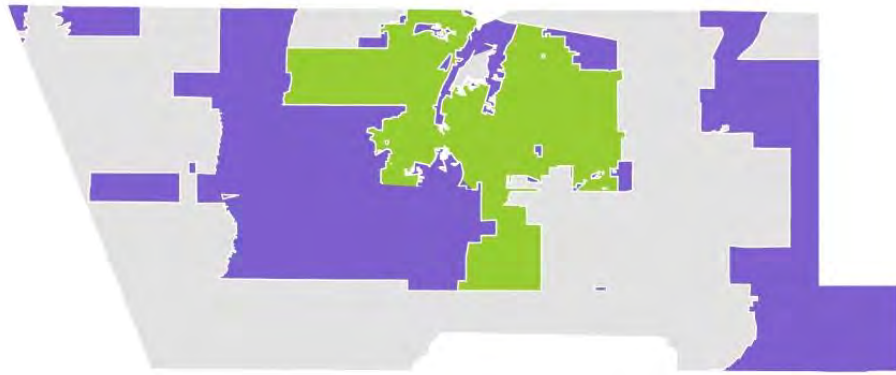
- Albuquerque
- Fort Collins
- Aurora
- Denver

Albuquerque's Story

CITY IN NEED OF AN UPDATE

An aerial photograph of a city skyline, heavily tinted with a blue color. The image shows a dense urban environment with various buildings of different heights and architectural styles. In the background, a range of mountains is visible under a cloudy sky. A prominent tall, modern skyscraper with a grid-like window pattern stands out in the center-left. To its right, a communication tower is visible. In the foreground, a wide street with multiple lanes is filled with cars, indicating a busy urban area. The overall scene suggests a city that is established but may require modernization or 'updating'.

Comp Plan Scope & Purpose

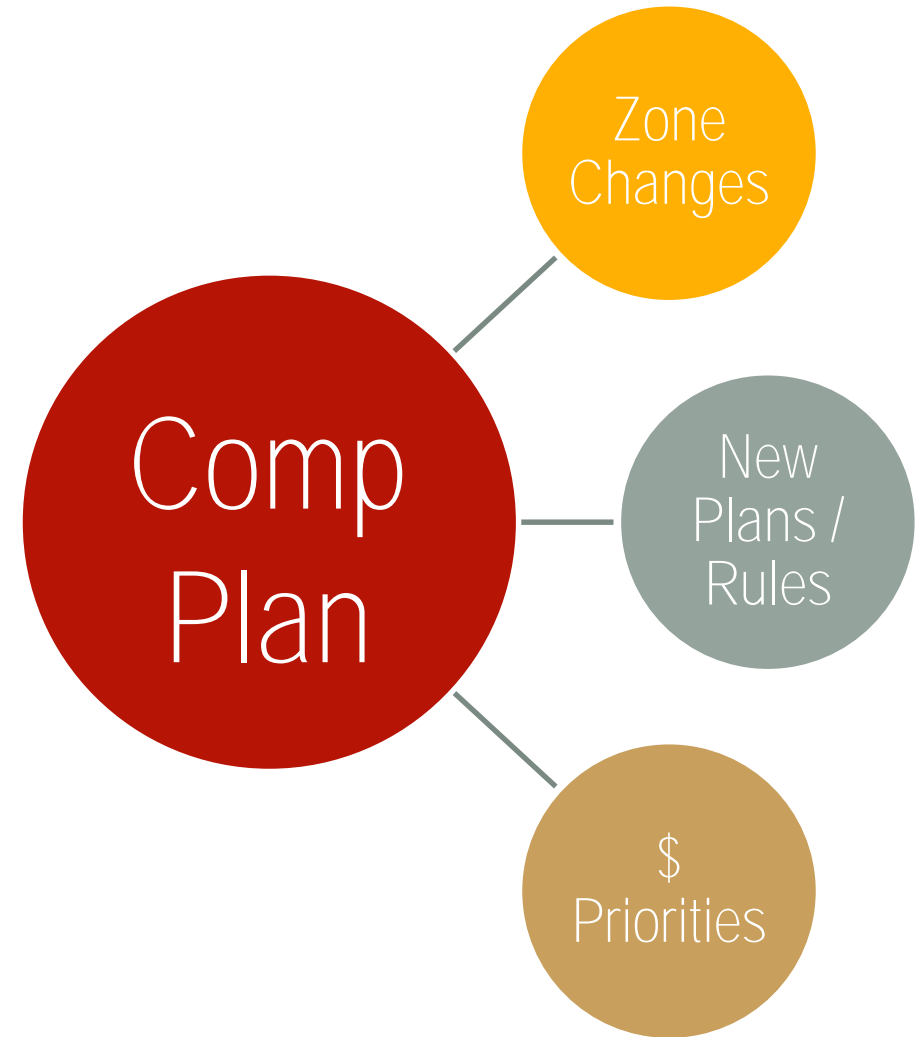


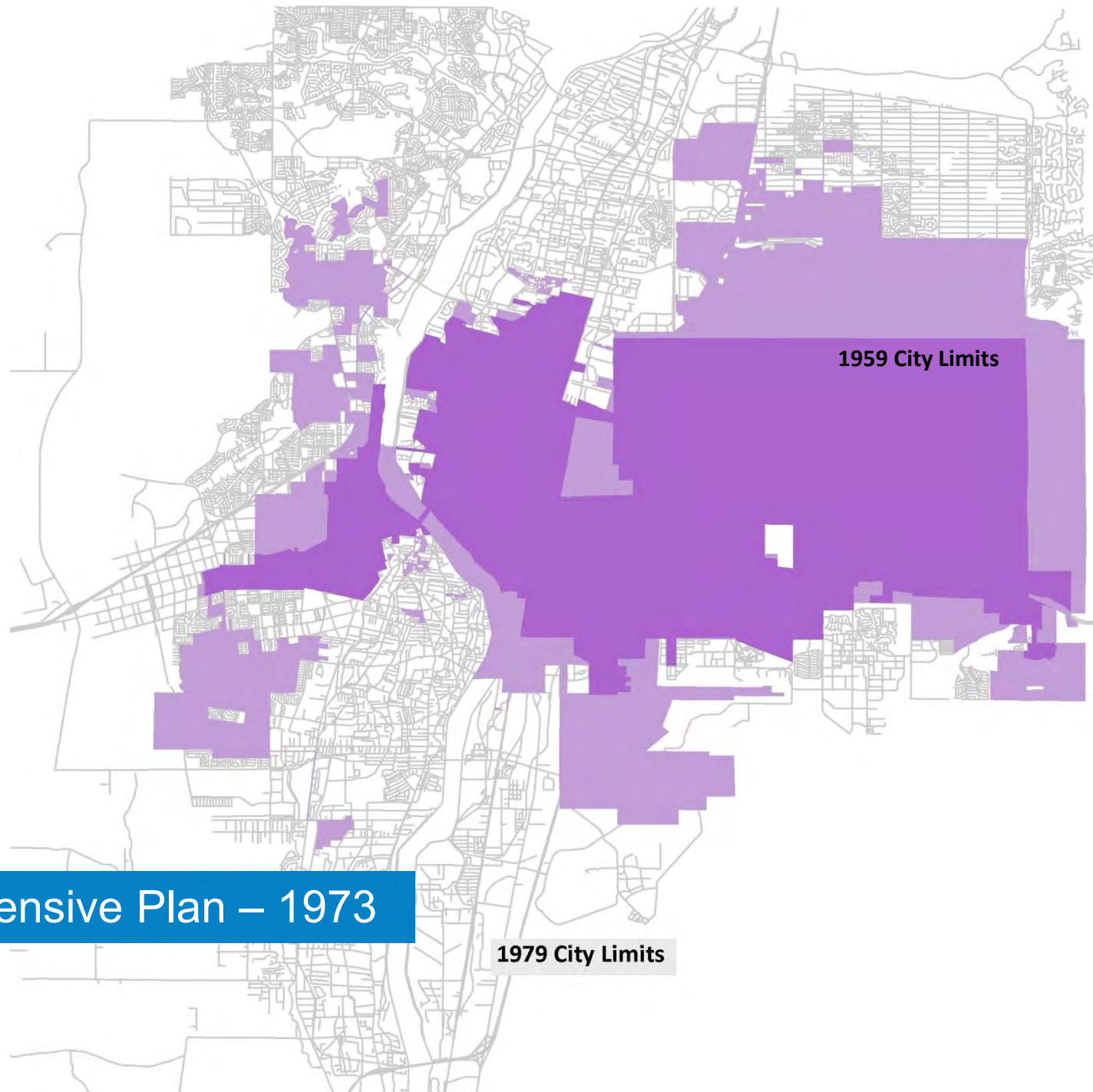
Plan Area

- Albuquerque
- Unincorporated Bernalillo County

Outside the Plan Area

- Other municipality, tribal, or federal land

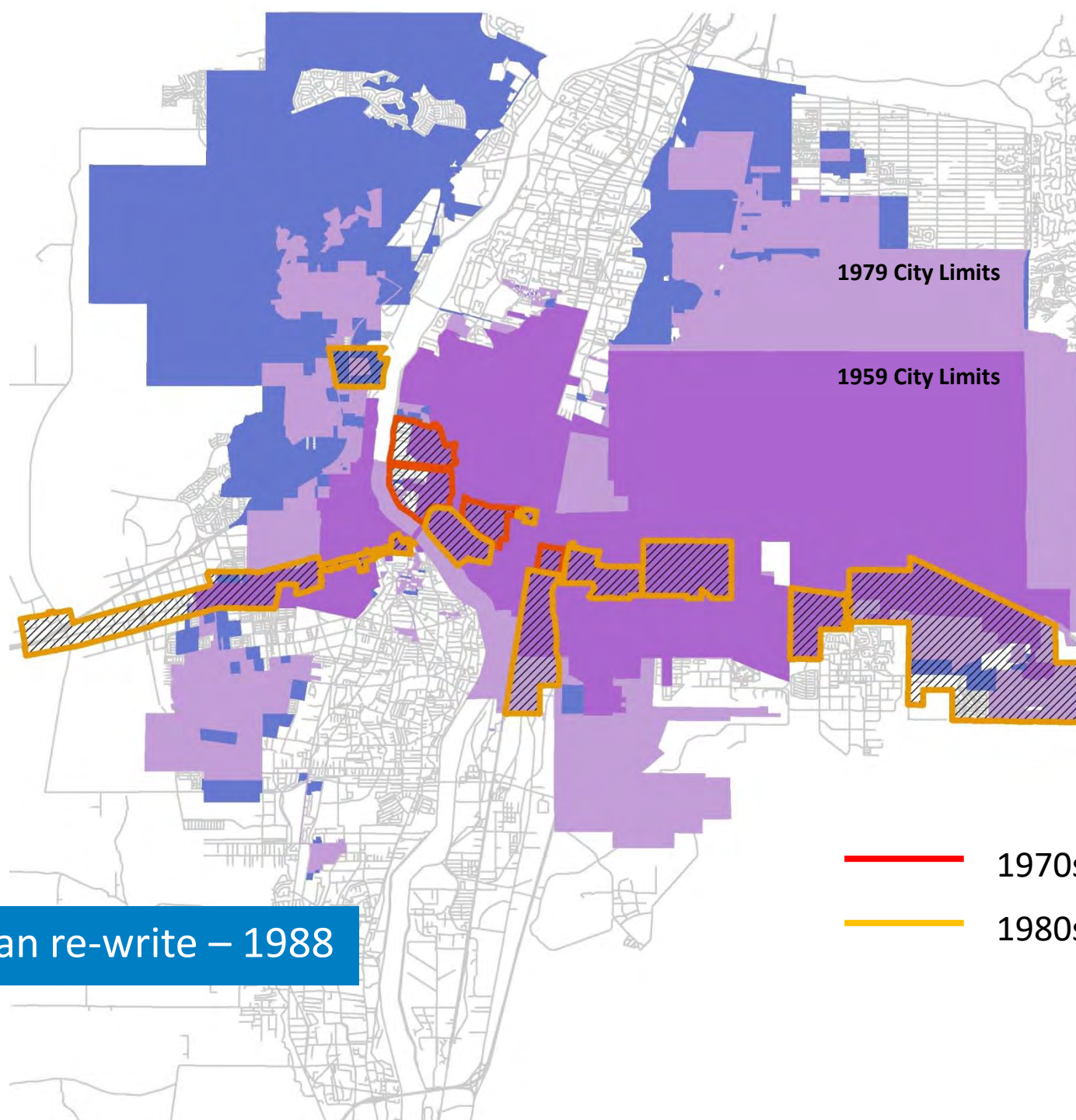




1959 City Limits

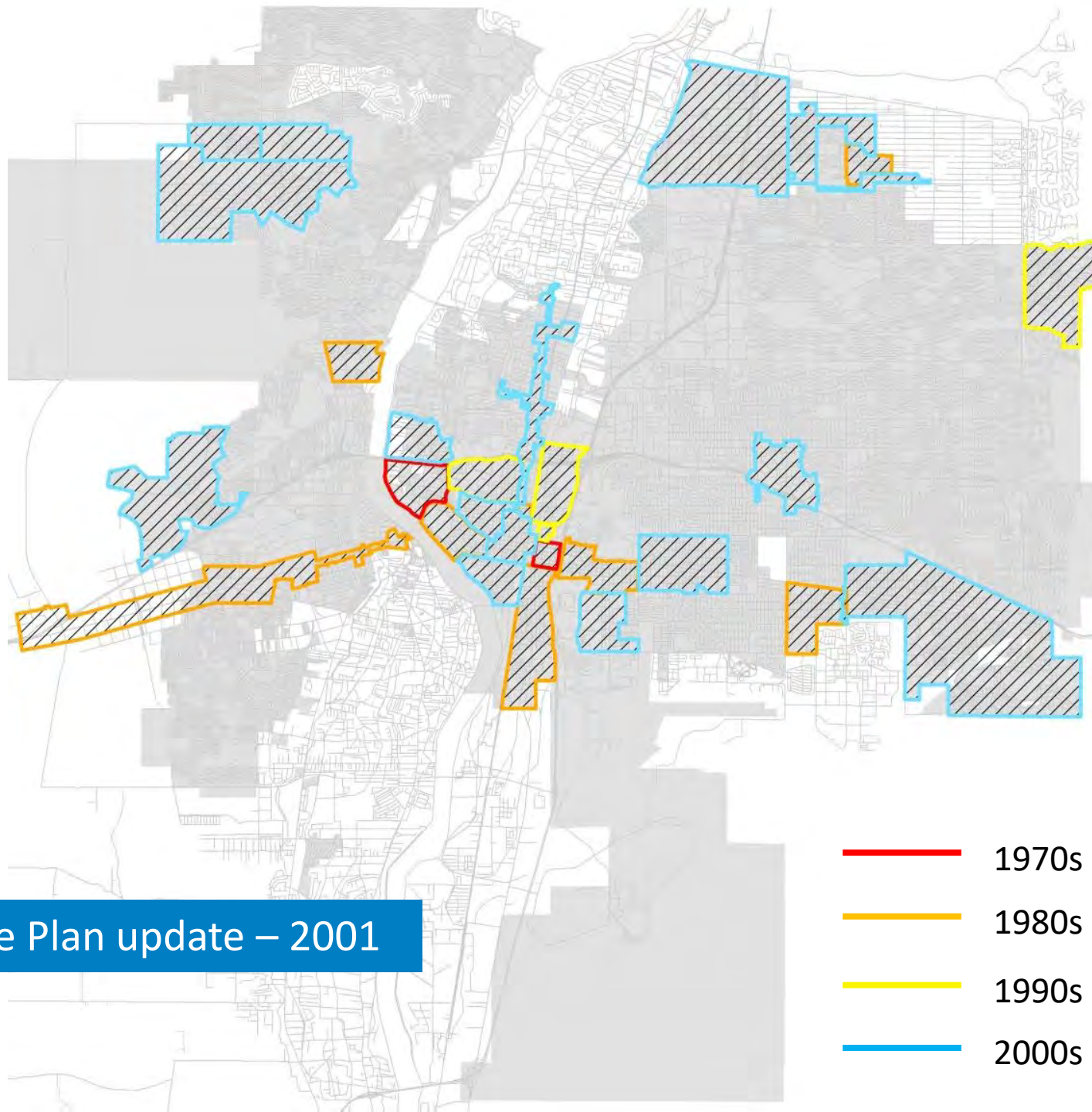
1979 City Limits

First Comprehensive Plan – 1973



Comprehensive Plan re-write – 1988

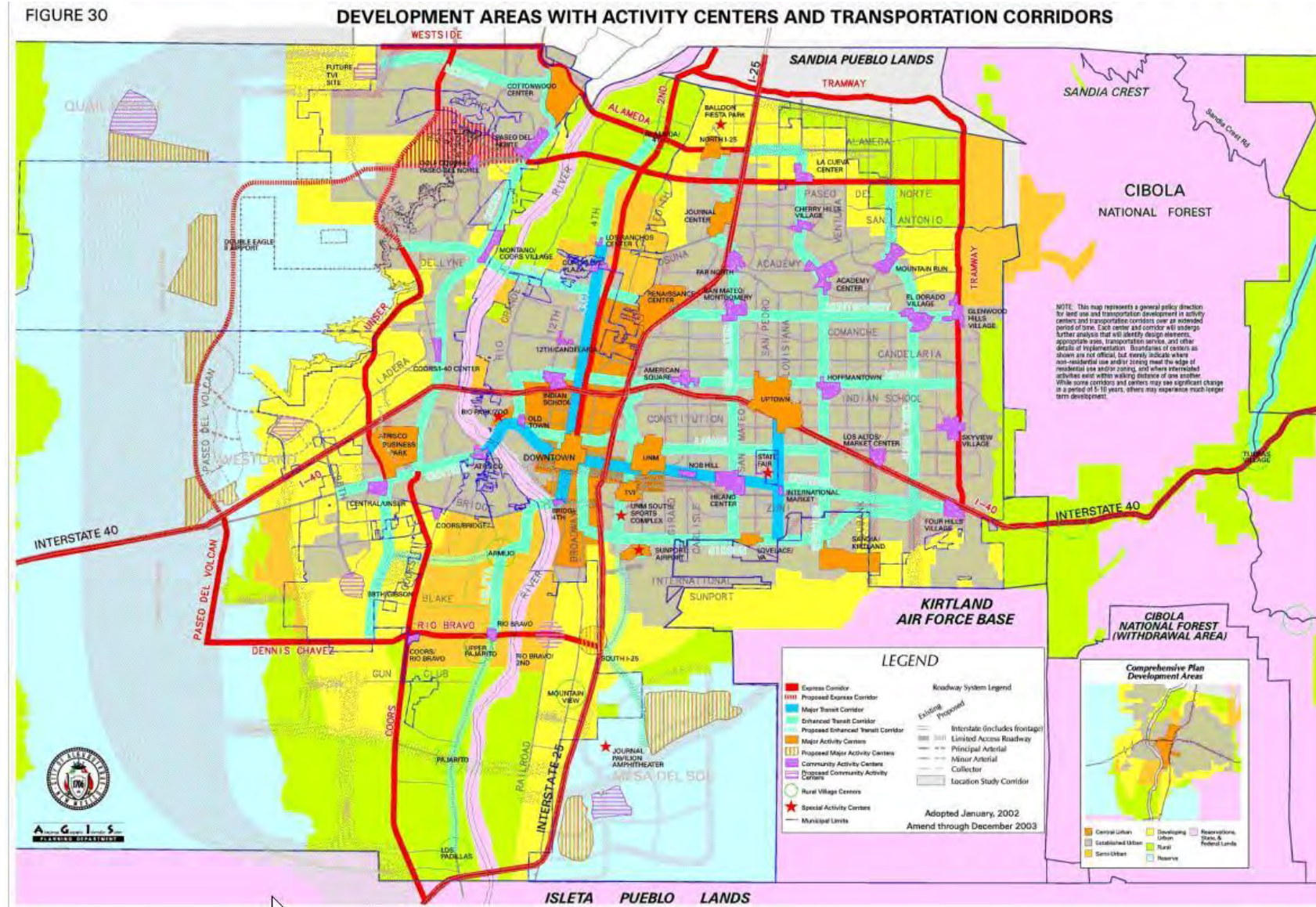
- 1970s Sector Plans
- 1980s Sector Plans



