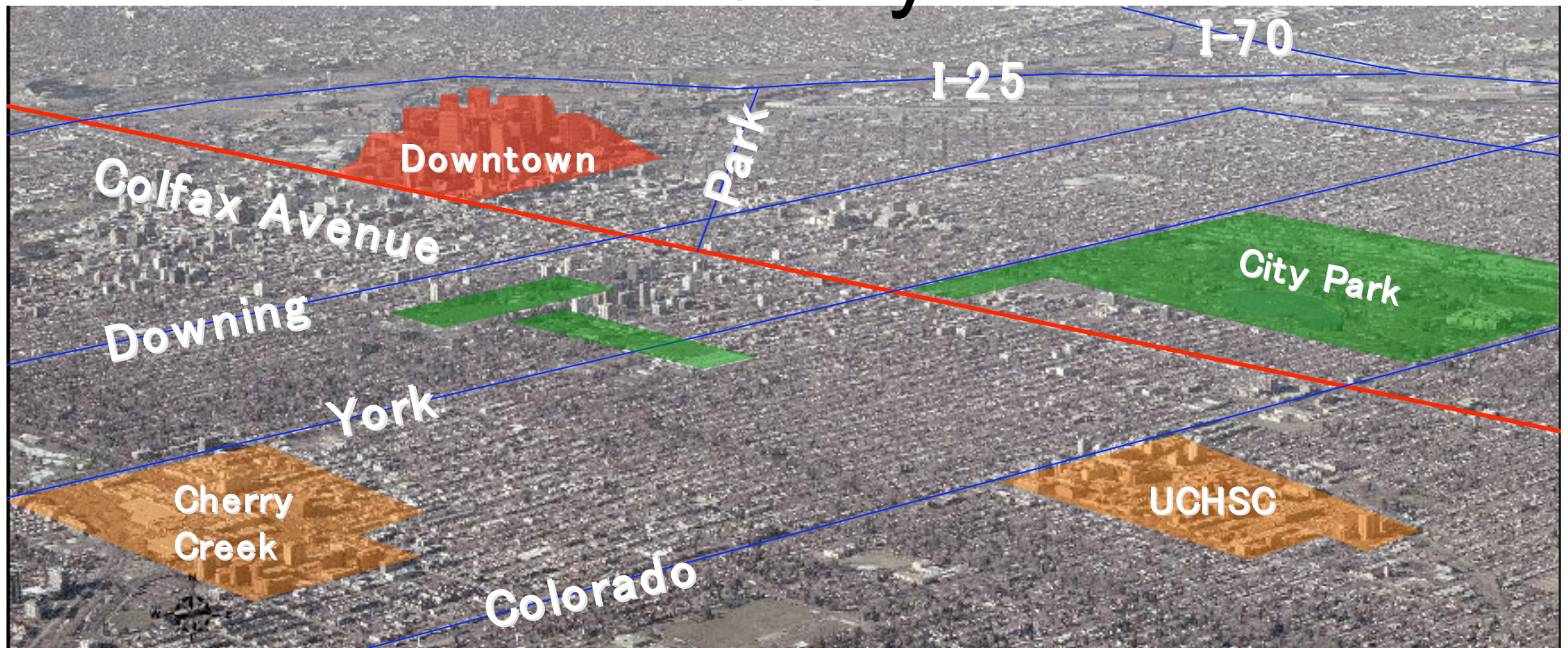


How does simplification of the zoning code help Denver?

- The complexity of the current zoning code makes it difficult for property owners to easily identify what is allowed to be built on a given property.
- Unnecessary complexity can add cost to development, lessen design quality and make Denver less competitive.

Linking Plans to Regs MS

East Colfax Plan: Enhance the relationship of the corridor to the city



Principles of the New Urbanism

THE NEIGHBORHOOD, DISTRICT, AND
CORRIDOR

The neighborhood, district, and **corridor** are the essential elements of development and redevelopment in the metropolis. They form identifiable areas that encourage citizens to take responsibility for their maintenance and evolution.

“The New Urbanism reaffirms the neighborhood as the basic building block of all residential districts.”

