

draft DENVERIGHT COMPREHENSIVE PLAN 2040 (August 2018)

draft DENVERIGHT BLUEPRINT DENVER (August 2018)

GOALS | POLICIES | STRATEGIES

A RESOURCE FOR PUBLIC REVIEW

About This Resource

This resource has been developed to assist in the review of *Denveright Comprehensive Plan 2040* and *Denveright Blueprint Denver* – released for public review in August 2018. Included here are all 227 goals and strategies in *Denveright Comprehensive Plan 2040*, the 10 goals and all 54 policies in *Denveright Blueprint Denver*, and all 196 strategies in *Denver Blueprint Denver*.

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Reference System for Review and Comment

A reference system is provided in this resource to identify goals, policies, and strategies based on the *sections* of the plans in which they appear. The letter initials are based on the title used for each section of the plans. Below is a list of the abbreviations used in this resource. (Note: This reference system is not in the draft *Denverright* plan documents themselves.)

Section Name in Comprehensive Plan 2040	Abbreviation used here
Equitable, Affordable and Inclusive	[EAI]
Strong and Authentic Neighborhoods	[SAN]
Connected, Safe and Accessible Places	[CSAP]
Economically Diverse and Vibrant	[EDV]
Environmentally Resilient	[ER]
Healthy and Active	[HA]
Denver and the Region	[DR]

Section Name in Blueprint	Abbreviation used here
Blueprint Denver Plan Goals	[B]
Land Use and Built Form General	[LG]
Land Use and Built Form Housing	[LH]
Land Use and Built Form Economics	[LE]
Land Use and Built Form Design Quality	[LD]
Mobility	[M]
Quality of Life Infrastructure	[Q]

draft **DENVERIGHT COMPREHENSIVE PLAN 2040** (August 2018)
GOALS and STRATEGIES

total goals and strategies: 227

section goals: 6

sub-goals: 55

strategies: 166

Section: Equitable, Affordable and Inclusive [EAI]

[EAI] Section Goal:

In 2040, Denver is an equitable, inclusive community with a high quality of life for all residents, regardless of income level, race, ethnicity, gender, ability or age.

[EAI] 1.1 Ensure all Denver residents have safe, convenient and affordable access to basic services and a variety of amenities.

- [EAI] 1.1.A Increase development of housing units within or in close proximity to mixed-use developments.
- [EAI] 1.1.B Implement a high-quality, affordable and accessible multimodal transportation system.
- [EAI] 1.1.C Improve equitable access to resources that improve quality of life, including cultural and natural amenities, health care, education, parks, recreation, nutritious food and the arts.
- [EAI] 1.1.D Enhance equitable access to city resources through proactive and transparent communications, easy-to-access information and materials available in more than one language.

[EAI] 1.2 Support housing as a continuum to serve residents across a range of incomes, ages and needs.

- [EAI] 1.2.A Create a greater mix of housing options throughout the city for all individuals and families.
- [EAI] 1.2.B Ensure city policies and regulations encourage every neighborhood to provide a complete range of housing options.
- [EAI] 1.2.C Foster communities of opportunity by aligning housing strategies and investments to improve economic mobility and access to services.

[EAI] 1.3 Develop housing that is affordable to residents of all income levels.

- [EAI] 1.3.A Maximize and ensure the long-term sustainability of city funding sources for workforce and affordable housing.
- [EAI] 1.3.B Support land use regulations that incentivize the private development of affordable and mixed-income housing.
- [EAI] 1.3.C Promote programs to help individuals and families access affordable housing.
- [EAI] 1.3.D Leverage publicly owned land for affordable housing development.

[EAI] 1.4 Preserve existing affordable housing.

- [EAI] 1.4.A Evaluate and enhance existing tools, such as tax relief programs, to preserve the longterm affordability of housing throughout Denver.
- [EAI] 1.4.B Explore additional tools, including community land trusts and regulatory incentives, to preserve existing affordable housing.