- 1970s Sector Plans
- 1980s Sector Plans
- 1990s SDPs
- 2000s SDPs

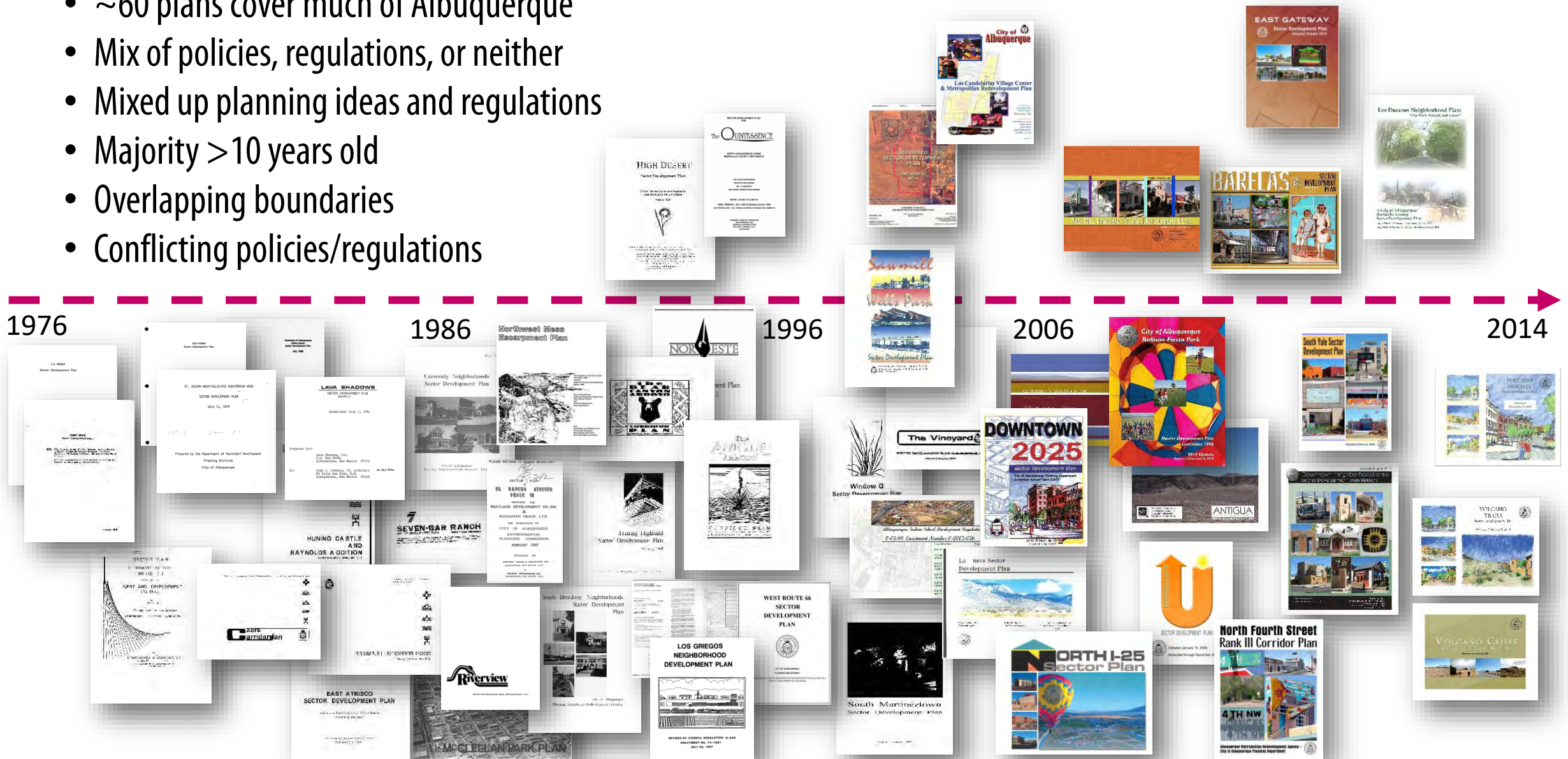
Comprehensive Plan update – 2001

Centers & Corridors, 2001



Sector Plans

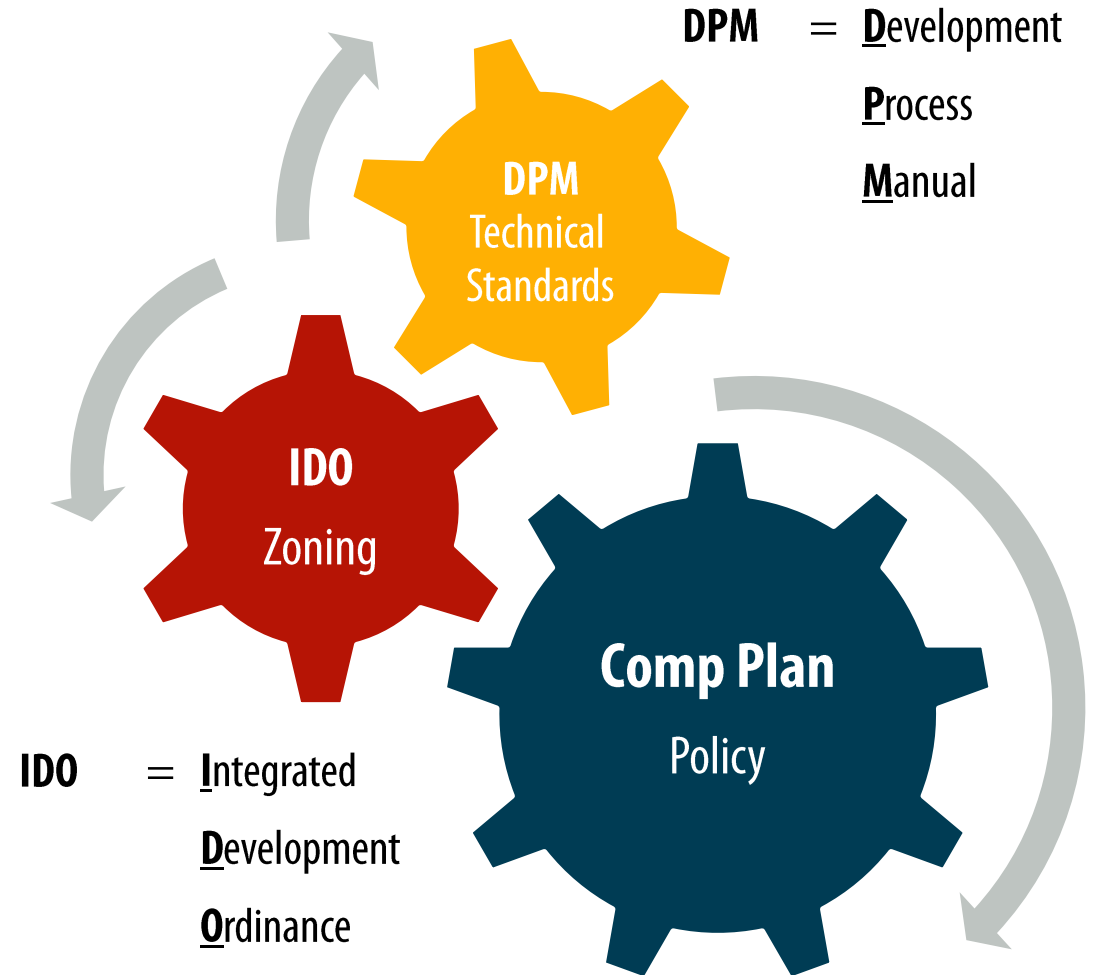
- ~60 plans cover much of Albuquerque
- Mix of policies, regulations, or neither
- Mixed up planning ideas and regulations
- Majority >10 years old
- Overlapping boundaries
- Conflicting policies/regulations



ABC-Z:

Connecting Land Use, Zoning, & Infrastructure

- **Folding in all Sector Plans**
 - Policies → Comp Plan
 - Regulations → IDO
- **Coordinating land use and transportation**
- **Coordinating public & private infrastructure**
 - Streets
 - Sidewalks
 - Drainage



UPDATING A PLAN IN 2 YEARS



Visioning Workshops



1 ENFOQUE PANCOMUNITARIO

📅 Miércoles, el 20 de Mayo, 5:30 - 7:30pm
📍 Los Griegos Health & Social Service Center
1231 Candelaria NW ABQ, NM 87107

Español Este taller comunitario será facilitado en Español

2 ENFOQUE PANCOMUNITARIO

📅 Jueves, el 21 de Mayo, 5:30 - 7:30pm
📍 Hiland Theater
4800 Central Ave. SE, ABQ, NM 87108

3 CUADRANTE SURESTE

📅 Martes, el 23 de Junio, 5:30 - 7:30pm
📍 Manzano Mesa Multigenerational Center
501 Elizabeth St. SE, ABQ, NM 87123

4 CUADRANTE NOROESTE

📅 Miércoles, el 24 de Junio, 11:30am - 1:30pm
📍 Central Unser Library
8081 Central Ave. NW, ABQ, NM 87121

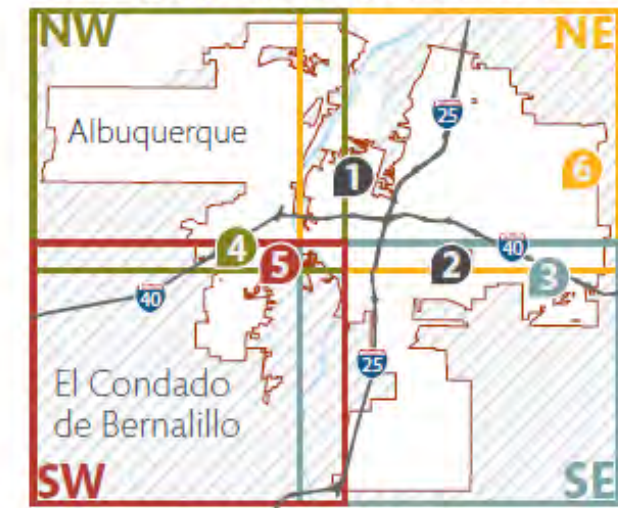
5 CUADRANTE SUROESTE

📅 Miércoles, el 24 de Junio, 5:30pm - 7:30pm
📍 Alamosa Community Center
6900 Gonzales Rd. SW, ABQ, NM 87121

6 CUADRANTE NORESTE

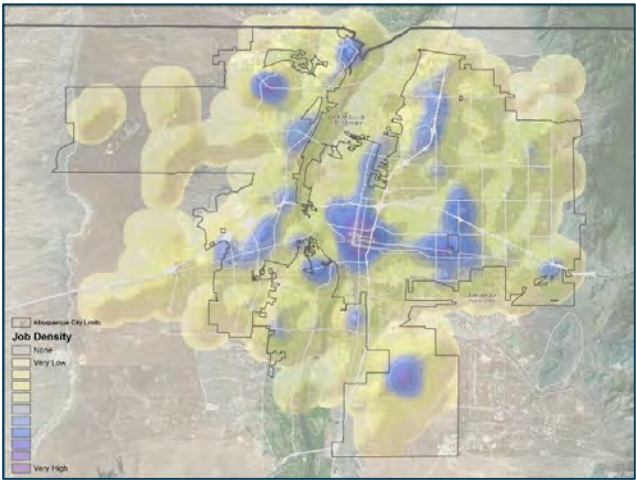
📅 Thurs., June 25, 5:30pm - 7:30pm
📍 Holiday Park Community Center
11710 Comanche Rd. NE, ABQ, NM 87111

CUADRANTES DE LA CIUDAD

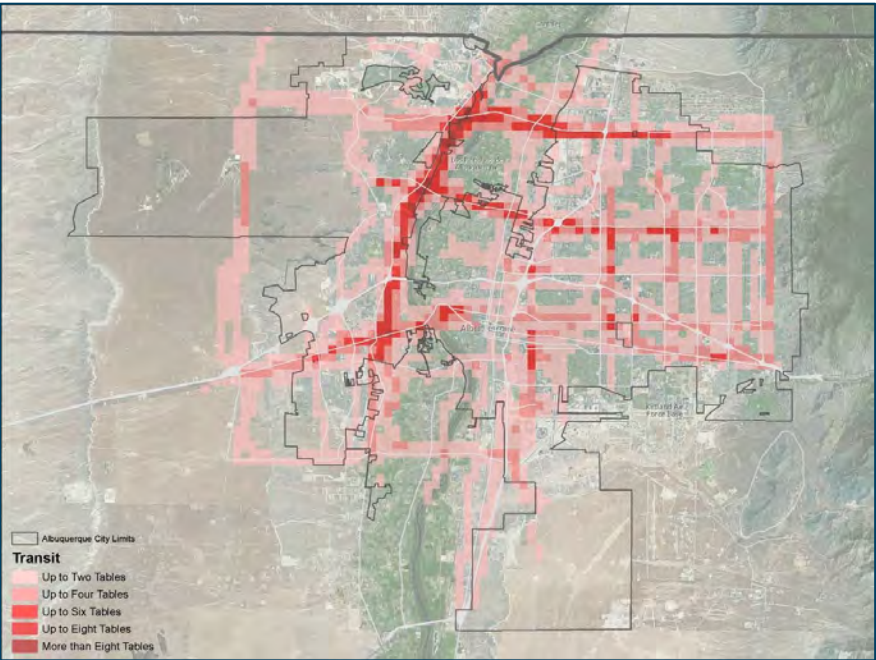


Vision Workshops: Mapping

Employment



Desired Transit



CHIP MENU



= 160 ACRES



MIXED-USE

URBAN CENTER



4,000 Housing Units
6,720 Jobs

- Diverse mix of residential and employment uses
- Significant source of employment and essential services
- Walkable and easily accessible via multiple transportation modes
- Buildings can include dense employment and multifamily units



VILLAGE/COMMUNITY CENTER



2,400 Housing Units
3,520 Jobs

- Main destination for community services including retail and offices
- Typically 2-3 story buildings with a mix of uses
- Includes residential development such as duplexes, townhouses, and apartments



TRANSIT-ORIENTED DEVELOPMENT



1,600 Housing Units
1,600 Jobs

- New or infill development along transit lines
- Highly walkable with a mix of housing, retail and office uses
- High-quality public spaces that enhance the live/work/play/shop experience



MAIN STREET

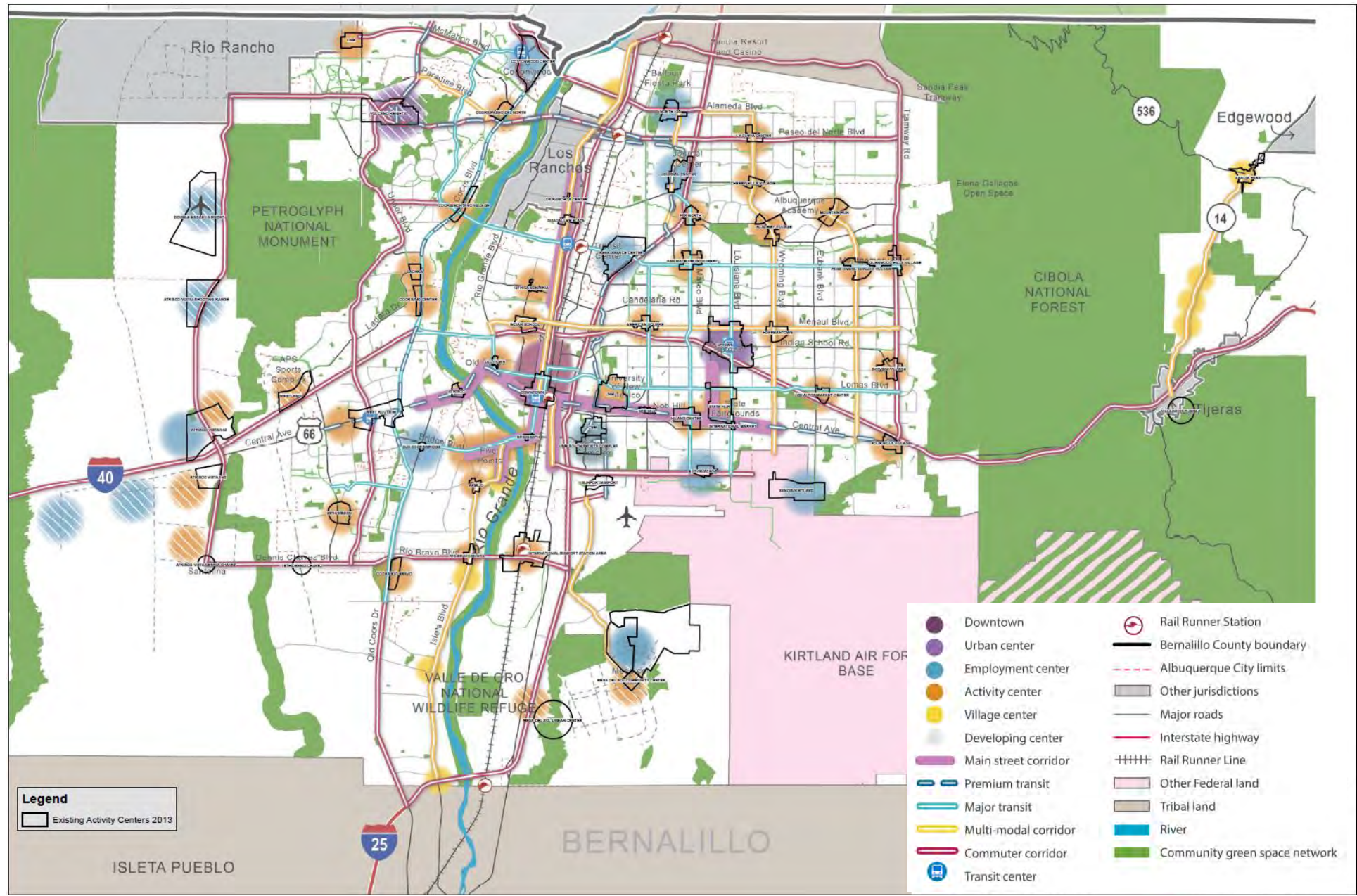


1,280 Housing Units
2,560 Jobs

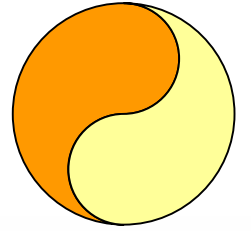
- Mix of uses and interconnected street network create walkable streets
- Primarily function as service destinations rather than employment centers
- Surface parking lots
- Typically 2-3 story buildings such as townhouses or apartments above storefronts