Jonathan Barnett

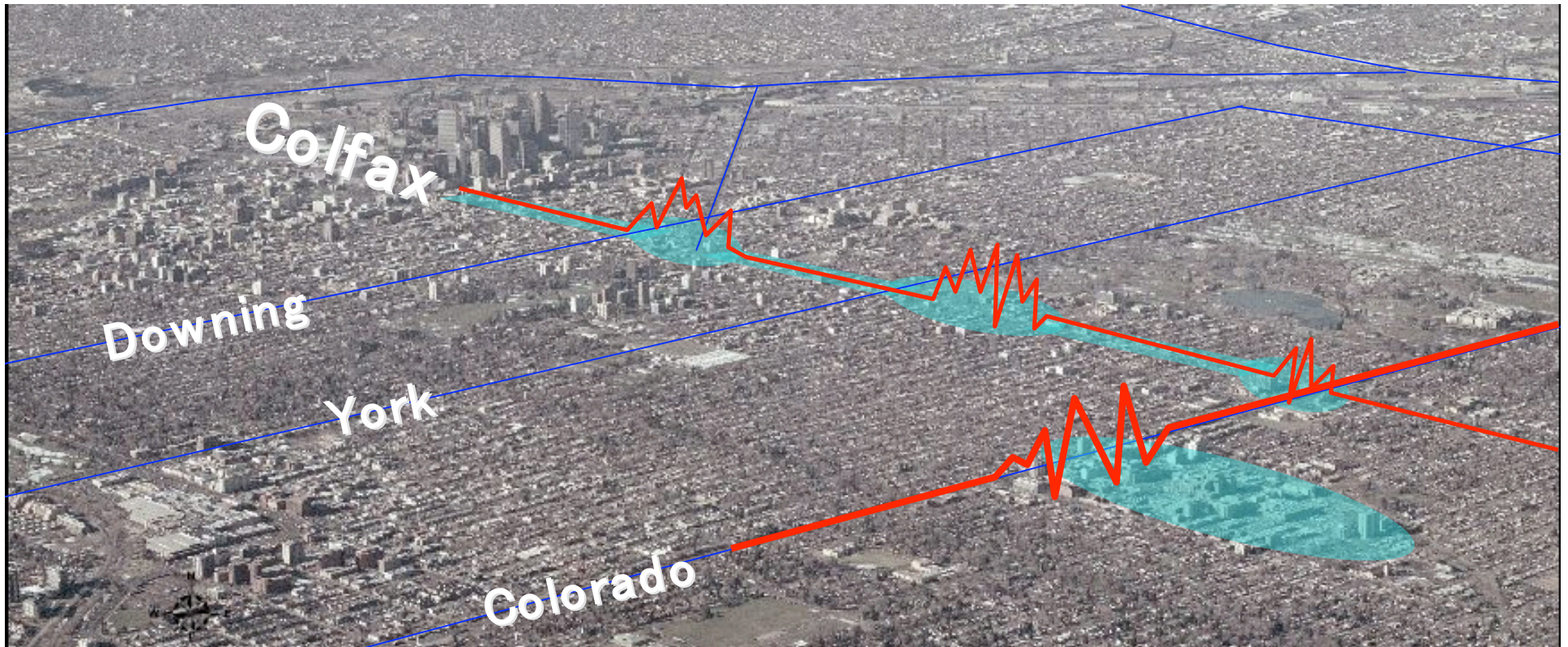
Principles of the New Urbanism

THE NEIGHBORHOOD, DISTRICT, AND
CORRIDOR

Neighborhoods should be compact, pedestrian-friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Corridors are **regional connectors of neighborhoods and district**; they range from boulevards and rail lines to rivers and parkways.

“Neighborhoods mass together to form towns and cities. A single neighborhood isolated in the landscape is a village”
Elizabeth Plater-Zyberk

East Colfax Plan: Identify pulse points or catalyst sites for investment



Vision: Restore a sense of MAIN STREET



What can be built under B-4?



What can't be built under B-4?



Principles of the New Urbanism

THE STREET, THE BLOCK,
AND THE BUILDING

The primary task of all urban architecture and landscape design is the **physical definition** of street and public spaces as places of shared use.

“Build-to lines reestablish the principle of frontality and make buildings parts of larger ensembles defining the public realm.”

Daniel Solomon

Principles of the New Urbanism

THE STREET, THE BLOCK,
AND THE BUILDING

Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they **encourage walking** and enable neighbors to know each other and protect their communities.

“Our modern urban plazas often suffer from many of the same problems as modern streets...they frequently showcase the building rather than encourage or shelter the pedestrian.”