[EAI] 1.5 Reduce the involuntary displacement of residents and businesses.

- [EAI] 1.5.A Advance a comprehensive approach to mitigating involuntary displacement that includes expanding economic mobility, creating new affordable housing and preserving existing affordability.
- [EAI] 1.5.B Stabilize residents and businesses at risk of displacement through programs and policies that help them to stay in their existing community.

[EAI] 1.5.C Evaluate city plans, projects and major regulatory changes for the potential to contribute to involuntary displacement; identify and implement strategies to mitigate anticipated impacts to residents and businesses.

[EAI] 1.6 Integrate equity considerations into city policies, processes and plans.

[EAI] 1.6.A Adopt strategies to ensure that plans and processes are viewed equitably.

[EAI] 1.6.B Track the information needed to understand disparities and to evaluate the equity impacts of public programs and projects.

[EAI] 1.7 Make neighborhoods accessible to people of all ages and abilities.

[EAI] 1.7.A Encourage the integration of age-friendly community features into public and private development.

[EAI] 1.7.B Prioritize infrastructure improvements that allow for residents of all abilities to access and live in any neighborhood.

[EAI] 1.7.C Design and program public spaces and recreation centers to accommodate people of all ages and abilities.

[EAI] 1.8 Increase housing options for Denver’s most vulnerable populations.

[EAI] 1.8.A Expand investments in housing options and services for people experiencing homelessness.

[EAI] 1.8.B Partner with organizations to develop permanent and transitional housing affordable to very low-income populations.

[EAI] 1.8.C Ensure that city regulations enable a range of flexible housing options to meet the needs of those experiencing or transitioning out of homelessness.

[EAI] 1.8.D Expand the supply of housing accessible to seniors and people with disabilities.

[total: 8 sub-goals | 25 strategies]

Section: Strong and Authentic Neighborhoods [SAN]

[SAN] Section Goal:

In 2040, Denver’s neighborhoods are complete, unique, diverse and economically strong.

[SAN] 2.1 Create a city of complete neighborhoods.

[SAN] 2.1.A Support a network of well connected, vibrant, mixed-use centers and corridors.

[SAN] 2.1.B Ensure neighborhoods offer a mix of housing types and services for a diverse population.

[SAN] 2.1.C Ensure neighborhoods are safe, accessible and well-connected for all modes.

[SAN] 2.1.D Encourage quality infill development that is consistent with the surrounding neighborhood and offers opportunities for increased amenities.

[SAN] 2.2 Enhance Denver’s neighborhoods through high quality urban design.

[SAN] 2.2A Enhance collaboration between city agencies to ensure quality design and innovation across the public and private realm.

[SAN] 2.2.B Establish a scalable, predictable and adaptable approach to improve design quality across the city.

[SAN] 2.2.C Encourage people-oriented places that embrace community character with thoughtful transitions, aspirational design and an engaging public realm.

[SAN] 2.2.D Use urban design to contribute to economic viability, public health, safety, environmental well-being and quality of life.

[SAN] 2.3 Preserve the authenticity of Denver’s neighborhoods and celebrate our history, architecture and culture.

- [SAN] 2.3.A Create a citywide preservation plan to preserve the diversity of historic places, and complete Discover Denver, the citywide building survey identifying historic resources.
- [SAN] 2.3.B Increase public awareness of the benefits of historic preservation through education and outreach.
- [SAN] 2.3.C Ensure city policies and regulations support historic preservation and eliminate barriers in city processes to help all neighborhoods preserve what matters most.
- [SAN] 2.3.D Expand resources to preserve and enhance neighborhood culture.
- [SAN] 2.3.E Support the stewardship and reuse of existing buildings, including city properties.

[SAN] 2.4 Ensure every neighborhood is economically strong and dynamic.

- [SAN] 2.4.A Support and grow neighborhood-serving businesses.
- [SAN] 2.4.B Embrace the international nature of our neighborhoods through support of immigrant owned businesses.
- [SAN] 2.4.C Make city-led catalytic investments in neighborhoods to advance community goals.