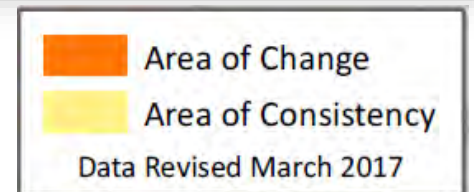
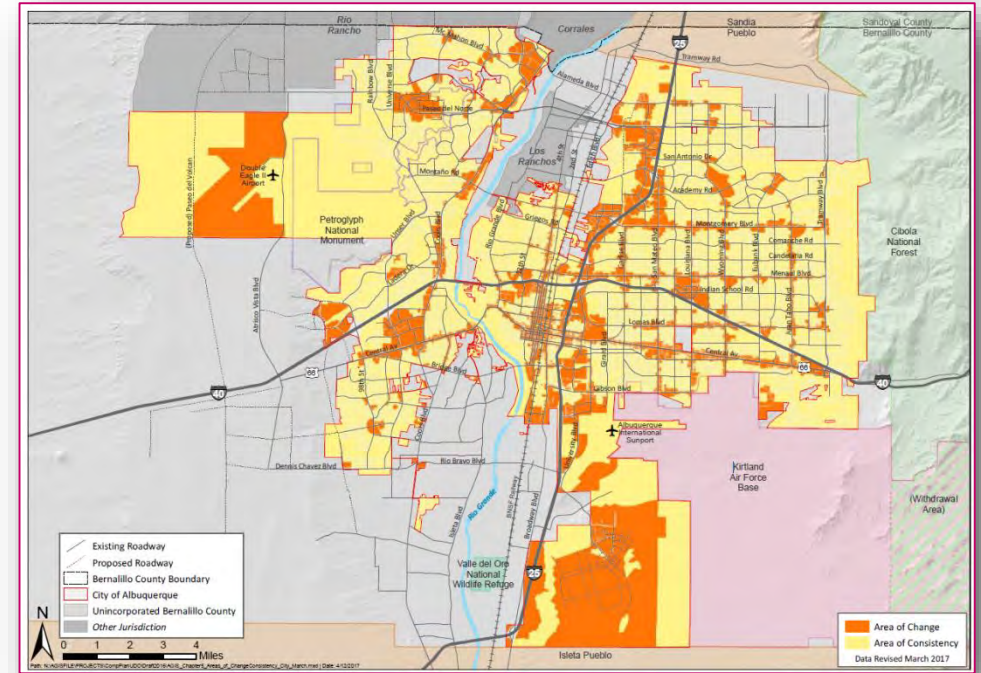
Centers & Corridors, 2017



City Development Areas: How to direct growth where we want it (and not where we don't)



- **Area of Change = where to grow**
 - Centers & Corridors
 - Transit centers
 - Redevelopment Areas
 - Biz & Industrial Parks
- **Area of Consistency = what to protect**
 - Single-family zone or land use
 - Parks & Open Space
 - All other land not in Area of Change



Public Engagement:

Iterate & Refine

Vision

May/June 2015
Workshops &
Survey

Sept 2015
Draft Meetings

Challenges &
Strategies

Feb 2015
Focus Groups

Nov/Dec 2015
Focus Groups

Goals, Policies
& Narratives

July 2015
Focus Groups

April 2016
Focus Groups

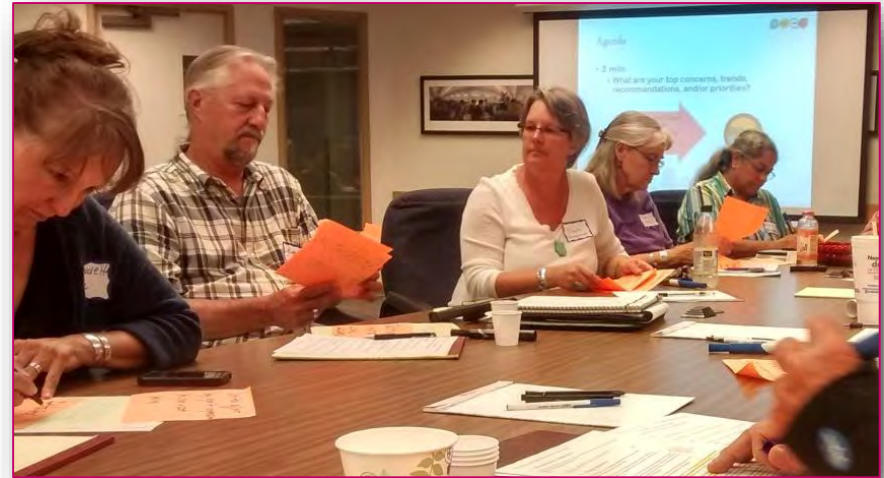
Focus Groups



- 20+ Topic areas
- Staff, community members, design professionals
- Facilitated discussion

Department & Agency Coordination

- City & County Cultural Services
- City & County Economic Development
- City Environmental Health
- County Community Services / City Dept. of Family & Comm. Services
- County Housing / City Housing Authority
- City & County Parks & Recreation / Open Space
- City Senior Affairs
- City Solid Waste
- City Transit / Rio Metro
- County Public Works / City Dept. of Municipal Development



- Mid-Region Council of Governments
- Middle Rio Grande Conservancy District
- NM Mortgage Finance Authority
- Albuquerque Public Schools
- ABQ/Bern Co Water Utility Authority
- Public Service Company of NM
- Kirtland Air Force Base
- U.S. Forest Service

Transportation Summit

- Assign mode priority for Centers & Corridors
- Coordinate with regional transportation plans
- Create buy-in for new standards and implementation



Priority Matrix

POLICY 6.1.4

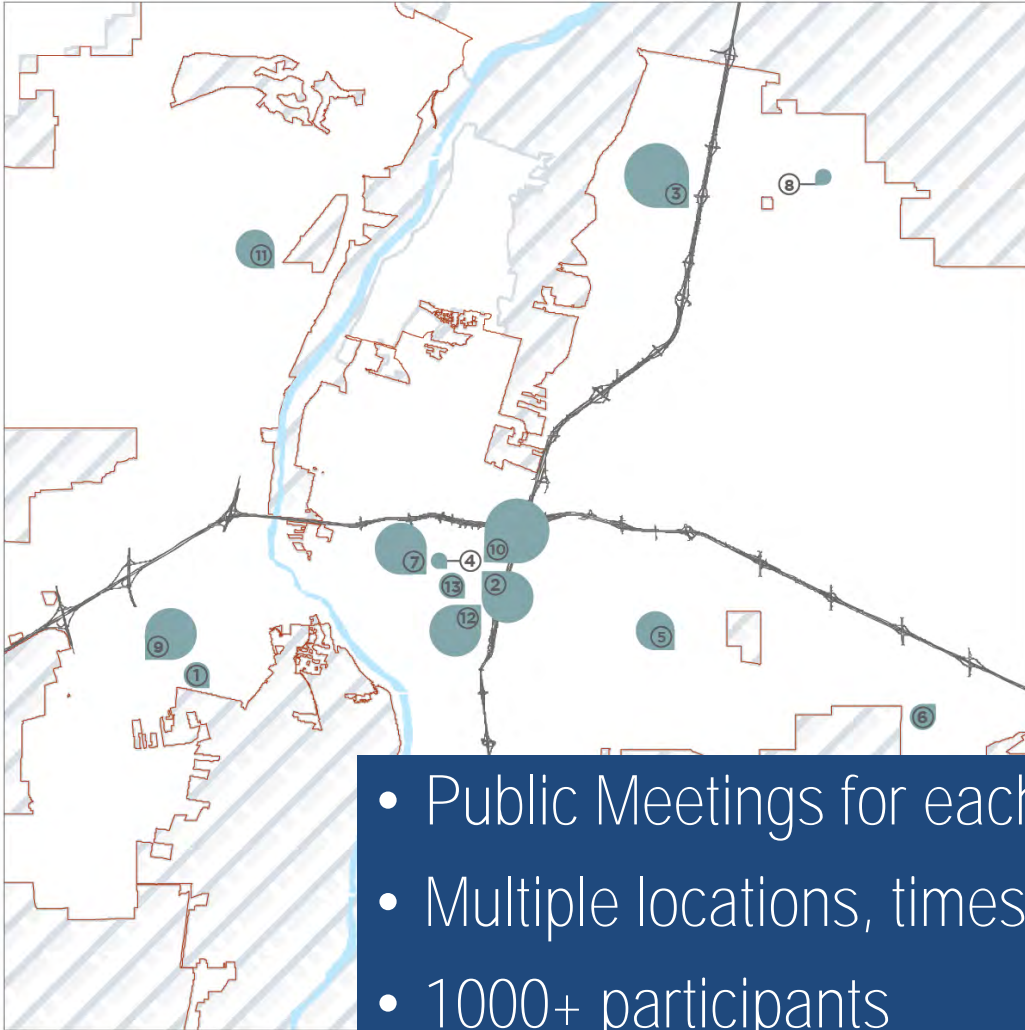
Premium Transit Corridors: Prioritize transit vehicles within the travel way and transit users in street design and improvements, incorporating pedestrian amenities, such as bulb-outs, pedestrian-activated signals, and refuge medians at intersections and near transit stations. [ABC]

- Within Centers or within 660 feet of transit stations, follow policy objectives in the "Centers & Stations" column in **Table 6-3**.
- For the remainder of the Corridor, follow policy objectives related to the relevant underlying designation in **Policies 6.1.4-6.1.9**.
- For Corridors without an underlying designation, follow policy objectives in the "Other" column in **Table 6-3**.
- See **Land Use Goal 5.1** for policies about Centers & Corridors.

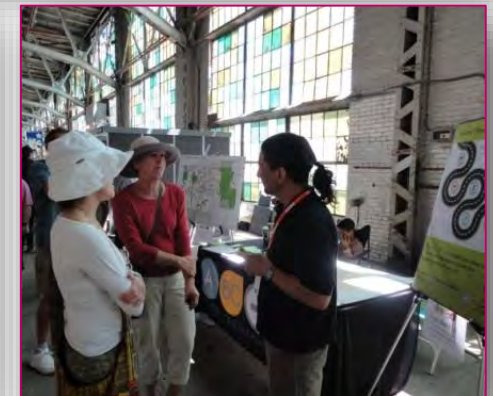
POLICY OBJECTIVE	CENTERS & STATIONS	OTHER
Access Management:	Limited Access	Moderate Access
Intersection Spacing:	Frequent intersections	Moderate intersections
Left-in/Left-out Access:	None	None
Right-in/Right-out Access:	None	Few
Design Speed	30-35	35-40*
Minimum Peak Hour Auto Level of Service (LOS)	E-F	D-E
Priority Travel Mode	Transit	Transit
Transit Accommodation	Dedicated lane Queue jump	Dedicated lane Queue jump
Signalized Intersections	Priority signals for transit No right turn lanes	Priority signals for transit Few right turn lanes
On-Street Parking	Preferred in Centers, outside of station areas	On a case-by-case basis
Recommended Pedestrian Realm Elements	High priority	Medium priority
Pedestrian Connections	Maximize pedestrian connections to transit stations/stops, between adjacent developments, and across the street	Maximize pedestrian connections to transit stations/stops and between adjacent developments
Clear Sidewalk Width	10-12 feet	8-10 feet
Furnishings/Landscaping/Buffer Zone	6-8 feet	6 feet
Bicycle Facilities	See City, County, or Regional Bike Facility Plans	

Table 6-3: Street Design – Premium Transit Corridors

Outreach

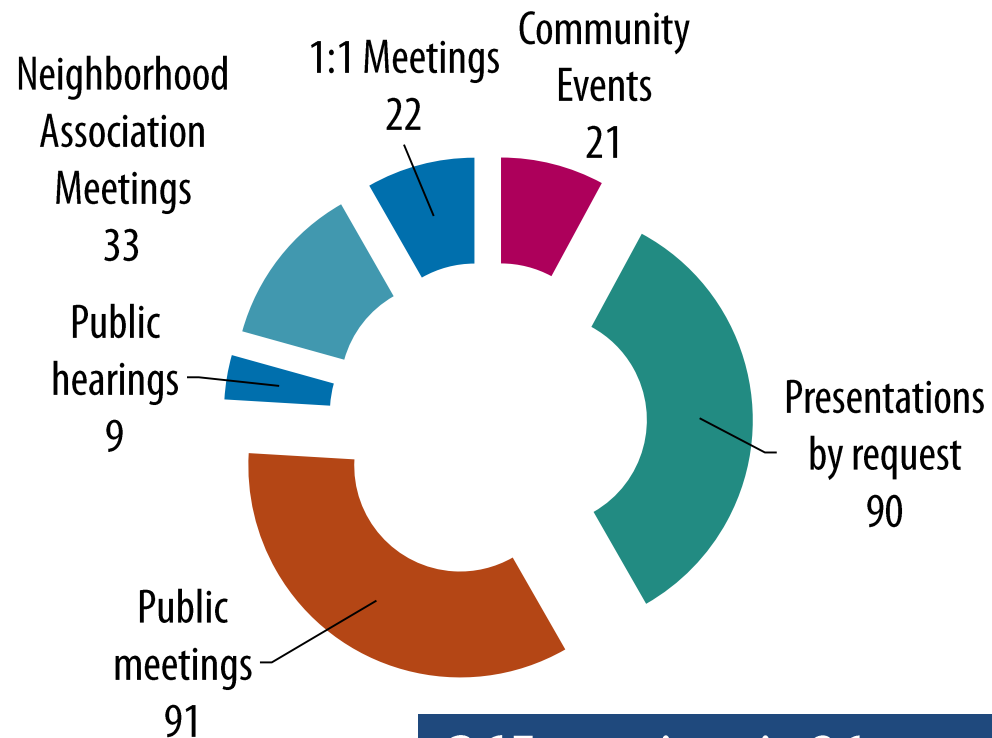


- Public Meetings for each draft
- Multiple locations, times, and days
- 1000+ participants



Public Engagement

Date	Milestone
Feb. 2015	Kickoff Meetings
June 2016	Submit Draft for Approval
March 2017	City Approval



265 meetings in 26 months

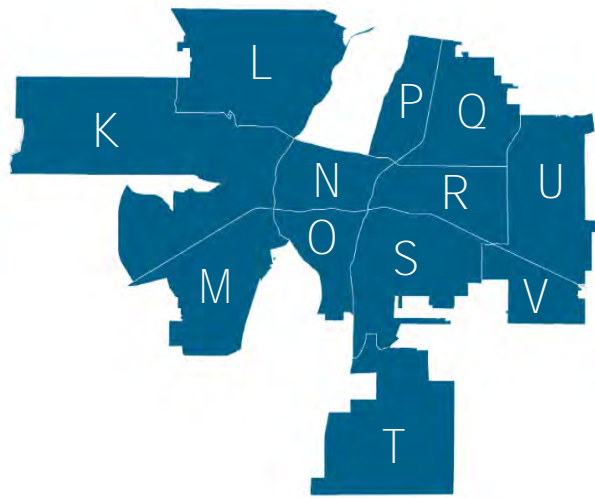


STAYING IN SYNC



Ongoing, Proactive Planning Framework

Community Planning Area (CPA)
Assessments

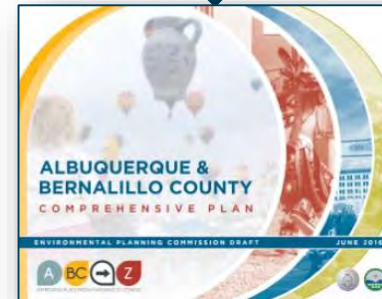


Recommendations

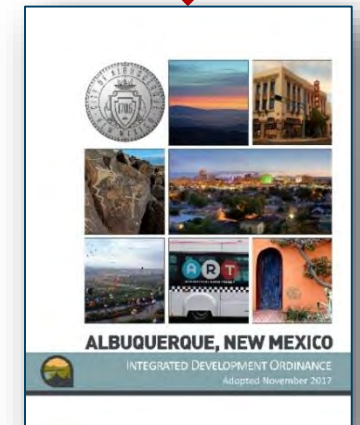
- 4 months/CPA
- 3/yr for 4 yrs

K	West Mesa	Q	North Albuquerque
L	Northwest Mesa	R	Mid Heights
M	Southwest Mesa	S	Near Heights
N	Near North Valley	T	Mesa del Sol
O	Central ABO	U	Foothills
P	North I-25	V	East Gateway

Zoning & Land Use Documents:
ABC Comp Plan - 5 year update cycle
IDO - 1 year update cycle



Albuquerque
Bernalillo County
County
Comprehensive Plan



Integrated
Development
Ordinance

Fort Collins' Story

FORT COLLINS THEN, NOW, AND BEYOND

Fort Collins has a long track record of carefully planning for and managing change in the community. Some of the major milestones in the last fifty years that have, and will continue to, shape the City of Fort Collins include:

\$ 1973

Fort Collins voters pass first open space sales tax.



1997

First iteration of City Plan and Transportation Master Plan documents are adopted.



1999

Fort Collins initiates first deliberate actions to reduce community GHG emissions.



1999

City Council adopts strategic goal to divert 50% of all discarded resources from landfills by 2010.



2000

Mason Corridor Plan is completed—establishing a vision for the City's first Bus Rapid Transit line.

2002-2004

First major update to City Plan conducted, with a focus on identifying the future size and character of the community.

2014



City Council adopts resolution to become carbon neutral by 2050.

2013



Having achieved the initial waste diversion goal established in 1999, City Council adopts Road to Zero Waste strategy.

2012-2013



City of Fort Collins restructures departments and organizational functions to better align the budgeting process, day-to-day decision-making, and strategic planning.

2010-2011

Integrated update to both City Plan and Transportation Master Plan completed as part of effort branded as Plan Fort Collins. Resulting plan reinforces the City's commitment to sustainability and Triple Bottom Line thinking. Plan principles and policies are aligned with the seven outcome areas used in the City's Budgeting for Outcomes process.

2015

City Council adopts the Nature in the City Strategic Plan, building on the City's long history of valuing open spaces and natural areas in the community.