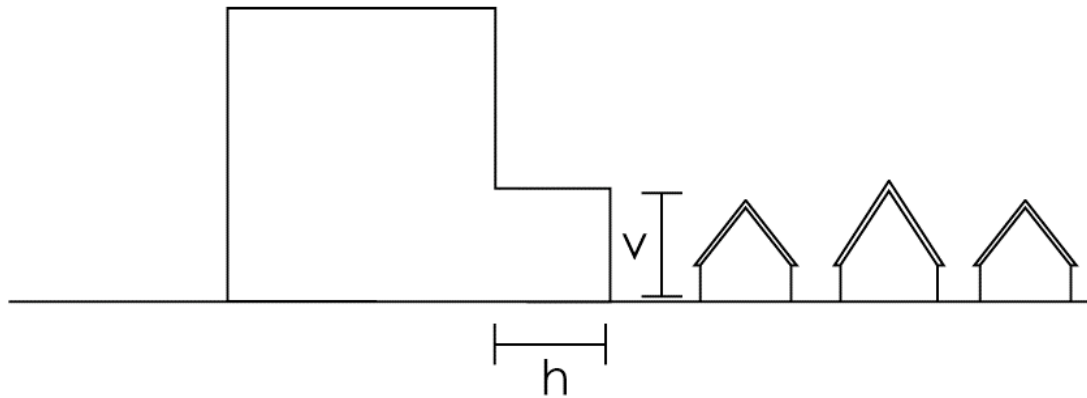
Victor Dover

Main Street: KEY ELEMENTS

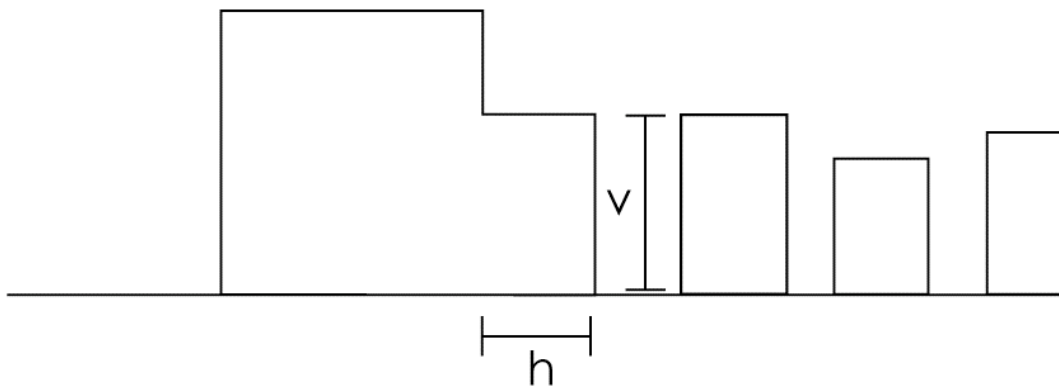


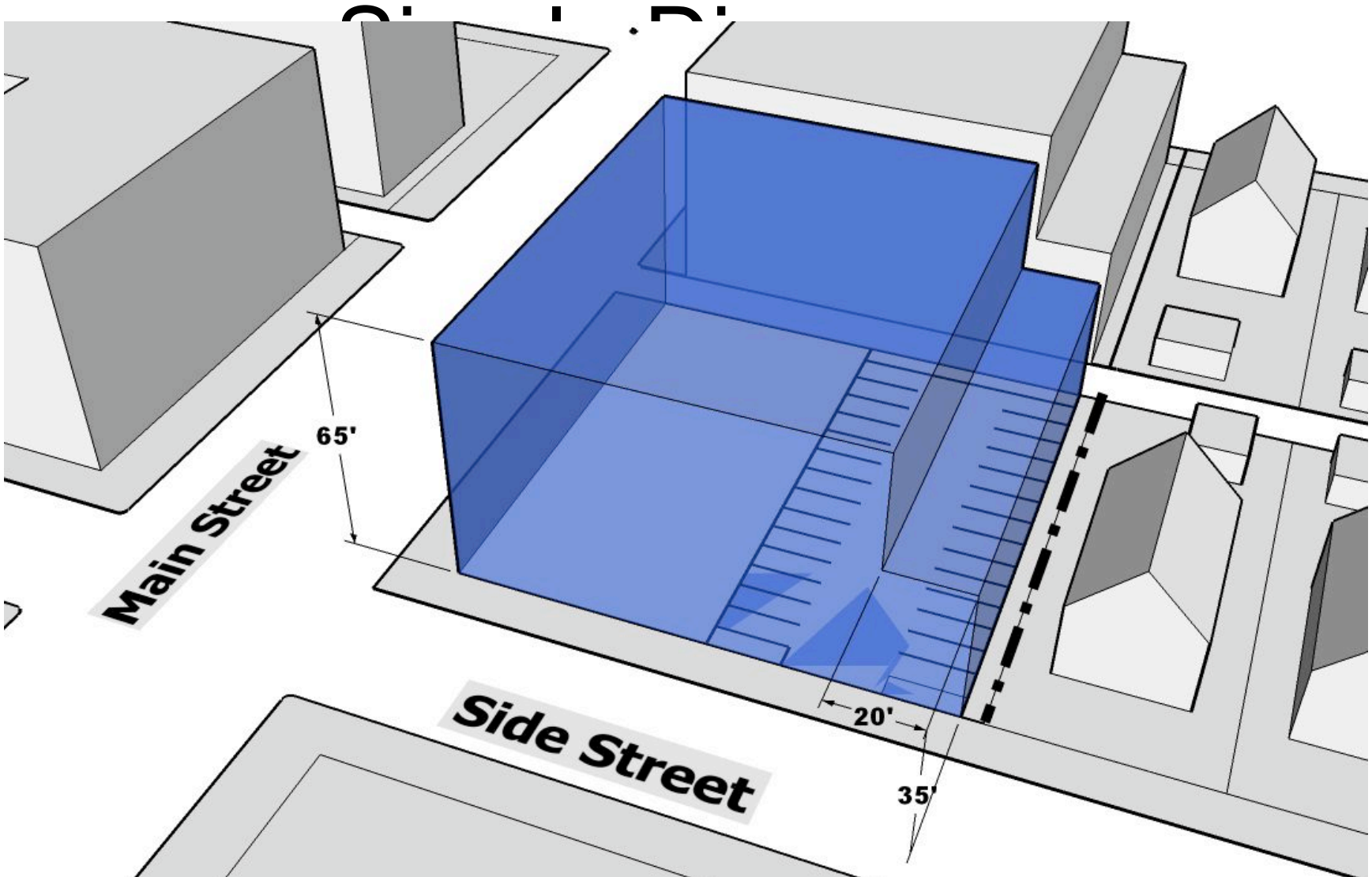
Main Street TRANSITIONS




*Height responds to
RESIDENTIAL
context*



*Height responds to
MIXED-USE
context*





Main Street Category	Frontage	Max Height	Min Height	Upper Story Setback		Windows
				Front	Rear	
MS-1 	MS=75% SS=25%	35'	N/A	N/A	N/A	MS=60% SS=25%
MS-2 	MS=75% SS=25%	65'	24'	N/A	V=35' H=20' unless adjacent bldg > 35'	MS=60% SS=25%
MS-3 	MS=75% SS=40%	100'	24'	V=65' H=20'	V=65' H=20' Unless adjacent bldg. > 35'	MS=60% SS=30%



Implementing in Broad Strokes

East Colfax Proposed Main Street Zoning



 MS-1
  MS-2
  MS-3

Small areas of R-2, R-3, and R-4 are included to resolve split parcel zoning.