[SAN] 2.5 Create and preserve parks and public spaces that reflect the identity of Denver’s neighborhoods.

- [SAN] 2.5.A Ensure that parks and recreational programs reflect the unique context and cultural identity of the neighborhoods they share.
- [SAN] 2.5.B Design public spaces to facilitate social connections and enhance cultural identity.

[SAN] 2.6 Empower Denverites to be involved and collaborative in city government.

- [SAN] 2.6.A Continue to strengthen trust and communication between the city and all neighborhoods.
- [SAN] 2.6.B Provide proactive communication and transparency about city policies, processes and plans.
- [SAN] 2.6.C Develop community engagement strategies to better engage all citizens, especially underrepresented communities.
- [SAN] 2.6.D Build the capacity of underrepresented citizens to increase their involvement in decision-making.

[SAN] 2.7 Leverage the arts and support creative placemaking to strengthen community.

- [SAN] 2.7.A Infuse arts, culture and creativity into all aspects of community planning and design.
- [SAN] 2.7.B Embrace existing communities and their cultural assets.
- [SAN] 2.7.C Integrate community-inspired art and artistic expression into the public realm.
- [SAN] 2.7.D Use city-owned facilities to expand arts and cultural programming.

[SAN] 2.8 Conduct intentional, equitable and measurable neighborhood planning.

- [SAN] 2.8.A Create diverse and inclusive opportunities for communities to participate in planning.
- [SAN] 2.8.B Ensure all neighborhoods have a future vision that is both community-driven and long term.
- [SAN] 2.8.C Ensure neighborhood plan recommendations are consistent with the local vision and with this comprehensive plan.

[SAN] 2.9 Ensure all neighborhoods are safe.

- [SAN] 2.9.A Encourage design and development to improve public health and safety.
- [SAN] 2.9.B Ensure public safety services for all areas and encourage all neighborhoods to support crime prevention.
- [SAN] 2.9.C Provide a high level of policing services ensuring safety and security in the community.

[9 sub-goals | 32 strategies]

Section: Connected, Safe and Accessible Places [CSAP]

[CSAP] Section Goal:

In 2040, Denver is connected by safe, high quality, multimodal transportation options.

[CSAP] 3.1 Deliver a multimodal network that encourages more trips by walking, biking and transit.

[CSAP] 3.1 A. Prioritize transportation projects that will advance Denver’s mode share goals.

[CSAP] 3.1 B. Use transportation demand management (TDM) strategies to reduce trips by single occupant vehicles.

[CSAP] 3.1 C. Measure roadway capacity by person trips, rather than auto trips, and prioritize projects and programs that achieve the most efficient levels of moving people.

[CSAP] 3.2 Provide a safe transportation system that serves all users.

[CSAP] 3.2 A. Implement the city’s Vision Zero Action Plan to achieve zero traffic-related deaths and serious injuries by 2030.

[CSAP] 3.2 B. Build streets that are safe for everyone, especially for the most vulnerable, including the elderly, those with disabilities and children.

[CSAP] 3.2 C. Create a transportation system to serve all ages and physical abilities.

[CSAP] 3.3 Maximize the public right-of-way to create great places.

[CSAP] 3.3 A. Promote the role of streets to foster economic activity, contribute to great urban design and accommodate green infrastructure, including street trees.

[CSAP] 3.3 B. Develop tools, such as street design standards, to prioritize how valuable right-of-way is allocated among various demands including mobility, utilities, green infrastructure, trees and design amenities.

[CSAP] 3.4 Create an equitable and connected multimodal network that improves access to opportunity and services.

[CSAP] 3.4 A. Ensure focused transportation investments—on streets as well as neighborhood trails—in areas with populations more dependent on walking and transit.

[CSAP] 3.4 B. Use the multimodal network to connect vulnerable populations to employment, education and health services.

[CSAP] 3.4 C. Support efforts to enhance service and reduce fares for low-income and young transit users.