2015



Climate Action Plan Framework developed to explore what it would take to achieve adopted goals.

2018



City completes EV Readiness Plan to help facilitate ongoing electrification efforts.

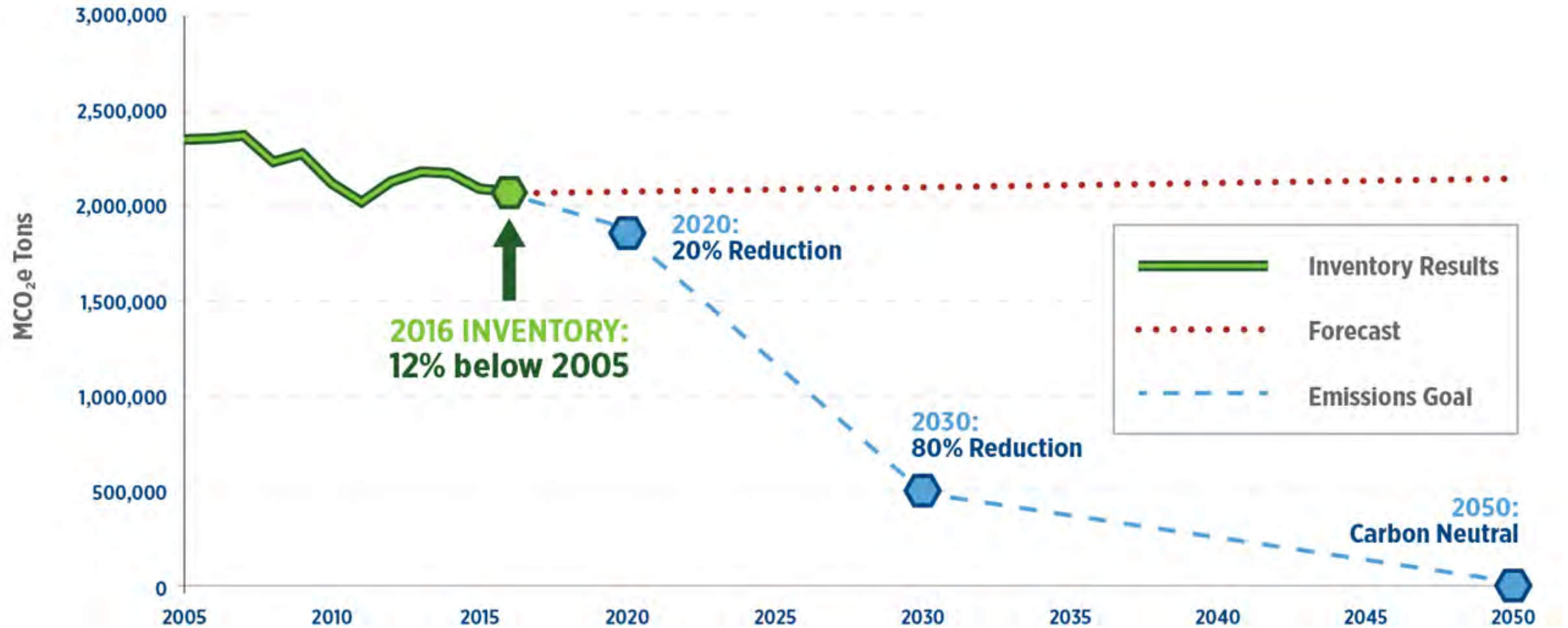
2018-2019

Integrated update to City Plan, Transportation Plan, and Transit Plan completed with a focus on: housing access, buildout and land supply, economic health, climate action, and transportation and mobility options.

BEYOND

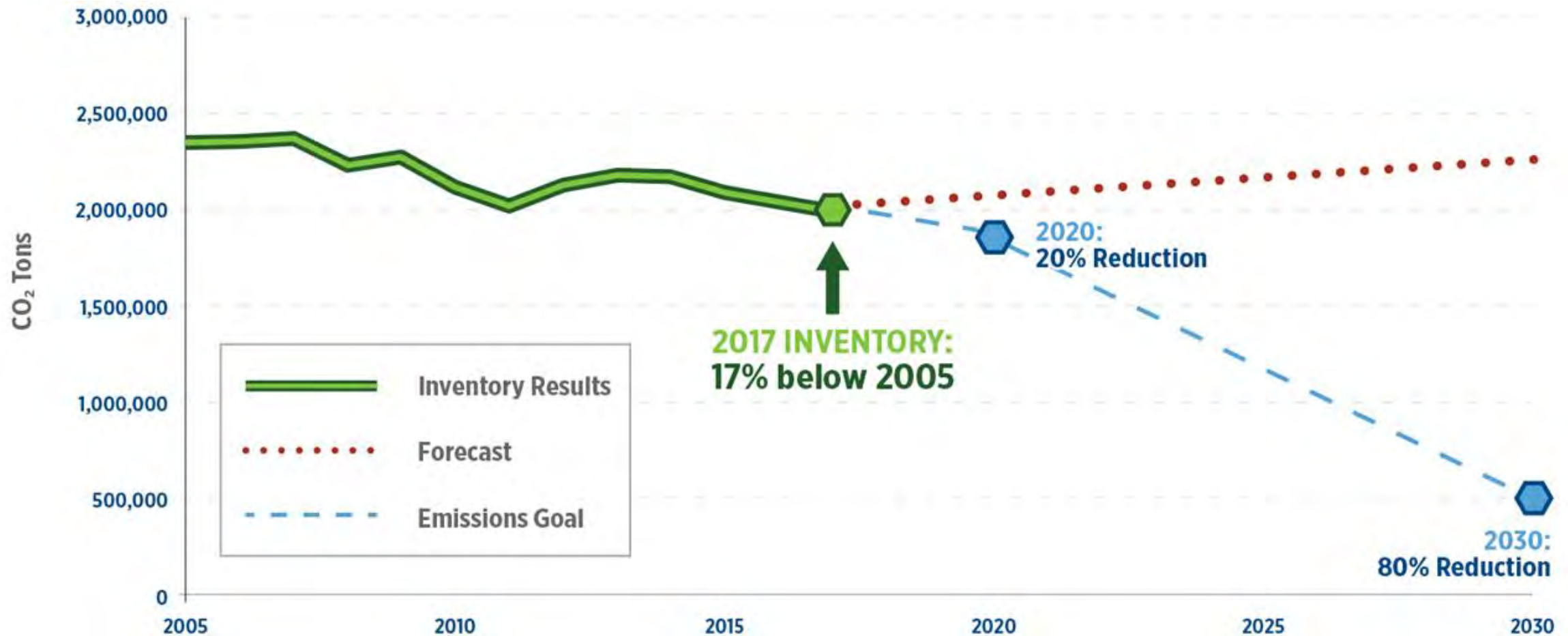


Carbon Neutral by 2050

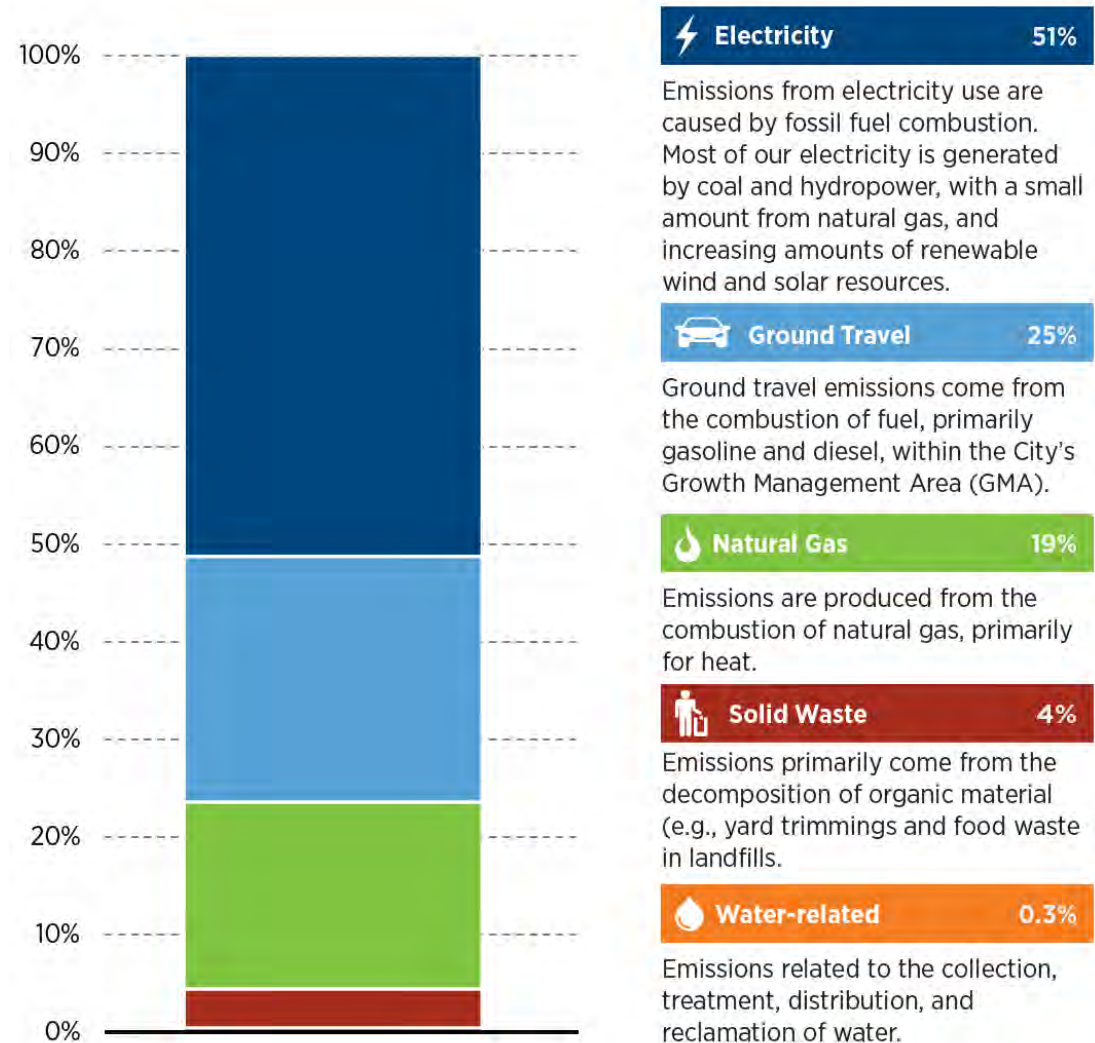


Climate Action = Results

Population – up ~25%
GMP – up ~30%



Source of Greenhouse Gas Emissions



Achieving 2020 CO₂ Reduction



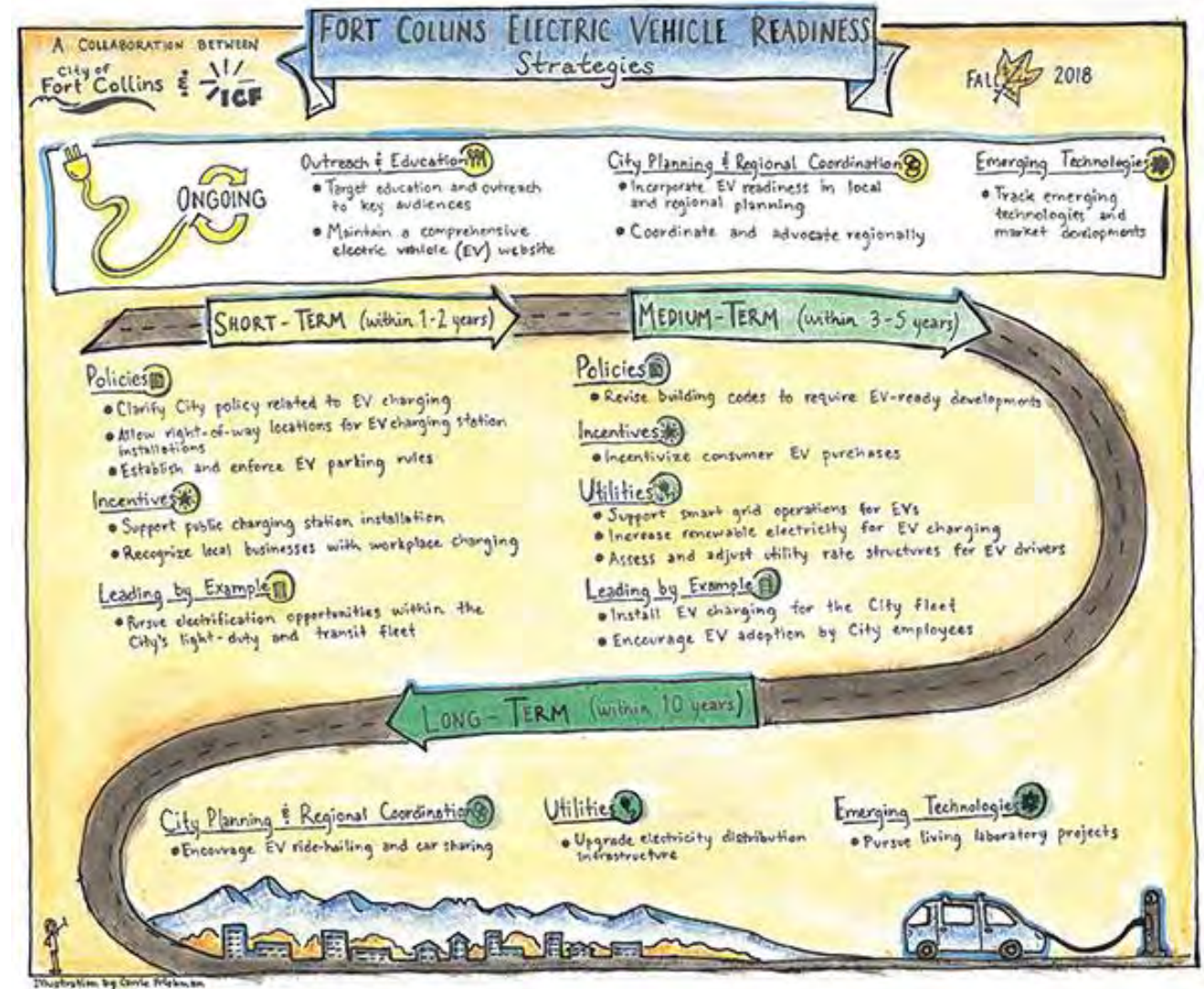
Tied Directly to Strategic Plan

OUTCOME AREAS



Electric/Alternative Fuel Vehicle Adoption

- Electric Vehicles
- Other fuels
- Energy Implications



Tying Transit and Land Use Together

LAND USE				TRANSIT	
Land Use Type	Example	Residents per Acre	Jobs per Acre	Appropriate Types of Transit	Frequency of Service
 Urban Mixed-Use		30-45	15-25	   BRT Rapid Bus Local Bus	 10-15 minutes
 Neighborhood & Suburban Mixed-Use		15-30	10-15	 Local Bus	 15-30 minutes
 Mixed Neighborhoods		10-15	5-10	  Local Bus Micro-transit	 30-60 minutes
 Single Family Neighborhoods		<10	<5	   Innovation Zones Micro-transit Ride-share	On-demand to infrequent

Summarizing Growth Scenarios

SCENARIO 1

BASELINE

- Ongoing redevelopment pattern
- Similar neighborhood character
- Road expansion in growing areas
- Limited transit expansion
- Ongoing Low-stress bike network
- Ongoing sidewalk improvements
- Funding remains similar to today



SCENARIO 2

TARGETED CHANGES

- Greater mix of redevelopment
- More variety of housing types
- Accessory units in neighborhoods
- Expand BRT to limited areas
- Modest increase in transit frequency
- Modest increases in biking and walking
- Requires additional funding



SCENARIO 3

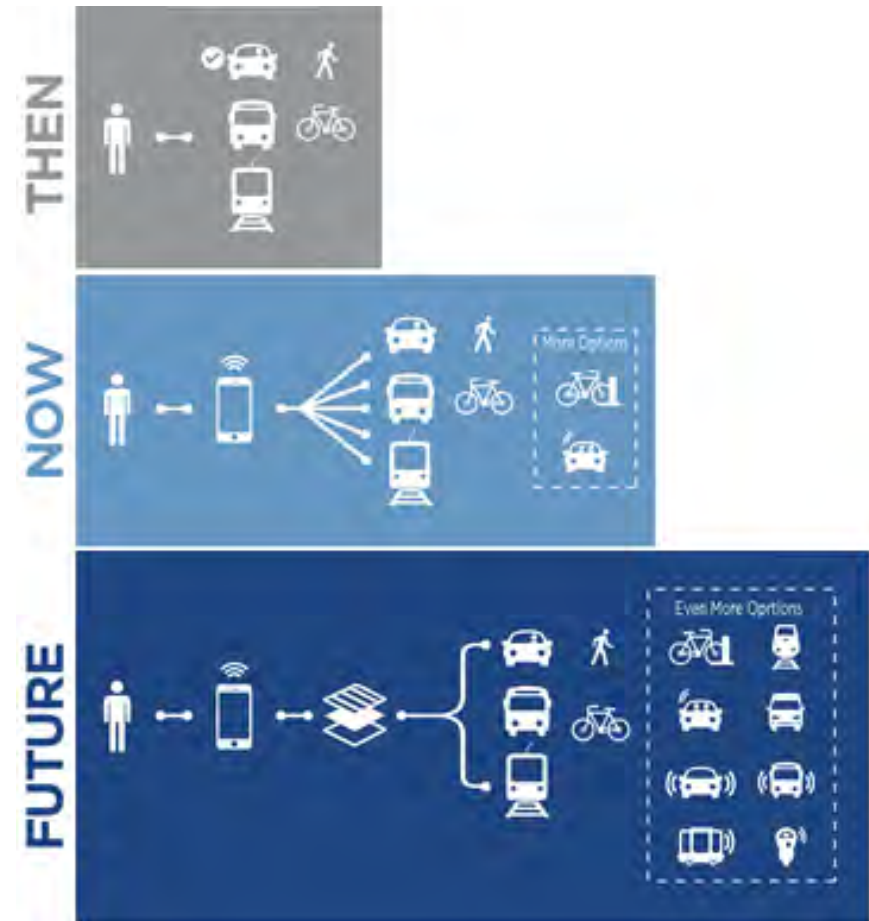
BROAD CHANGES

- Redevelopment along transit corridors
- More residential density in historically single family neighborhoods
- Expand BRT throughout City
- Greater investment in biking and walking
- Requires additional funding



Expanding Mobility Options

- **Transit expansion** – additional high frequency transit routes supported by land-use and funding
- **Mobility as a service** - embrace innovation as new technologies and travel options emerge
- **Mobility management** – Reduce congestion with system upgrades and shifting trips to biking, walking and transit
- **Layered networks** – defines a prioritized mode for each street