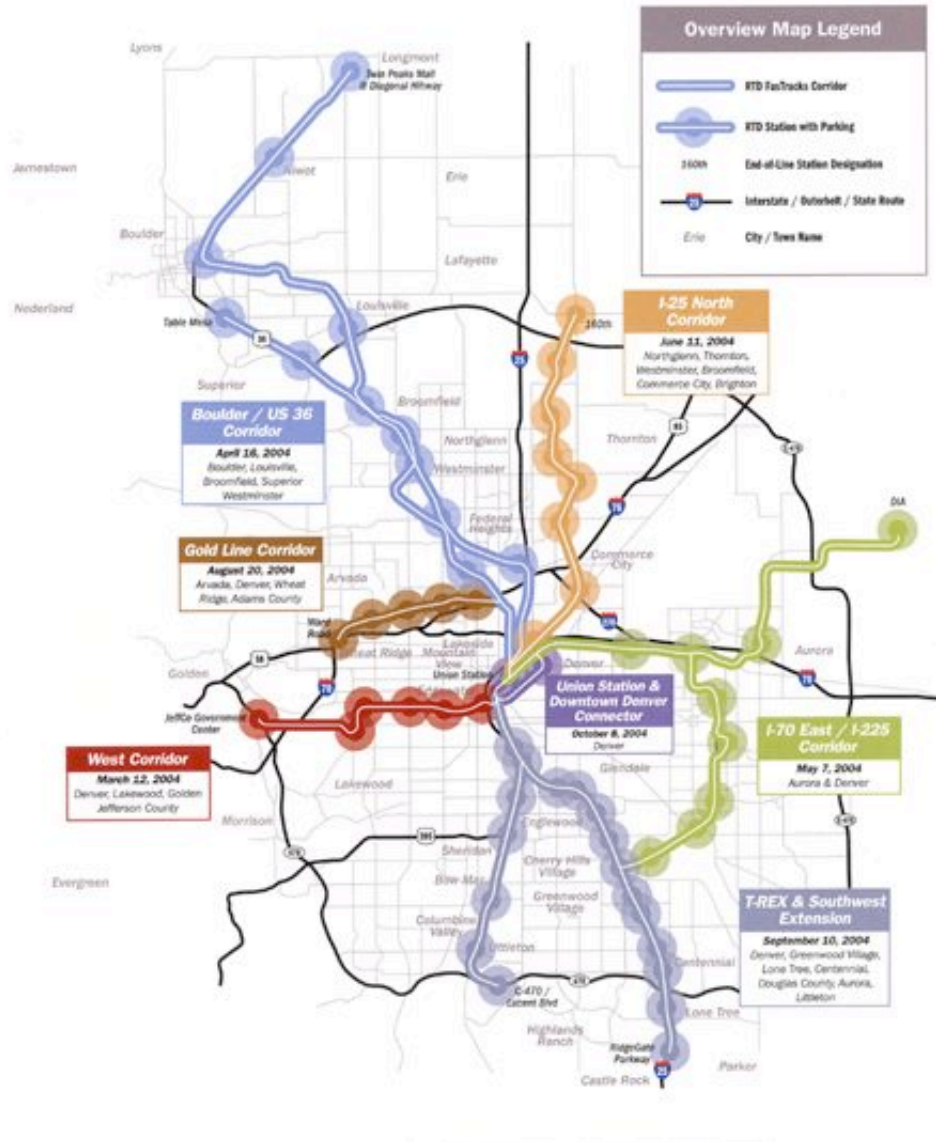
 R-2
  R-3
  R-4

 Parcels

TOD OPP

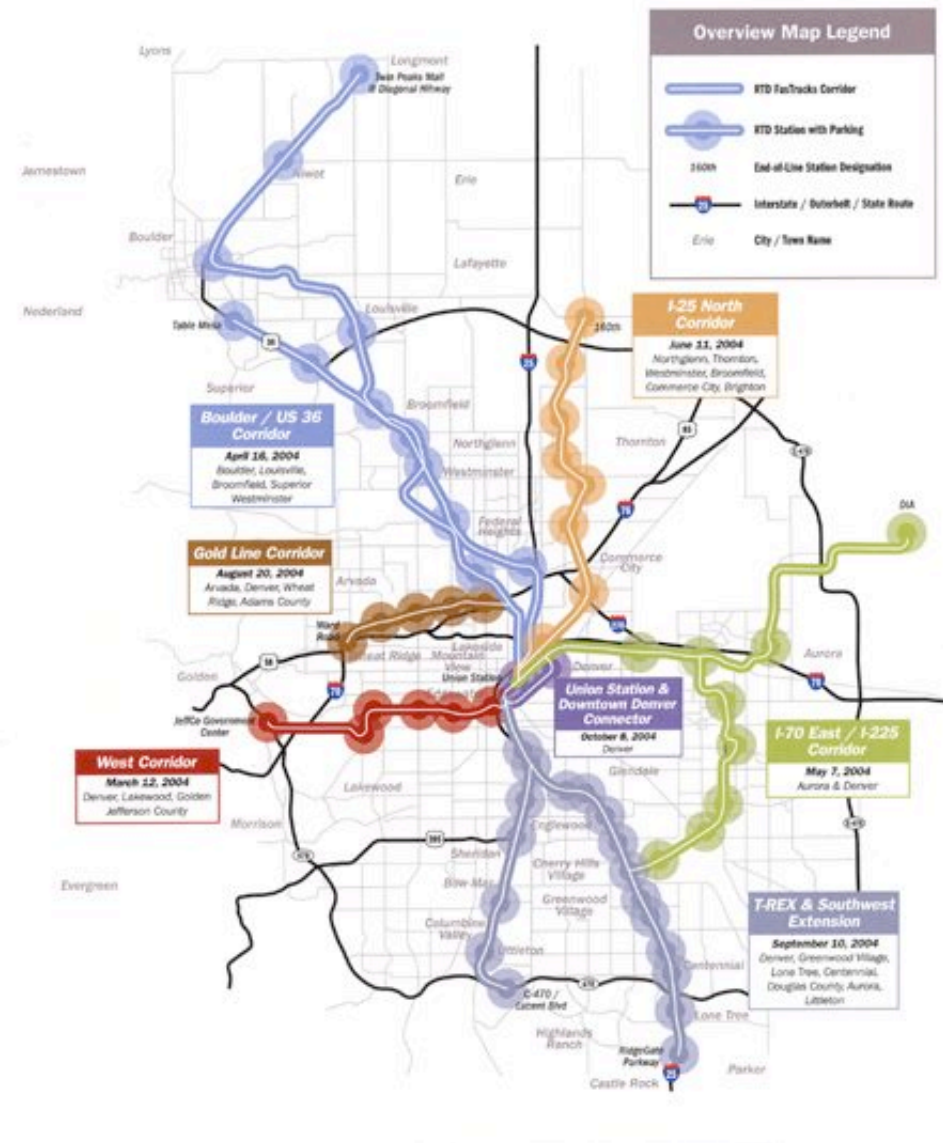
Fas-

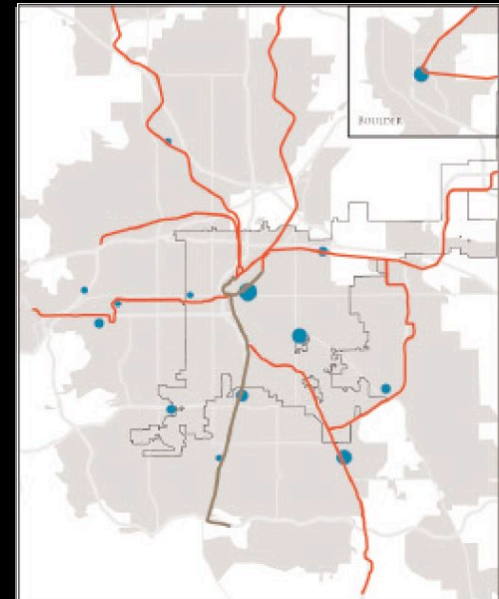
- \$4.7 billion transit expansion
- 6 New Lines, 119 Miles
- 70 Stations
- LRT, BRT, Commuter Rail
- Denver will have 40 stations of which 30 have



Fast

- Opportunity to fundamentally reshape growth patterns in the metro region
- Opportunity to create sustainable urban centers around multi-modal transportation





Corridor	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
West	EIS/PE	Final Design/ROW			Construction								
US 36 Rail	EIS/PE	Final Design/ROW				Construction							
East	EIS/PE	Final Design/ROW			Construction								
North Metro		EIS/PE		Final Design/ROW			Construction						
I-225		EIS/PE		Final Design/ROW		Construction							
Gold Line		EIS/PE		Final Design/ROW			Construction						
Southeast Ext.			EA/PE			Final Design			Construction				
Central	EIS/PE	Final Design/ROW			Construction								
Southwest Ext.			EA/PE			Final Design/ROW		Construction					
US 36 BRT	EIS/PE	Final Design	Slip Ramps	Final Design		Station and HOV Lane Construction							
Union Station	EIS/PE	Final Design			Construction								