[CSAP] 3.5 Develop a frequent, high quality, and reliable transit network.

[CSAP] 3.5 A. Promote a citywide network of frequent transit service that is reliable, safe and accessible to users of all ages and abilities.

[CSAP] 3.5 B. Implement Denver Moves: Transit, including the frequent transit network and transit capital investment corridors.

[CSAP] 3.5 C. Explore the city’s legislative, organizational and financial capacity to supplement, own, and/or operate high-quality transit service.

[CSAP] 3.6 Build and maintain safe bicycle and pedestrian networks.

[CSAP] 3.6 A. Create a citywide network for bicycling and walking that is safe and accessible to people of all ages and abilities.

[CSAP] 3.6 B. Implement the bicycle network, including facilities easy to use, recommended in Denver Moves: Bicycles.

[CSAP] 3.6 C. Implement the complete network of pedestrian infrastructure recommended in Denver Moves: Pedestrians & Trails.

[CSAP] 3.7 Expand funding options for multimodal infrastructure.

[CSAP] 3.6 A. Explore new funding tools to enable increased investments in mobility projects and services.

[CSAP] 3.6 B. Continue to make significant increases in the city’s annual budget allocation for capital investment in mobility and increase budgets for maintenance and operation.

[CSAP] 3.8 Strengthen multimodal connections in mixed-use centers and focus growth near transit.

[CSAP] 3.8 A. Enhance multimodal connections within and between mixed-use centers including downtown, Denver International Airport and major urban centers.

[CSAP] 3.8 B. Promote transit-oriented development and encourage higher density development near transit to support ridership.

[CSAP] 3.9 Advance innovative curb lane management and parking policies.

[CSAP] 3.8 A. Promote strategies to balance demand for the curb lane (where vehicles park and load) that responds to the land uses on that street.

[CSAP] 3.8 B. Promote on-street parking management strategies that maximize use of the curb lane and are tailored to the context and needs of specific areas at different times of the day.

[CSAP] 3.8.C Balance the demand for on- and off-street parking with other community goals including affordability and sustainability.

[CSAP] 3.8 D. Implement innovations in pricing and regulations to better optimize the supply of curb lane access.

[CSAP] 3.10 Embrace innovations in transportation policy and technologies to improve movement throughout the city.

[CSAP] 3.10 A. Deploy smart technology innovations to improve safety, traffic flow, curb lane management, wayfinding, trip planning and parking.

[CSAP] 3.10 B. Proactively plan for the impacts of new technology, including driverless vehicles.

[10 sub-goals | 27 strategies]

Section: Economically Diverse and Vibrant [EDV]

[EDV] Section Goal:

In 2040. Denver is a global city with a robust economy that reflects the diversity of our community.

[EDV] 4.1 Ensure economic mobility and improve access to opportunity.

[EDV] 4.1A. Improve economic mobility through workforce training, career development, education and wealth creation.

[EDV] 4.1B. Support business development and grow the talent necessary to compete in the global economy.

[EDV] 4.1C. Build the capacity and strength of businesses owned by women and people of color.

[EDV] 4.2 Grow a strong, diversified economy.

[EDV] 4.2 A. Broaden the tax base with a focus on fiscal activity that is resilient to changes over time.

[EDV] 4.2 B. Facilitate the growth of a diverse business sector that serves as the foundation for a global, next-generation economy.

[EDV] 4.2 C. Leverage Denver’s community assets, outdoor lifestyle, quality parks and recreation amenities and natural environment to attract a wide range of talent, entrepreneurs and businesses.

[EDV] 4.3 Sustain and grow Denver’s neighborhood businesses.

[EDV] 4.3 A. Promote small, locally-owned businesses and restaurants that reflect the unique character of Denver.