Future Transit Network

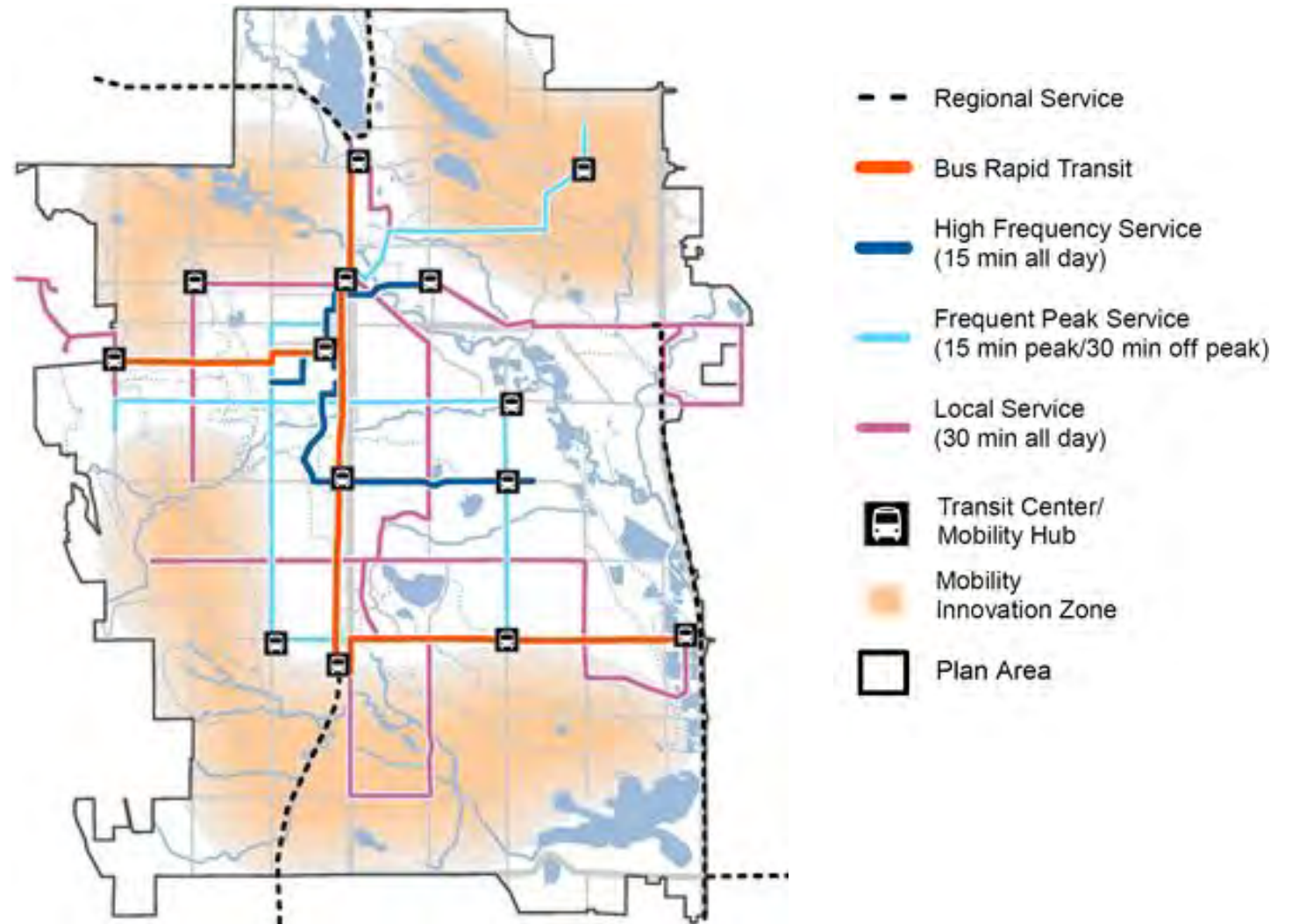
High frequency focus

- 3 new Bus Rapid Transit routes
- 30 minute service or better throughout the system (other than BRT routes)

Regional connections

Mobility Hubs

Innovation Zones (on- demand service)



Adding Climate Action to *City Plan*

- Multi-modal investments balance out population-driven increases in Vehicle Miles Traveled (VMT)
- CAP / Energy Policy update will identify pathway to 80x30 goal; and
- Identify actions for climate adaptation and resilience planning



Principles Supporting Climate Action



Principle ENV 2: Become a carbon neutral community by 2050 and improve the community's resilience to prepare for and adapt to the impacts of climate change.



Principle ENV 3: Advance carbon neutral energy systems.



Principle ENV 5: Create a zero waste system.

Aurora's Story

George Adams, CNU-A

**Director, Planning and
Development Services Department**

City of Aurora, Colorado



AURORA, COLORADO

- 374,000 residents
- 3rd most populous city in Colorado
- Approximately 160 square miles in area (~50% undeveloped)
- Served by RTD AuroraLine (R Line) and University of Colorado A Line
- Adjacent to Denver International Airport and Colorado Air and Space Port
- Home to Anschutz Medical Campus and Buckley Air Force Base

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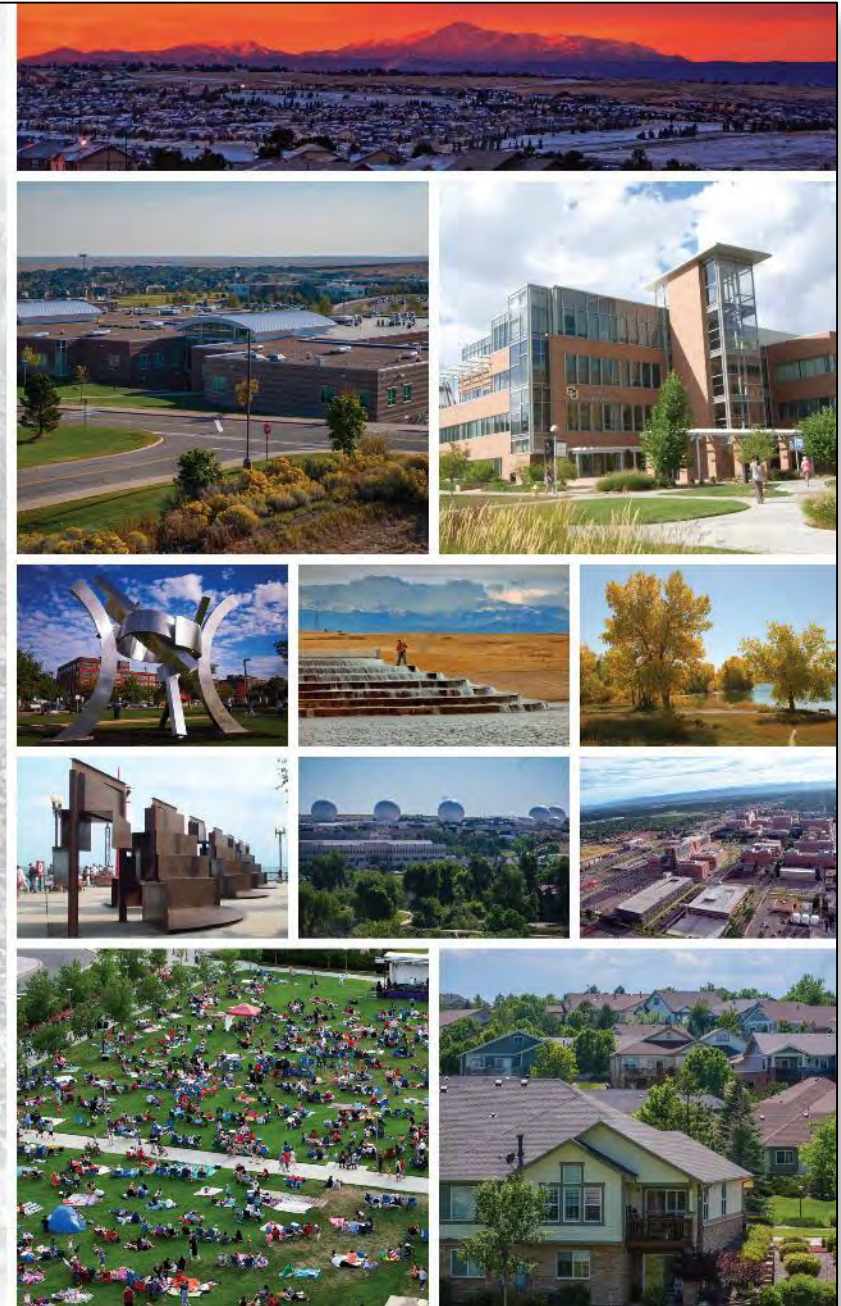
**First new
comprehensive
plan since 2009**

**Extensive and
inclusive public
outreach efforts**

**Emphasis on
placemaking as
economic and
community
development tool**

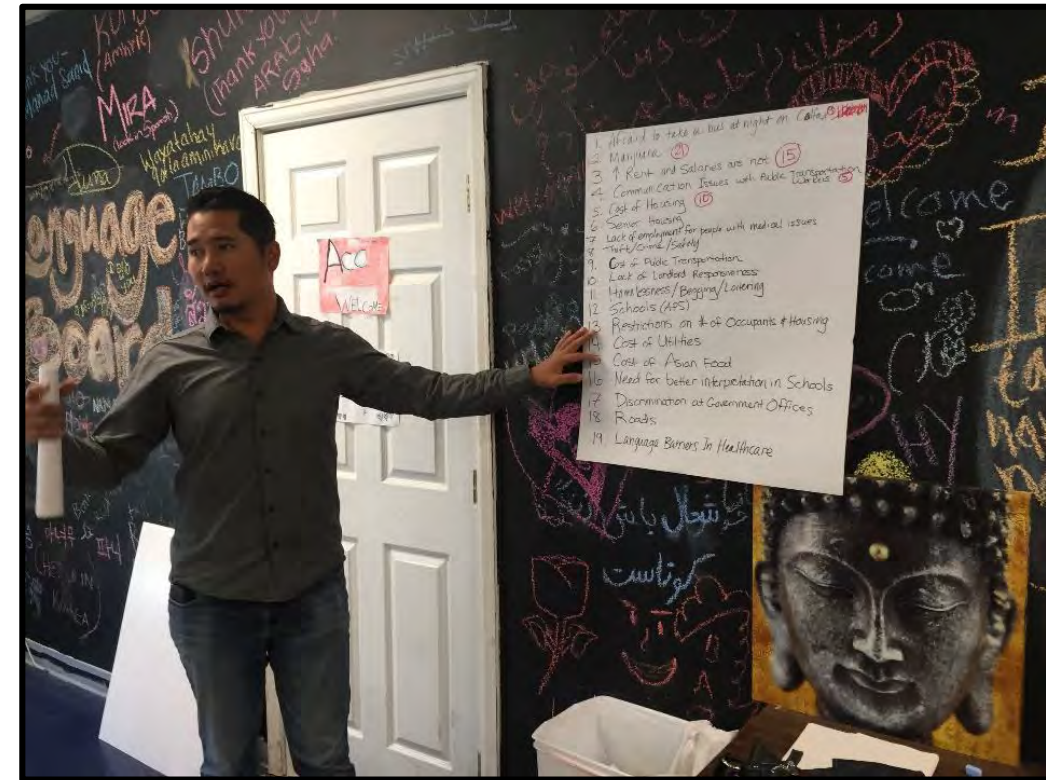


**The Comprehensive Plan
for the City of Aurora, Colorado**
Adopted by Ordinance 2018-37
Effective October 27, 2018



Community Engagement

- **Engaging a diverse community**
 - ~20% of residents are foreign born
 - Largest immigrant populations:
 - Mexico
 - Ethiopia
 - Korea
 - Viet Nam
 - 160 languages spoken in public schools



COMMUNITY CONVERSATION

- Engaged more than **3,200** stakeholders
- Conducted workshops in **6** languages
- Input opportunities included community meetings, focus groups, events and online
- Hosted **60+** staff-led workshops
- Distributed **55** “do-it-yourself” workshop kits

Plan Substance

- Vision and principles are focused and powerful
- Diversity, equity and authenticity are local priorities
- Highly graphic, succinct and readable





Aurora Places is organized around 7 guiding principles:

- 1. A Strong Economy**
- 2. A Diverse & Equitable City**
- 3. Housing for All**
- 4. Healthy Community**
- 5. Thriving Environment**
- 6. Improved Mobility & Active Transportation**
- 7. Authentic Aurora**

Plan Substance

- Connecting vision to goals, policies and practices

WHAT WE **HEARD...**



COMMUNITY PRINCIPLES

Community members identified many issues and actions to make Aurora better. They described what they considered to be Aurora's most important assets and voiced concerns that will help determine how to best plan for our city's continued development. Through the community conversation, the Aurora Places team assisted the community in identifying and defining seven topic areas as priorities for Aurorans. These seven community principles served as the foundation for the development of the Aurora Places.

A Strong Economy

The participants in the community conversation stressed the importance of economic growth for Aurora. The city has several community assets that provide a foundation for growing the local economy, including a major research center at the Anschutz Medical Campus, the Buckley Air Force Base and a new light rail line. According to participants, job creation and access to workforce training resources are very important. There is a strong desire to improve support for small and local businesses. There is also a need for unique urban places for employment, together with housing, daycare and locally grown businesses. Multiple modes of transportation should connect these urban places. Partnerships with institutions and the private sector will be critical for the economy, especially in relation to training and education.

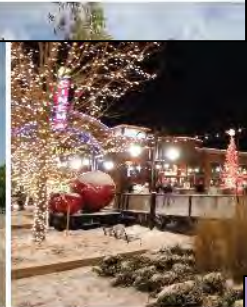
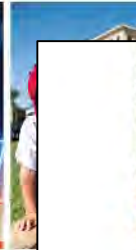
A Diverse and Equitable City

The population of Aurora is diverse in every way. Aurorans wanted to celebrate this diversity and make sure that services are provided to the people of Aurora, regardless of background, age, income or ability. Diverse populations should enjoy all of the opportunities and amenities that Aurora offers. Improved intercultural communication is needed, along with enhanced services for immigrants, people with disabilities, seniors and low-income families. Displacement of people from their homes and neighborhoods as development occurs around them is a critical issue to address. Participants also called for the city to continue to engage diverse communities and provide information and services in multiple languages.

Housing for All

Participants described the need for more high-quality housing in a range of types and prices, including affordable housing. The lack of affordable housing options for low-income families, particularly for renters, must be addressed. Participants emphasized the need to end homelessness. There is a need for more housing choices and options, and existing affordable housing should be preserved and direct assistance should be provided to low-income families. Development regulations and processes should be improved to make housing development more efficient and less costly. Affordable housing should be located at accessible places such as at transit stations and close to job centers.

WHAT WE HEARD...



COMMUNITY PRINCIPLES

Community members identified many issues and actions to make Aurora better. They described what they considered to be Aurora's most important assets and voiced concerns that will help determine how to best plan for our city's continued development. Through the community conversation, the Aurora Places team assisted the community in identifying and defining seven topic areas as priorities for Aurorans. These seven community principles served as the foundation for the development of the Aurora Places.

A Strong Economy

The participants in the community conversation stressed the importance of economic growth for Aurora. The city has several community assets that provide a foundation for growing the local economy, including a major research center at the Anschutz Medical Campus, the Buckley Air Force Base and a new light rail line. According to participants, job creation and access to workforce training resources are very important. There is a strong desire to improve support for small and local businesses. There is also a need for unique urban places for employment, together with housing, daycare and locally grown businesses. Multiple modes of transportation should connect these urban places. Partnerships with institutions and the private sector will be critical for the economy, especially in relation to training and education.

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Defining Features

1. Include medium- or high-density housing to expand the local customer base. Use mixed-use buildings to create an active and diverse experience.
2. Provide a wide range of neighborhood-serving retail uses, such as a pharmacy, grocery store, home goods, personal services and restaurants, among others.
3. Celebrate and promote local businesses owned by diverse populations from adjacent residential neighborhoods in the Commercial Hub.
4. Locate Commercial Hubs at the intersection of two arterial streets to make them more accessible to the neighborhood they serve, particularly by public transit.

AURORA PLACES planning tomorrow's city

GOALS:

1. Support a growing availability of job opportunities for people with a variety of skill levels and experience.
2. Achieve greater balance between the number of residents and jobs in Aurora.
3. Continue to support the growth of primary employment to bolster the local economy.
4. Create new and unique retail areas that match changing trends.
5. Create partnerships with major institutions and businesses to encourage economic growth.
6. Support locally grown businesses along with business startups and expansions.
7. Continue to provide high-quality and reliable city and utility services throughout the city.

A STRONG ECONOMY

Principle: A strong economy with active urban places is essential for the wellbeing of residents, businesses and the community.

RECOMMENDED PRACTICES:

Placetypes

- Create highly active urban districts as locations for knowledge-based businesses, desired retail, unique entertainment and local entrepreneurs and for people who desire convenient urban areas to live and work. Create these areas as intensely developed, mixed-use places to attract talented workers and high-earning jobs.
- Work with the development community to encourage construction of high-quality office space in urban districts, innovation districts and other placetypes.
- Partner with institutions, such as the Fitzsimons Redevelopment Authority and the Community College of Aurora to create innovation districts where new ideas and enterprises can flourish, leading to economic innovation and growth.
- Identify and reserve ideal locations for significant and strategic commercial and employment uses in Urban District, Innovation District, City Corridor, Commercial Hub and Industry Hub placetypes.
- Continue to use zoning designations to locate industry hubs, particularly along the I-70 corridor and in the Aerotropolis area. In large land areas well-suited for industrial and distribution operations.
- Continue to support Buckley Air Force Base's success as a major employer in Aurora.
- Develop and redevelop city corridors and commercial hubs as places for retail, services, offices and entertainment.
- Create transit-oriented development (TOD) to provide better access to employment centers, particularly for residents that do not have easy access to a personal vehicle.
- Support quality urban design through capital improvement projects and special districts to create stronger and more attractive business environments.
- Strengthen city zoning and development standards to improve the quality of commercial and office development for redeveloping and reinvesting in targeted locations while also providing appropriate flexibility.