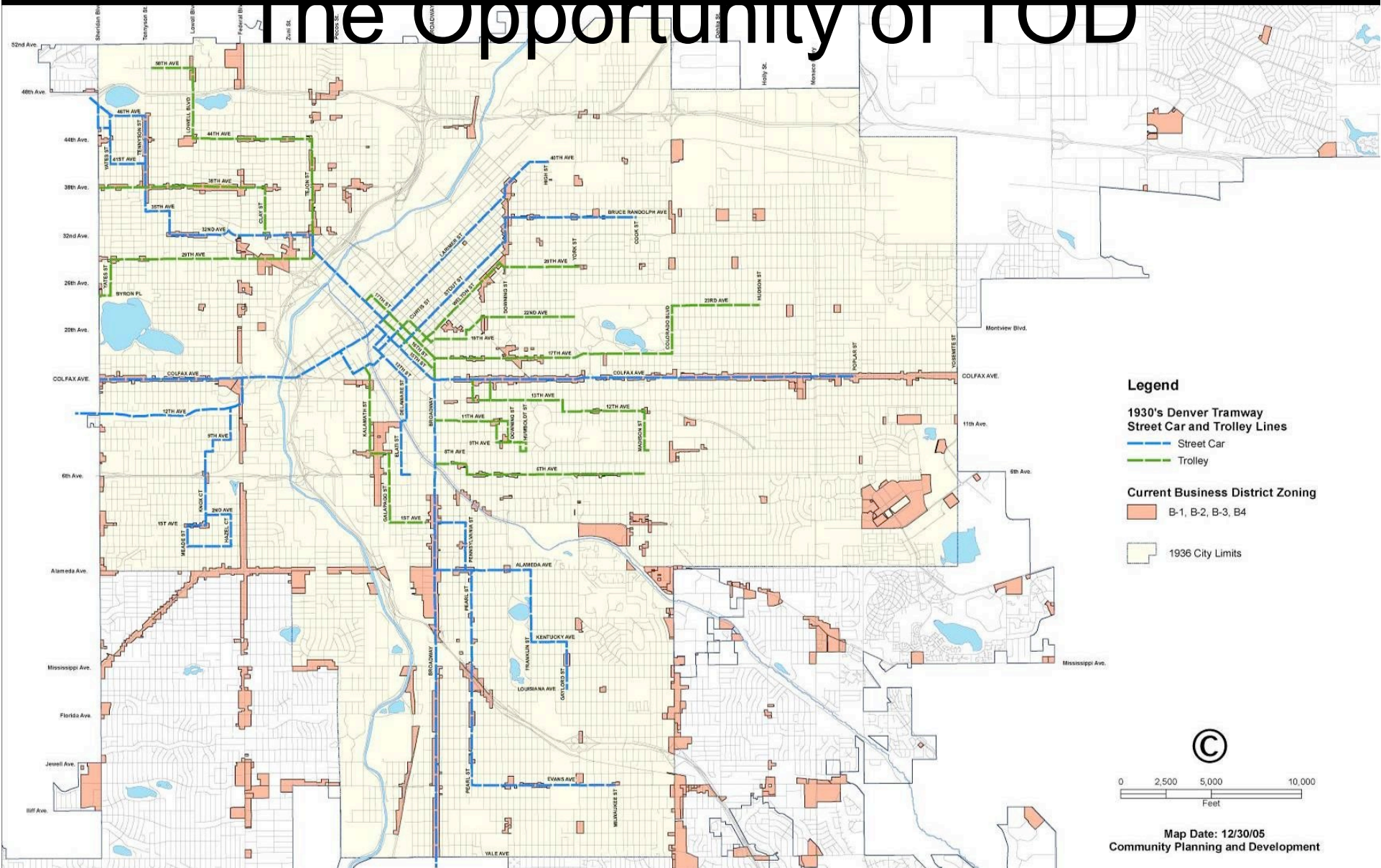
The Original TOD



The Opportunity of TOD



The Opportunity of TOD



Principles of the New Urbanism

THE NEIGHBORHOOD, DISTRICT, AND
CORRIDOR

Transit corridors, when properly planned and coordinated, can help organize metropolitan structure and **revitalize urban centers.**

“To create more diverse transportation networks, cities need more choices on how they may spend their federal highway funds.”

Mayor John O. Norquist

Principles of the New Urbanism

THE NEIGHBORHOOD, DISTRICT, AND
CORRIDOR

Appropriate **building densities and land uses** should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.

“People will walk a quarter-mile to catch a bus, but when rail transit is available, they’ll walk up to half a mile.”

William Lieberman

Principles of the New Urbanism

THE STREET, THE BLOCK,
AND THE BUILDING

In the contemporary metropolis, development must **adequately accommodate** automobiles. It should do so in ways that respect the pedestrian and the form of public space.

“The New Urbanism is not anti-car. It’s about civilizing our transportation system.”

G. B. Arrington

The Opportunity of TOD

1. Added Investment Value

- Investment vs. spending
- Public investment in transit infrastructure catalyzes private investment
- Fixed station locations create value and certainty