- [EDV] 4.3 B. Target investments and small business support to the most underserved or distressed neighborhoods.
 - [EDV] 4.3 C. Address the needs of culturally relevant businesses that are most vulnerable to involuntary displacement.
- [EDV] 4.4 Strengthen Denver as a global city that will be competitive in the economy of today and tomorrow.
- [EDV] 4.4 A. Deepen global connections and attract an appropriate balance of foreign, direct investment.
 - [EDV] 4.4 B. Create a business environment that supports new investment and that values cultural diversity.
 - [EDV] 4.4 C. Promote Denver International Airport as the gateway between Denver and world.
- [EDV] 4.5 Enable Denver’s youth to compete in a global economy.
- [EDV] 4.5 A. Create partnerships between employers and educators to directly connect students to entrepreneurs and business leaders.
 - [EDV] 4.5 B. Support Denver Public Schools to address achievement gaps and ensure equitable access to quality education.
- [EDV] 4.6 Accelerate Denver’s economic vitality through arts, culture and creativity.
- [EDV] 4.6 A. Encourage the development of creative districts.
 - [EDV] 4.6 B. Enhance cultural tourism and promote the city’s diversity of innovative industries.
 - [EDV] 4.6 C. Grow public-private partnerships and explore tools to support creative businesses and job creation.
- [EDV] 4.7 Expand participation in arts and culture and ensure that arts and culture are accessible to all.
- [EDV] 4.7 A. Support multi-arts education for all ages and strengthen the pathway to careers in the creative sector.
 - [EDV] 4.7 B. Remove barriers that limit participation in arts and culture including physical, economic and cultural barriers.
- [EDV] 4.8 Stimulate the growth of ideas and innovation.
- [EDV] 4.8 A. Support a culture of innovation and encourage the “accidental collision” of ideas that results in new technologies.
 - [EDV] 4.8 B. Encourage entrepreneurial and emerging business growth by fostering a startup ecosystem with places, mentors, peers and systems to assist innovators and businesses.
- [EDV] 4.9 Promote a vibrant food economy and leverage Denver’s food businesses to accelerate economic opportunity.
- [EDV] 4.9 A. Develop Denver as an epicenter for the regional food economy.
 - [EDV] 4.9 B. Support the creation, expansion and economic vitality of Denver food businesses.
 - [EDV] 4.9 C. Spur innovation and entrepreneurship across food and agricultural industries.

[9 sub-goals | 24 strategies]

Section: Environmentally Resilient [ER]

[ER] Section Goal:

In 2040, Denver is a thriving, sustainable city connected to nature and resilient to climate change.

[ER] 5.1 Mitigate climate impact by significantly reducing greenhouse gas emissions.

- [ER] 5.1 A. Embrace clean and local energy that comes from renewable sources such as sun and wind.
- [ER] 5.1 B. Reduce energy use by buildings and advance green building design.

- [ER] 5.1 C. Invest in multimodal transportation and support a clean, carbon-free transportation system.
- [ER] 5.1 D. Become a leader in smart technologies that help to reduce greenhouse gas emissions

[ER] 5.2 Prepare for and adapt to climate change.

- [ER] 5.2 A. Prepare for the impacts of climate change including increased temperatures, loss of tree canopy, infrastructure damage, increased frequency of extreme weather events and reduced snowpack and earlier snow melt.
- [ER] 5.2 B. Plan for climate change through collaboration, innovation and special attention to the city's most vulnerable populations, who are disproportionately impacted by climate change.

[ER] 5.3 Conserve water and use it more efficiently.

- [ER] 5.3 A. Encourage requirements for water-conserving landscaping for private development and publicly owned land.
- [ER] 5.3 B. Support Denver Water's Integrated Resource Plan, including strategies to reduce water use, ensure use of metering or submetering in multi-tenant buildings, increase water recycling and efficiency and promote alternative water sources.

[ER] 5.4 Integrate stormwater into the built environment by using green infrastructure to improve water quality and reduce runoff.