Connecting Places

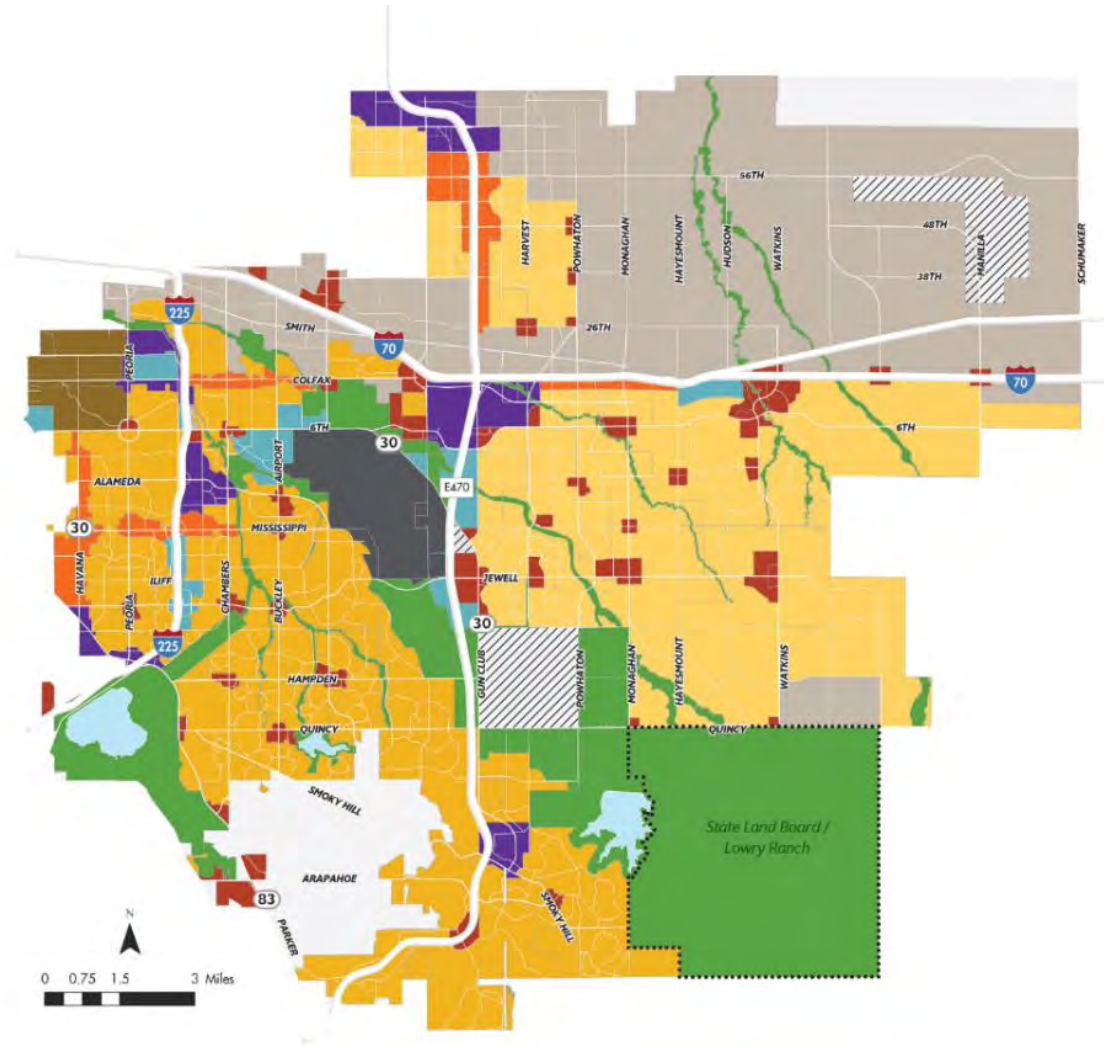
- Provide complete car, transit, pedestrian and bicycle connections between and within urban districts, as well as to residential neighborhoods, including gridded urban blocks, to promote better access to business and employment for both employers and employees.

Partnerships

- Work with community partners to promote Aurora as a creative, efficient and productive international business hub.
- Coordinate efforts among potential public, private and nonprofit partners based on shared priorities and strategies.
- Share data and information within the city's partnership network to help inform decisions based on a shared understanding of the current and projected economy.
- Support the use of business improvement districts (BIDs) and similar development tools to engage the community.

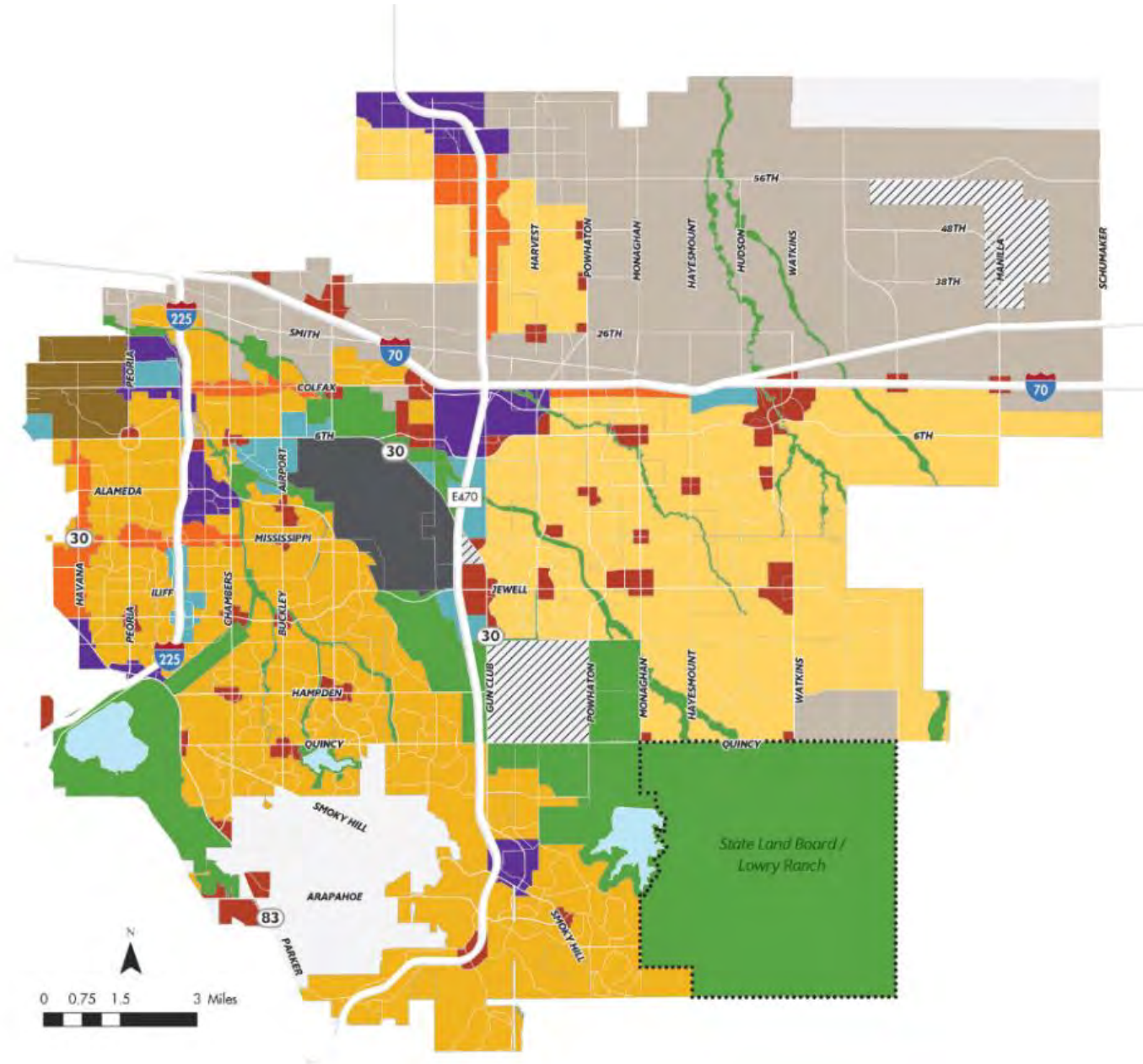
Plan Substance

- **Aurora is a mix of greenfield, redevelopment, and established areas**
- **The placetypes approach is used to address all contexts**
- **Placetypes approach integrates land use, character, scale, form and function**



Aurora Placetypes

- Urban District
- Innovation District
- Industry Hub
- Urban Green Space
- Buckley Air Force Base
- City Corridor
- Commercial Hub
- Original Aurora
- Established Neighborhood
- Emerging Neighborhood



Aurora Placetypes



Aurora Placetypes Innovation District

Innovation Districts foster new ideas and enterprises by bringing together people, companies and institutions.

The Innovation District is where leading-edge anchor institutions and businesses connect with start-ups and business incubators and accelerators. This placetype fosters new ideas and enterprises by bringing together different people, companies and institutions and are key to increasing employment within the city. Light industrial and business park uses are joined with educational and medical institutions to foster sought-after creativity. These primary uses interact horizontally to promote integration across the various industries that fill this placetype.

A high-quality, tech-centric space is critical to this placetype's success, including unique meeting spaces that encourage people and organizations to come together, learn from one another and exchange ideas. High-quality office space and jobs colocated with housing are necessary to keep Aurora's innovative and creative thinkers close to home, such as students and professors that live on campus. Urban agriculture and community gardens serve as secondary uses, particularly to various biological sectors that utilize them for research. Transit, pedestrian, and bicycle accessibility to and through the Innovation District is also critical.

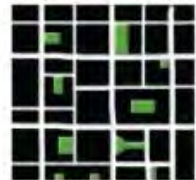
Primary Land Use

- Office
- Light Industrial
- Institutional

Supporting Land Use

- Single-Family Attached Residential
- Multifamily Residential
- Restaurant
- Commercial Retail
- Commercial Service
- Parks and Open Space
- Urban Agriculture

Street and Open Space Network



Connect the district through a highly-connected and walkable network of streets. Cluster buildings around gathering places or within a campus layout.

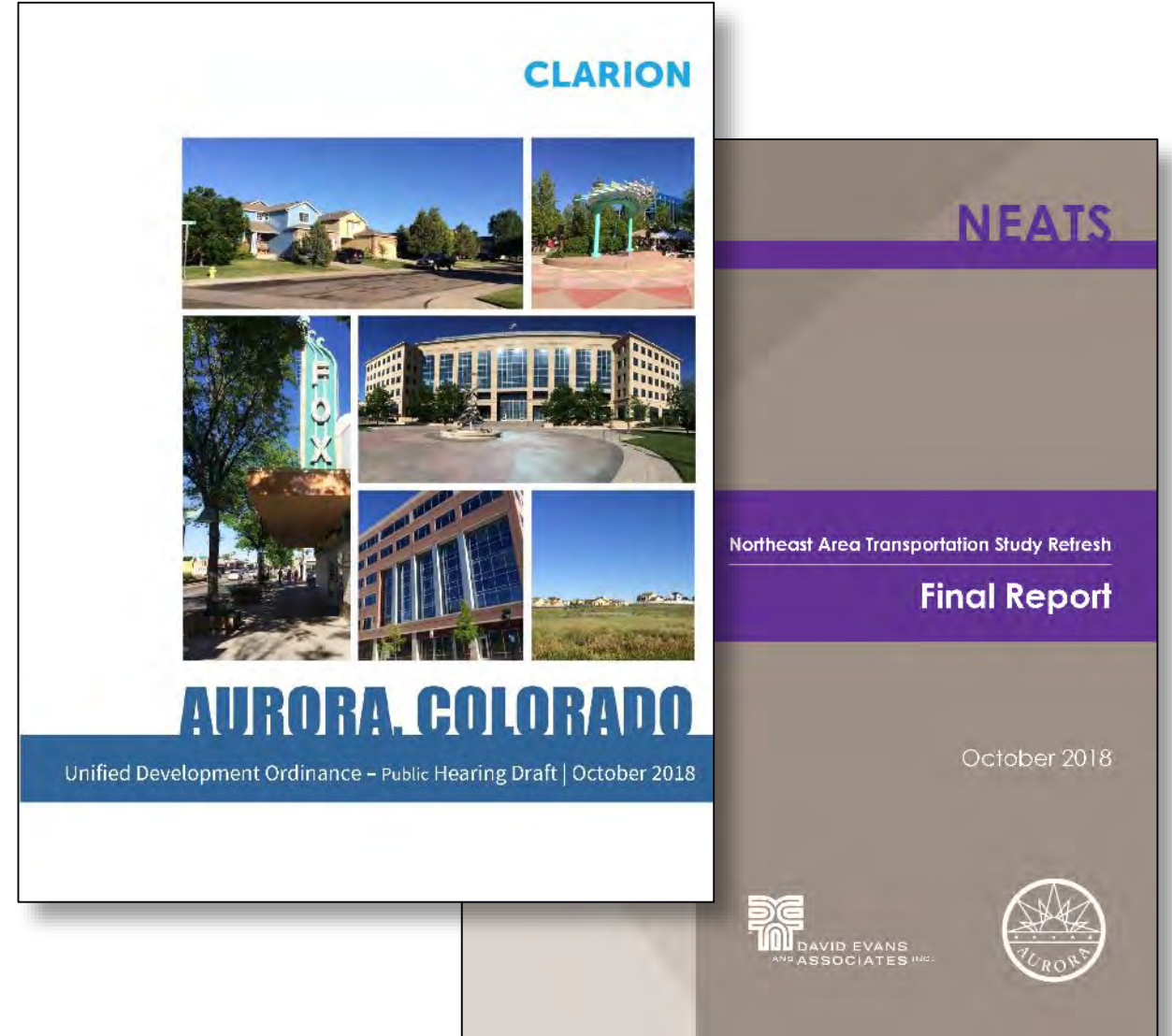


Defining Features

- 1 Demonstrate highly innovative approaches to design and development through architecture, lighting, infrastructure, and innovative spaces.
- 2 Cluster or connect buildings around gathering places or within a campus layout to promote idea sharing and business collaboration.
- 3 Integrate affordable single-family attached and multifamily residential to support students, faculty and other employees.
- 4 Develop a fully connected network of sidewalks and bike paths to provide safe and efficient pedestrian access from nearby neighborhoods and adjacent placetypes.
- 5 Construct gateway treatments and wayfinding signs at key entrances to better direct residents, workers, and visitors to the numerous cultural and educational facilities.
- 6 Include uses such as coffee shops, restaurants, bars, plazas, libraries, conference centers and shared working spaces to facilitate bringing people together to exchange ideas.
- 7 Integrate "water-wise" practices including water-efficient fixtures, native landscaping, water efficient streetscapes and medians and low-impact development BMPs.
- 8 Identify opportunities for joint nonpotable cooling water reuse.

Plan Substance

- **Implementation supported by:**
 - New Unified Development Ordinance
 - Future Area & Neighborhood Plans
 - Capital Improvements planning



ACTION STRATEGIES

- **Capital Improvements Planning**
- **Partnerships**
- **Land Use Regulation**
- **Neighborhood and Area Planning**
- **Technology and Data Solutions**
- **Infrastructure Planning**
- **Urban Renewal**
- **Annual Review and Report**

Lessons Learned

- Engage elected and appointed officials early and often
- Develop a clear scope and focus for the plan
- Think broadly about stakeholders and identify “must have” champions
- Recognize the local policy environment