- [ER] 5.4 A. Embrace stormwater as an asset and integrate it into the design of streets, open spaces and neighborhoods.
- [ER] 5.4 B. Improve and protect all of Denver's waterways so they are swimmable and fishable and promote life and safety.
- [ER] 5.4 C. Encourage low-impact development that reduces impervious surfaces by using trees, low-water landscaping and green infrastructure.
- [ER] 5.4 D. Prepare a citywide stormwater strategic plan that identifies high-need areas, uses innovative best practices and prioritizes both green and gray infrastructure to treat and manage stormwater runoff.

[ER] 5.5 Enhance and protect the South Platte River.

- [ER] 5.5 A. Promote the value of Denver's only river and expand its role in creating great neighborhoods, improving flood management and expanding natural habitat.
- [ER] 5.5 B. Develop a multi-disciplinary plan to guide the future of the river including its environmental, stormwater, water quality, flood mitigation, recreation and urban design components.

[ER] 5.6 Protect and expand the city's green infrastructure network.

- [ER] 5.6 A. Recognize parks, public space, trees and plants as vital elements of green infrastructure and ensure that the provision of these elements keeps pace with Denver's growth.
- [ER] 5.6 B. Promote the connection of parks, open spaces, trails, river corridors, parkways and street trees into an integrated green infrastructure network.
- [ER] 5.6 C. Maintain and expand the citywide tree canopy.
- [ER] 5.6 D. Preserve and enhance the city's system of parkland and adapt park landscapes to be more climate and heat resistant.

[ER] 5.7 Reduce the disposal of solid waste and conserve raw materials.

- [ER] 5.7 A. Increase Denver's solid waste diversion rate through increased composting and recycling.
- [ER] 5.7 B. Reduce waste through the reuse and conservation of materials.
- [ER] 5.7 C. Prioritize the reuse of existing buildings and explore incentives to salvage or reuse materials from demolished structures.
- [ER] 5.7 D. Promote the use of recycled materials in the construction of new buildings.

[ER] 5.8 Conserve land and grow responsibly.

- [ER] 5.8 A. Promote infill development where infrastructure and services are already in place.
- [ER] 5.8 B. Encourage mixed-use communities where residents can live, work and play in their own neighborhoods.
- [ER] 5.8 C. Focus growth by transit stations and along high- and medium capacity transit corridors.
- [ER] 5.8 D. Promote the redevelopment of brownfields.

[ER] 5.9 Protect and improve air quality.

- [ER] 5.9 A. Attain national ambient air quality standards.
- [ER] 5.9 B. Improve Denver’s air by reducing the use of single occupancy vehicles, advancing renewable energy sources, expanding the use of transit, promoting innovative and alternative technologies and supporting mixed-use, walkable neighborhoods.

[ER] 5.10 Promote diverse and environmentally responsible food systems.

- [ER] 5.10 A. Encourage climate-smart food production practices.
- [ER] 5.10 B. Expand and preserve regional food system assets and infrastructure.
- [ER] 5.10 C. Reduce food waste to help ensure that today’s food systems preserve natural assets for the food systems of tomorrow.

[10 sub-goals | 31 strategies]

Section: Healthy and Active [HA]

[HA] Section Goal:

In 2040, Denver is a city of safe, accessible and healthy communities.

[HA] 6.1 Create and enhance environments that support physical activity and healthy living.

- [HA] 6.1 A. Recognize parks, recreation and the urban forest as vital components of a complete community.
- [HA] 6.1 B. Promote walking and biking through the development of a safe and interconnected multimodal network.
- [HA] 6.1 C. Design safe public spaces and recreational areas.

[HA] 6.2 Provide high-quality parks, recreation facilities and programs that serve all Denver residents.

- [HA] 6.2 A. Ensure equitable access to parks and recreation amenities for all residents.
- [HA] 6.2 B. Make Denver’s healthy outdoor lifestyle accessible to residents of all ages and backgrounds.
- [HA] 6.2 C. Expand the supply of parks, recreational facilities and programs relative to Denver’s population growth.

[HA] 6.3 Ensure access to affordable, nutritious and culturally appropriate foods in all neighborhoods.