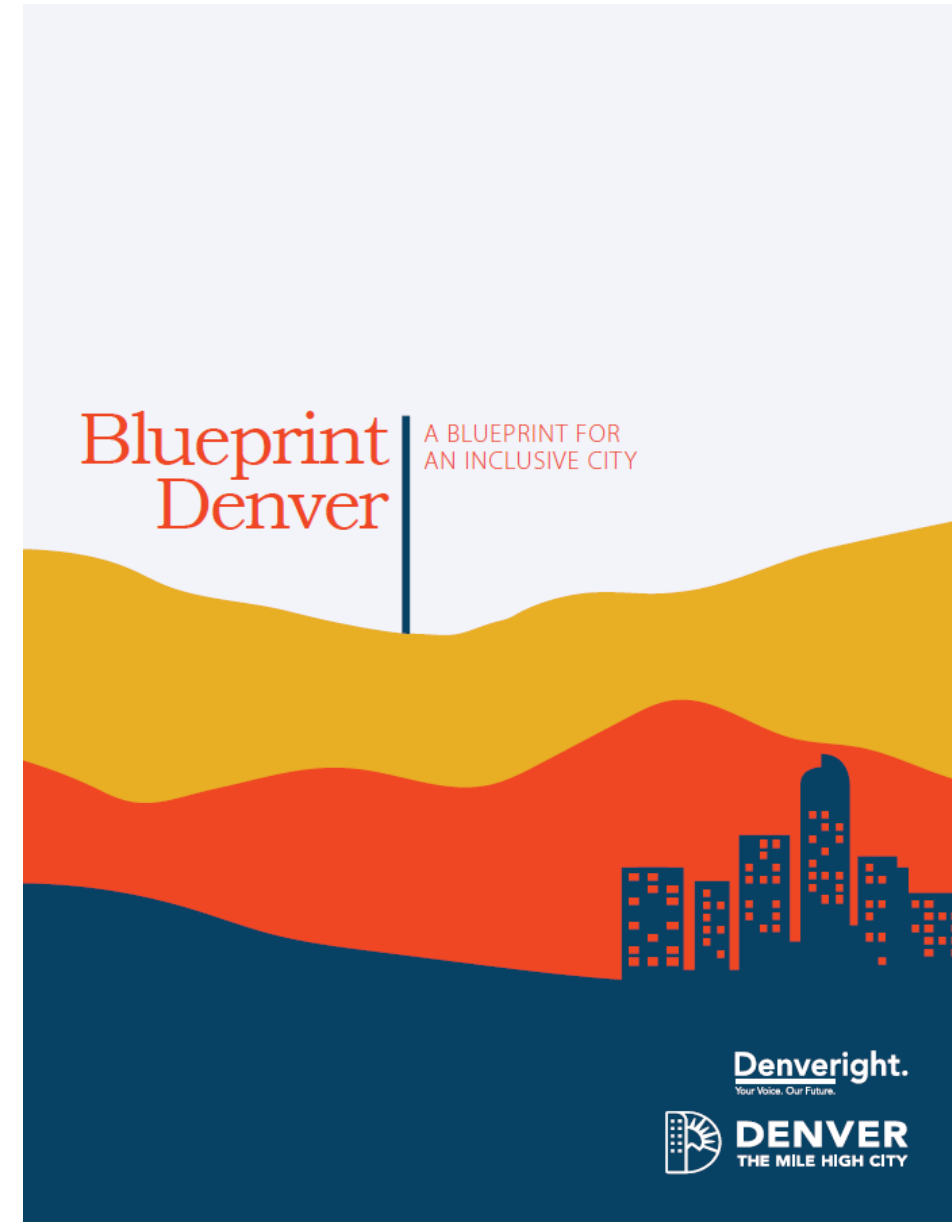


Denver's Story

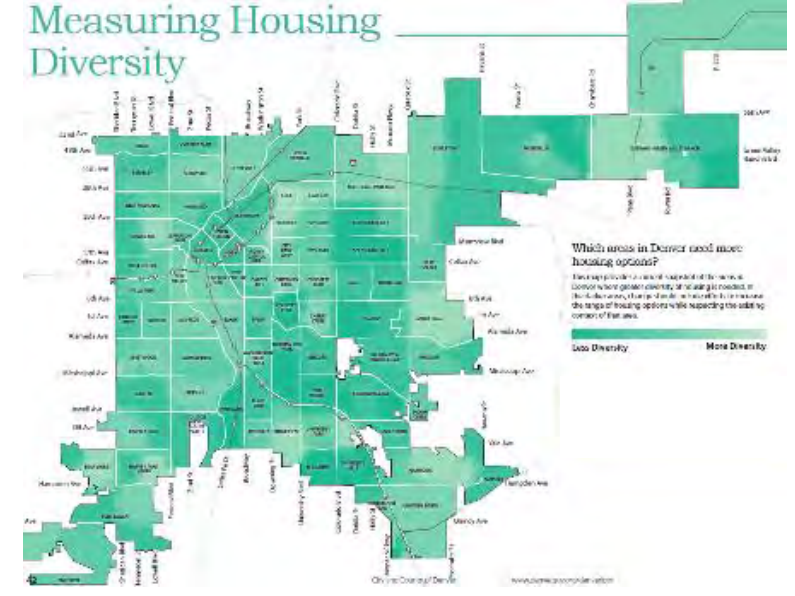
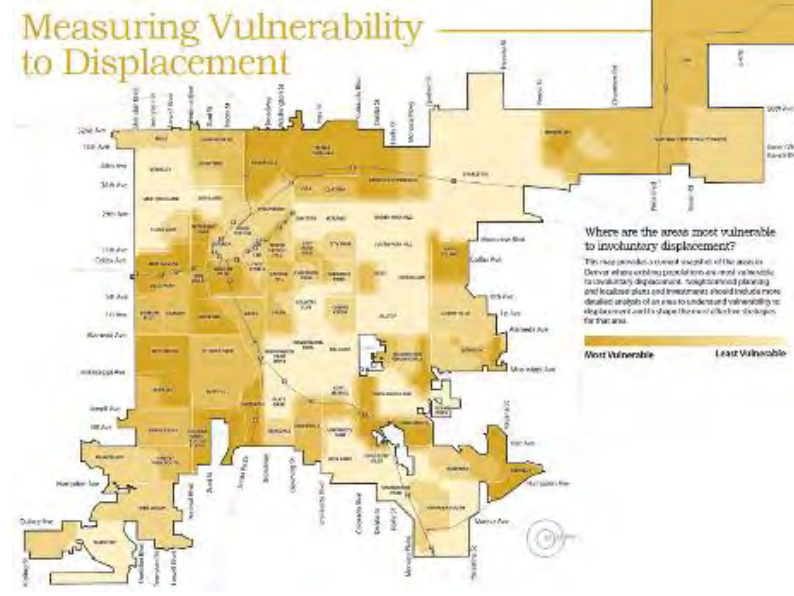
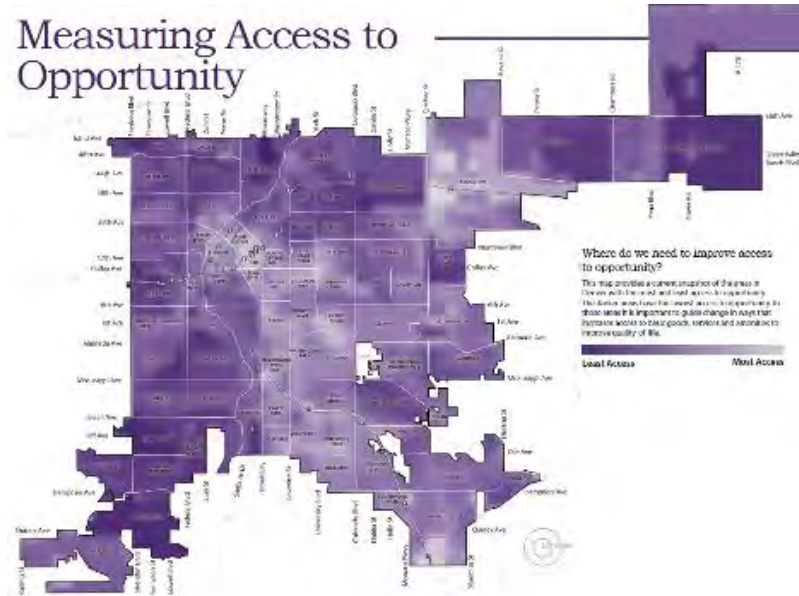
Blueprint Denver Public Review Draft

Land use and transportation plan for growing an inclusive city:

- Consideration of social equity factors to tailor solutions by neighborhood
- Measured, common-sense approach to growth
- Creating complete neighborhoods and networks



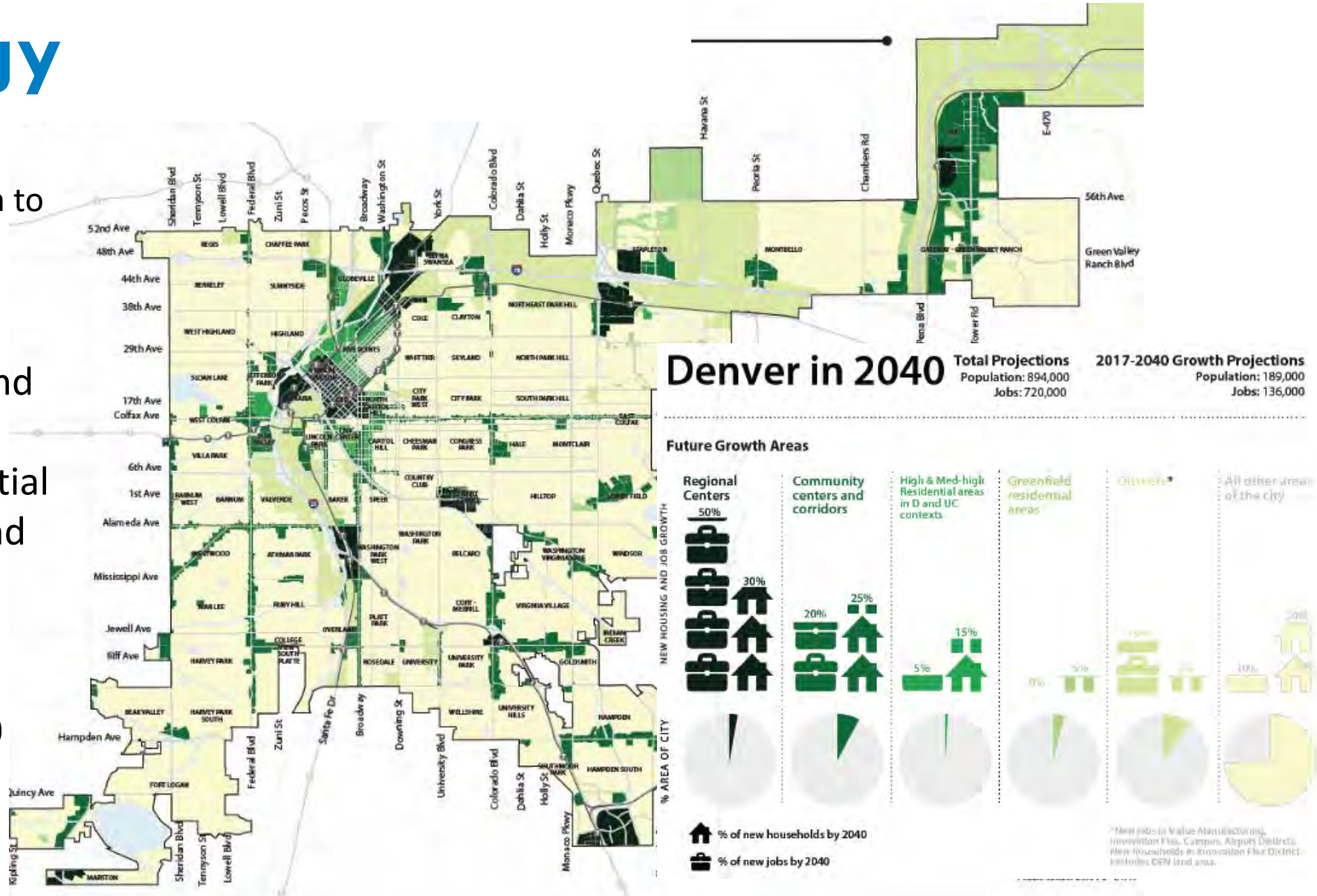
Key Equity Concepts



Growth Strategy

Measured, common-sense approach to growth

- Guide most growth to:
 - Regional centers
 - Community centers and corridors
 - High intensity residential areas in downtown and urban centers
- 2040 Projections
 - Population: 894,000
 - Employment: 720,000



Complete Neighborhoods and Networks

Complete Networks

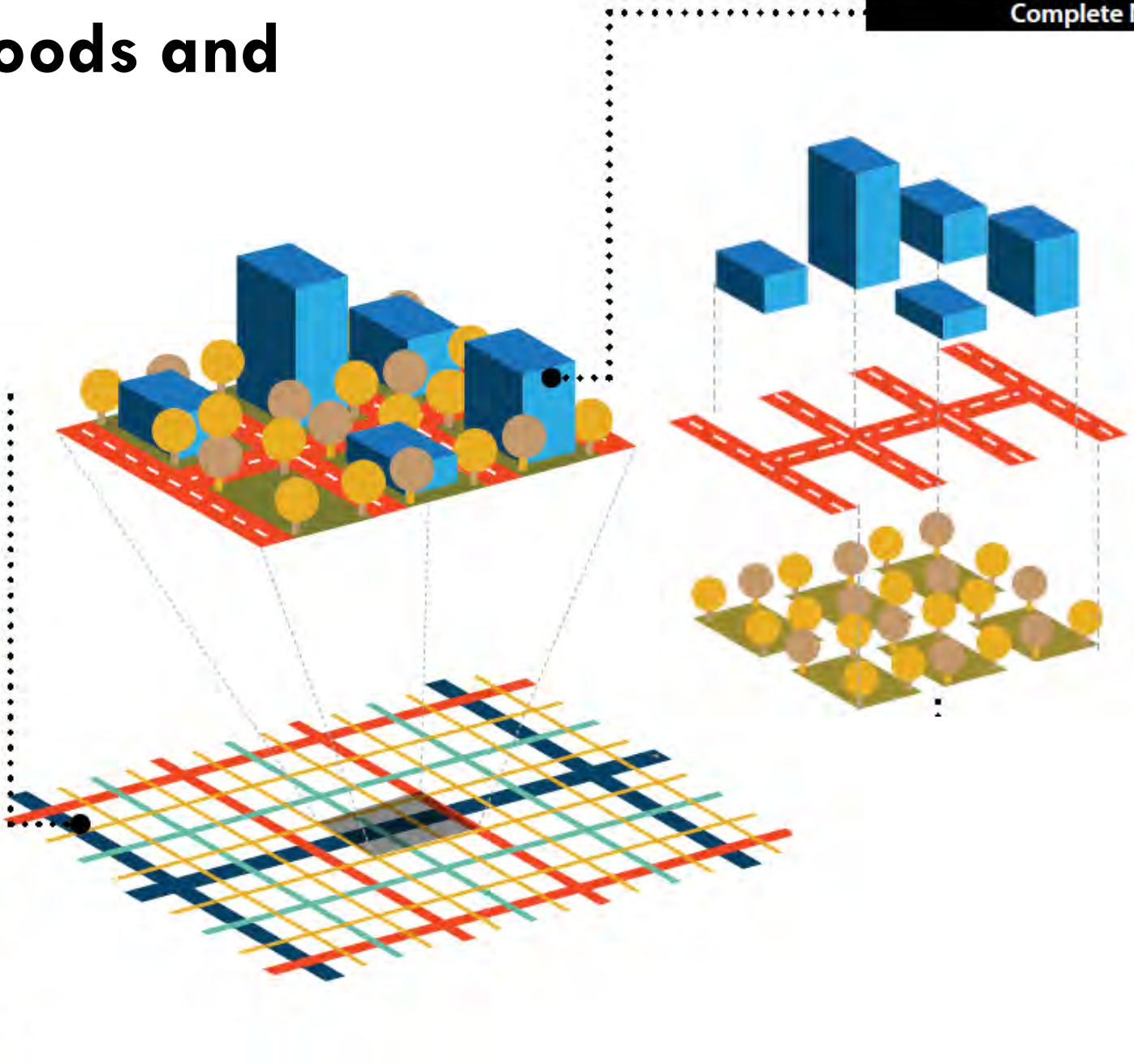
Pedestrians

Bicycles

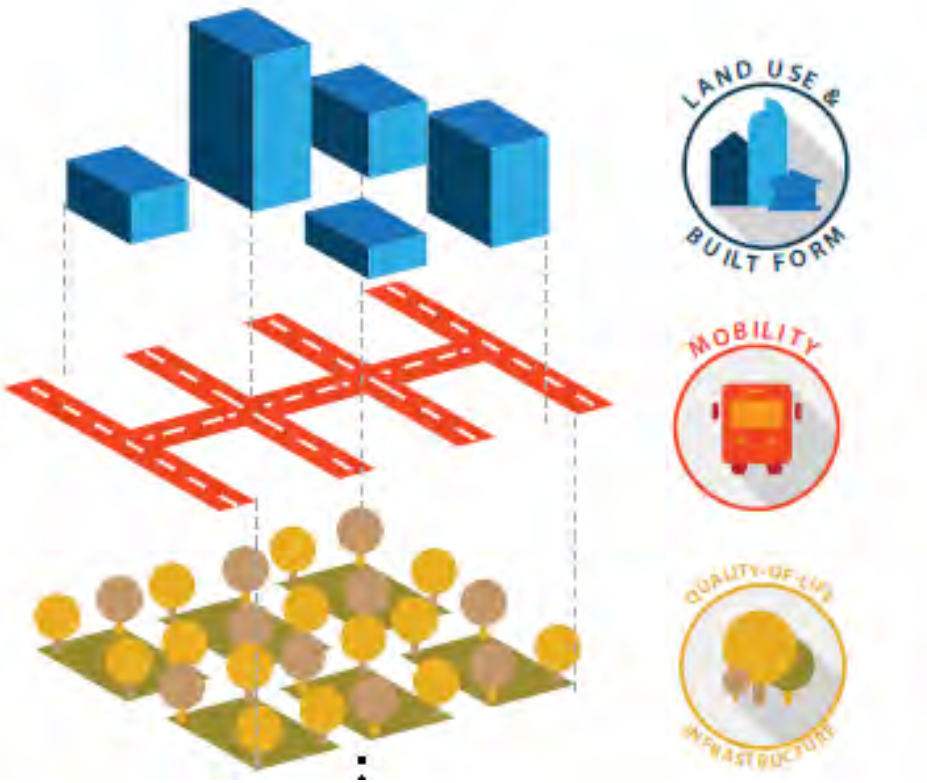
Transit

Auto and Goods Movement

Complete Neighborhoods



Elements of a Complete Neighborhood



Can vary by:

Place



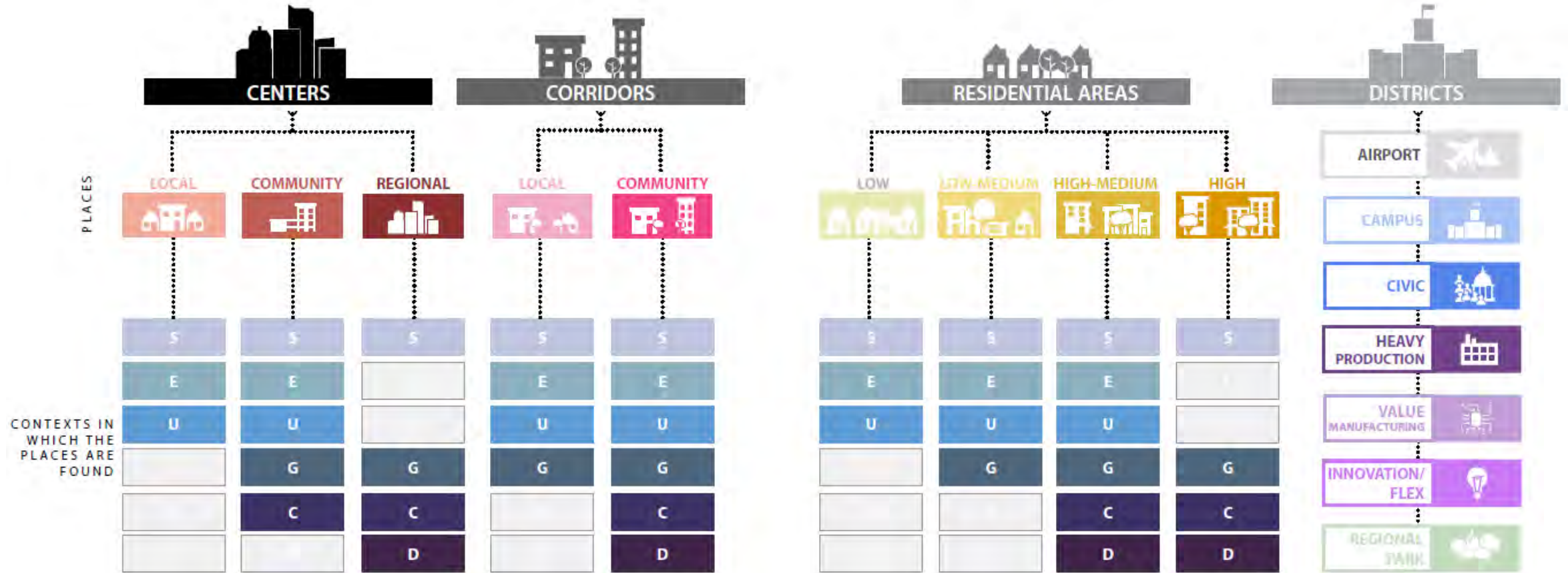
Street Type



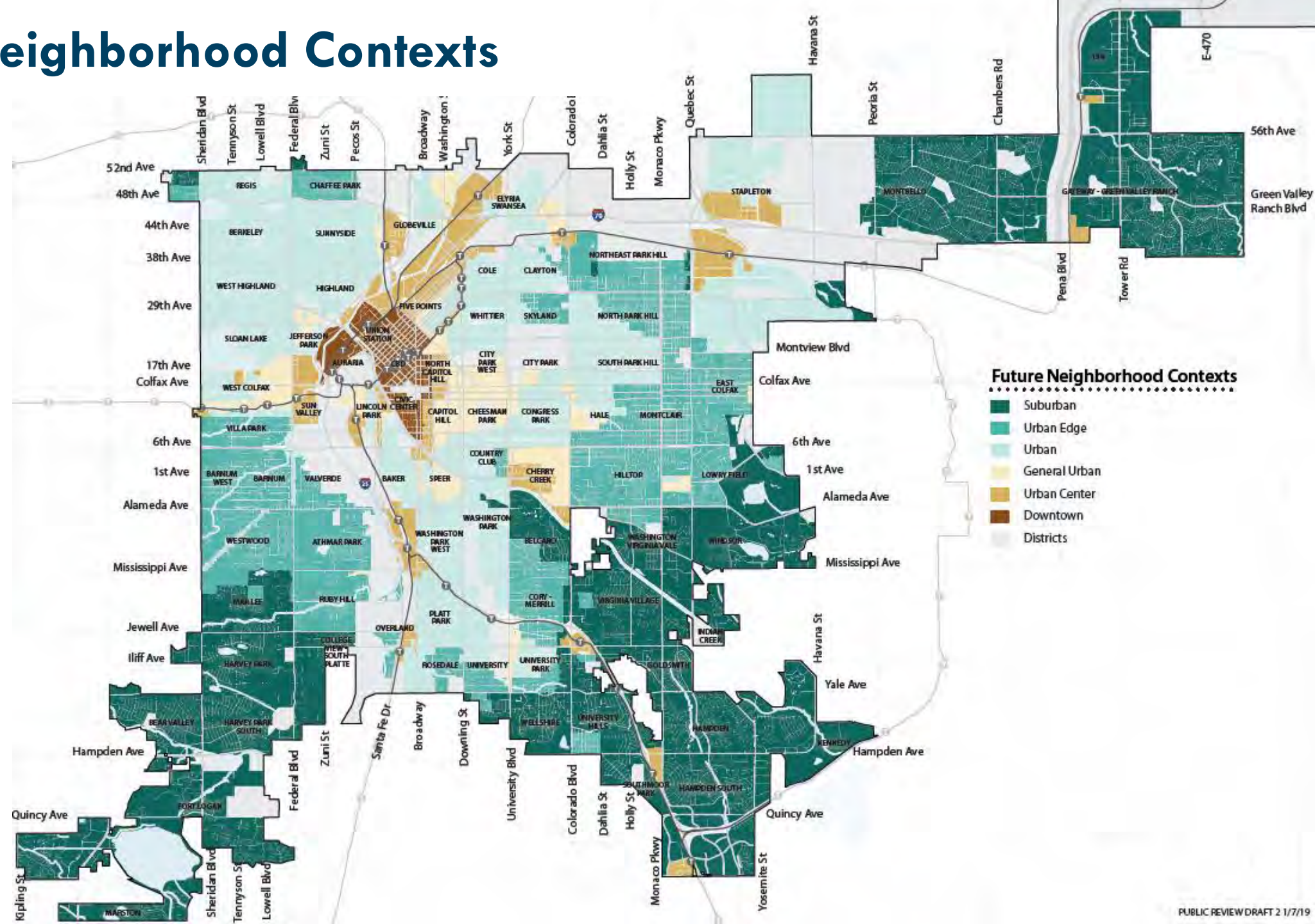
Neighborhood
Context



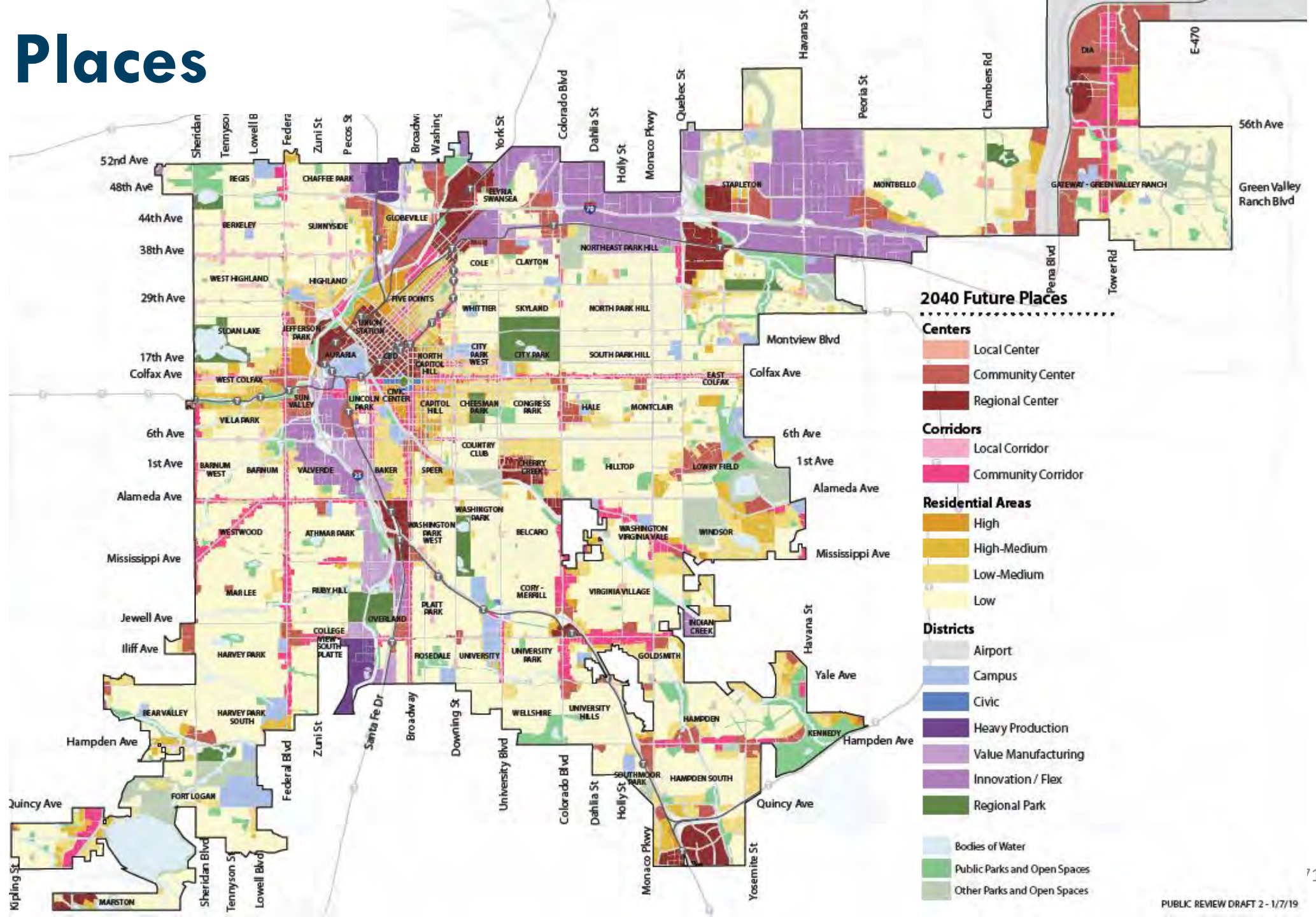
Future Places



Future Neighborhood Contexts



Future Places



Future Street Types



Elements of a Complete Network

High-quality, continuous transportation networks that prioritize pedestrians, transit, bicycles or cars for seamless mobility throughout the city.

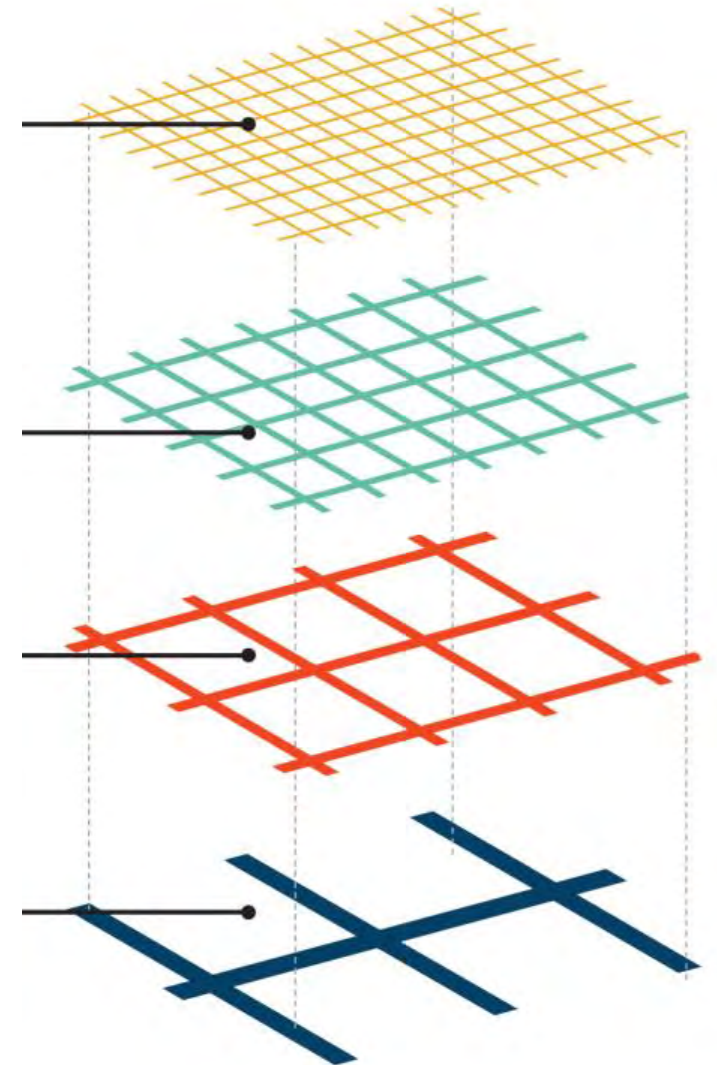


Pedestrians

Bicycles

Transit

Auto and Goods Movement



Pedestrian Enhanced

01 Amenities



02 Lighting



03 Green infrastructure



04 Wider Sidewalks

Bicycle Priority

01 Protected Bike Lane



02 Intersection Treatments



03 Signage



04 Bike Signals/ Detection

Transit Priority

01 Operational



02 Higher capacity vehicles



03 Dedicated transit lanes or grade separation



04 Enhanced stops/ stations



Neighborhood Planning Initiative

- Sets parameters for how NPI will use and refine the recommendations in Blueprint



Recommendations

The recommendations form a comprehensive list of policies and strategies to guide implementation of the plan. They are organized by the three elements of complete neighborhoods:

Land Use and Built Form



Mobility



Quality-of-Life Infrastructure



EQUITY

Everyone in Denver deserves to live in a complete neighborhood with a range of housing and employment choices. Land use recommendations promote a more equitable distribution of diverse housing and employment options throughout the city.

URBAN
DESIGN

The design of buildings is a crucial component to creating great places. Uses at the street level play a large part in how people interact with the building. Form and massing of buildings impacts the character of a place.

WATER & CLIMATE

Complete neighborhoods where jobs, daily services and recreation are convenient encourage walking, biking and mass transit options. This enables residents to accomplish everyday tasks more efficiently while decreasing greenhouse gas emissions.

All residents, especially those who are more dependent on transit and walking, should have access to quality, affordable multimodal options. Promoting affordable housing near transit helps advance equity and access to opportunity.

The design of our streets is essential to creating great places. Our streets and multimodal network should be inviting, safe and comfortable with amenities to promote social interaction and encourage walking.

Vehicles, especially single-occupancy vehicles, contribute to Denver's greenhouse gas emissions. By supporting mobility options that are climate-friendly like walking, biking and mass transit, emissions are lowered. Mobility recommendations help mitigate climate change.

Building a more complete network of trees, parks and other green infrastructure will enhance quality-of-life for all neighborhoods. This is essential to improving health inequities between neighborhoods and advancing environmental justice.

Well designed parks and open spaces are inviting and promote social interaction. Green infrastructure and landscaping should be designed to enhance the character of a place and to improve how people experience the public realm.

Increasing parks, open space, trees and plants reduces greenhouse gases and cools our city. Green infrastructure—including green roofs, trees, rain gardens and bioswales—filters stormwater and promotes air quality, water quality and carbon reduction.

How to Read the Recommendations:

Policy

A key recommendation advancing *Blueprint Denver's* vision and goals. Most policies advance multiple vision elements and goals. See the implementation table in the appendix for a comprehensive list of what goal(s) relate to each policy.

Background

This text provides helpful context to improve understanding of the policy and related strategies.

Strategies

These are more detailed actions to help achieve the policy.

Recommendations



Policies and Strategies

- Most recommendations are geared towards holistic, city-wide approaches

DENVERIGHT | BLUEPRINTDENVER

PUBLIC REVIEW DRAFT - 8/5/18

PLAN IN ACTION

Land Use & Built Form: Housing



04

POLICY

BACKGROUND

STRATEGIES

Diversify housing choice through the expansion of accessory dwelling units throughout all residential areas.

Accessory dwelling units (ADUs) can add variety to the housing stock in low density residential neighborhoods without significantly changing the existing character. As Denver allows ADUs throughout the city, it is important to understand impacts in areas vulnerable to displacement.

- Study and implement allowances for ADUs in all neighborhood contexts and residential zone districts. Use an inclusive community input process to respond to unique considerations in different parts of the city.
- Identify strategies to prevent involuntary displacement —especially in areas that score high for Vulnerability to Displacement—in conjunction with expanding the allowance of ADUs into new neighborhoods.
- Create a citywide program to expand access to the construction of ADUs as a wealth-building tool for low- and moderate-income homeowners.
- Study and implement incentives to encourage income-restricted ADUs, so they are more likely to provide affordable housing options, and to encourage the use of ADUs for long-term housing options, rather than short term rentals.
- A citywide approach to enable ADUs is preferred. Until a holistic approach is in place, individual rezonings to enable ADUs in all residential areas, especially where adjacent to transit, are appropriate. These rezonings should be small in area in order to minimize impacts to the surrounding residential area.

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05

POLICY

BACKGROUND

STRATEGIES

Remove barriers to constructing accessory dwelling units and create context-sensitive form standards.

The zoning code already allows ADUs in some areas of the city. ADUs can be attached to the main home, such as a basement unit, or detached. There are opportunities to remove barriers—especially since the cost of constructing a detached ADU is high—and to better calibrate form standards for detached ADUs by neighborhood context.

- Evaluate existing barriers to ADU construction and revise codes and/or fees to remove or lessen barriers.
- Revise the zoning code to allow ADUs as accessory to more uses than only single-unit homes.
- Revise detached ADU form standards to be more context-sensitive, including standards for height, mass and setbacks.
- Establish context-specific patterns or templates to facilitate the approval process of detached ADUs.

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06

POLICY

BACKGROUND

STRATEGIES

Incentivize the development of affordable housing and mixed-income housing, particularly in areas near transit, services and amenities.

Denver needs more affordable housing to serve residents across the full spectrum of housing need, from moderate-income homeowners to our most vulnerable homeless populations. Although Housing an Inclusive Denver provides many recommendations to achieve this, there are land use tools to make developing affordable housing easier or more attractive.

- Incentivize affordable housing through zoning, especially in regional centers, community centers and community corridors adjacent to transit. This could include creating citywide height bonuses in the zoning code, where additional height is allowed in exchange for income restricted units. Incentives for affordable housing are particularly important for areas that score high in Vulnerability to Displacement and score low in Housing and Jobs Diversity.
- Study and implement additional parking reductions for projects that provide income-restricted affordable units.
- Study the feasibility of other incentives for affordable housing, such as lower building permit fees for projects that commit to a certain percentage of income-restricted units onsite.

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07

POLICY

BACKGROUND

STRATEGIES

Encourage the development of family-friendly housing throughout the city.

A recent boom in the construction of studio and one-bedroom apartments and rapid increases in housing prices mean that many families, especially lower-income and moderate-income households, are not able to live in Denver. In order to build a diverse community of all ages and to compete with housing options in neighborhoods outside of Denver, we need to build communities supportive of families. This includes higher-density areas, which can be family-friendly if the appropriate housing types and amenities are provided.

- Study and implement tools to require and/or incentivize the development of family-friendly housing. This could include bonuses for large units (those with three or more bedrooms) in multifamily developments.
- Study and implement tools to incentivize the construction of family-friendly services and amenities, including daycares and playgrounds, especially in large redevelopment areas.

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City and County of Denver

www.denvergov.org/denverright

Measuring Success

- Annual Reporting

Measuring Our Success

You can't track what you don't measure. To assess our progress implementing *Blueprint Denver*, measurable indicators are needed. Many aspects of the city that are important to measure and manage—like equity, resilience and sense of place—can be difficult to quantify. However, it is possible to measure these concepts indirectly through metrics. Community Planning and Development is committed to coordinate the annual process of calculating metrics and sharing progress with city leaders and the community.

The metrics below include the current condition (where available) and the long-term target. Most have a target of 2040, to align with *Blueprint Denver's* planning timeline, though the Vision Zero metric uses 2030.

Review Note:

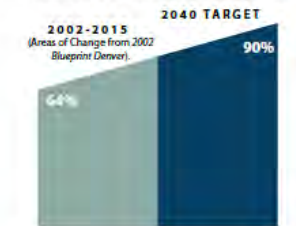
- Added commitment of CPD to coordinate annual measuring and tracking of metrics
- Significantly reorganized the metrics to respond to community input about what is most important to measure. This includes:
 - Calling out metrics duplicative of the metrics in Comprehensive Plan 2040
 - Adding the Vision Zero metric
 - Adding the following spread about equity metrics

Public Review Draft 2 - 1/7/19

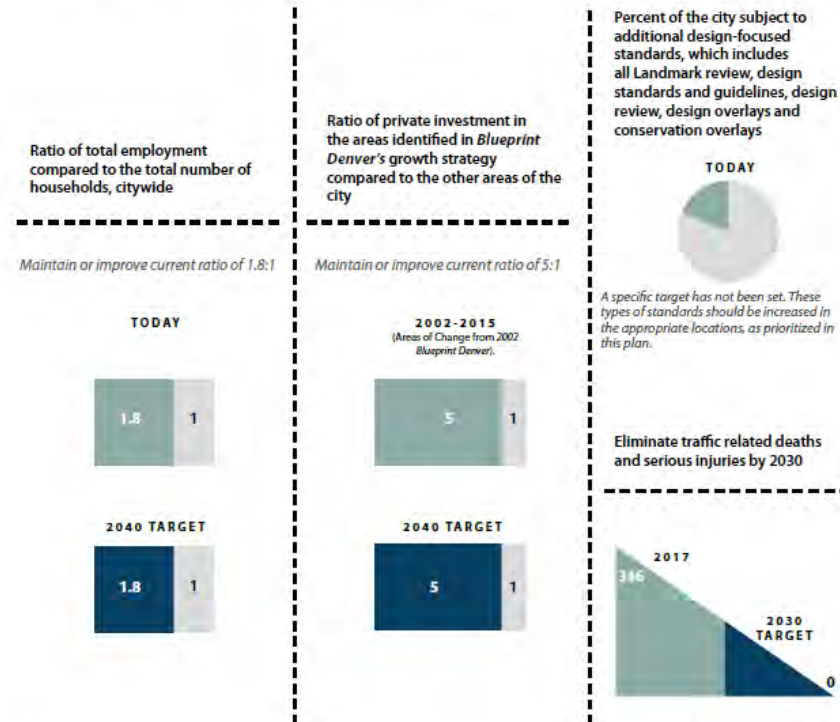
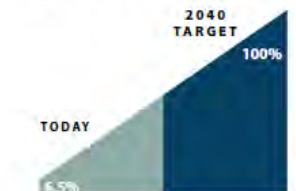
Percent of housing growth in the areas identified in *Blueprint Denver's* aspirational growth strategy



Percent of employment growth in the areas identified in *Blueprint Denver's* growth strategy



Percent of the city that has been surveyed by Discover Denver (or similar) and/or has an established pattern book



Questions?