- [HA] 6.3 A. Expand efforts to recruit and retain fresh-food retailers in low-income and underserved areas.
- [HA] 6.3 B. Expand community food production and sharing.
- [HA] 6.3 C. Build community-driven food resources. D. Increase enrollment in the Supplemental Nutrition Assistance Program (SNAP).

[HA] 6.4 Increase access to health services for all.

- [HA] 6.4 A. Enhance collaboration between health organizations, schools, faith-based organizations and other community organizations to promote preventive care and improve access to health services.
- [HA] 6.4 B. Increase education and mobilization for community health campaigns.

[HA] 6.4 C. Increase access to behavioral health screening and interventions by integrating these services with physical health services.

[HA] 6.5 Incorporate health analysis into relevant city policies, processes and planning.

[HA] 6.5 A. Integrate health impacts and considerations into relevant city programs and projects.

[HA] 6.5 B. Work across multiple city departments and partners to address health impacts.

[5 sub-goals | 14 strategies]

Section: Denver and the Region

[no section goal provided]

[DR] 1 Be a regional leader in smart growth.

[DR] 1.A. Demonstrate the benefits of compact, mixed-use development for the region.

[DR] 1.B. Monitor increases in population and employment annually to ensure Blueprint Denver has appropriate policies and strategies to manage expected future growth.

[DR] 1.C. Develop a strategic implementation plan and program for regional centers and other key growth areas in Denver.

[DR] 1.D. Protect our natural resources and open space.

[DR] 2 Embrace Denver's role as the center of regional growth.

[DR] 2.A. Direct significant growth to regional centers and community centers and corridors with strong transit connections.

[DR] 2.B. Establish growth targets for specific regional centers to help the region achieve its goals for directing growth to designated urban centers.

[DR] 2.C. Add a significant amount of jobs and housing in downtown.

[DR] 3 Advance and promote regional collaboration.

[DR] 3.A. Collaborate with neighboring jurisdictions and the Denver Regional Council of Governments (DRCOG) on key topics including growth, equity, transportation, housing, arts, culture, open space preservation, waste management, homelessness and aging.

[DR] 3.B. Coordinate with RTD, DRCOG and local jurisdictions to support investment in multimodal regional connections, including transit corridors.

[DR] 3.C. Advocate for the reduction of physical and social barriers between jurisdictions for the benefit of the region.

[DR] 4 Capitalize on Denver's role as a transportation hub and enhance connections to the region and beyond.

[DR] 4.A. Leverage the regional investment in RTD's FasTracks program to develop a network of transit-oriented centers at rail stations.

[DR] 4.B. Utilize Denver Union Station's role as the heart of the RTD system to strengthen downtown's principal role in the regional economy.

[DR] 4.C. Promote Denver International Airport as a vibrant, well-connected economic center and leverage its national and international connections to strengthen the regional economy.

[4 sub-goals | 13 strategies]

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BLUEPRINT PLAN GOALS [B]

- [B] 01 Serve all Denver residents with a diverse range of affordable housing options and quality employment opportunities throughout the city.
- [B] 02 Ensure all Denver residents have safe convenient and affordable access to basic services and a variety of amenities.
- [B] 03 Develop high-quality mobility options that prioritize walking, biking and transit and connect people of all ages and abilities to their daily needs.
- [B] 04 Support a welcoming business environment and the growth of employment center around the city to promote work and educational opportunities for all residents.
- [B] 05 Focus higher intensity growth in walkable mixed-use centers and along high-frequency and high-capacity transit corridors.
- [B] 06 Enhance the overall character and sense of place of neighborhoods through all stages of development and reinvestment.
- [B] 07 Foster great urban design and the creation of authentic places that thoughtfully integrate streets, public spaces and private property.
- [B] 08 Promote enduring and compatible design that responds to an evolving community while embracing historic assets and cultural heritage.
- [B] 09 Guide growth to maintain connections to the outdoors, respond to climate change and protect our environment and natural resources.
- [B] 10 Promote a healthy community with equitable access to healthy living for all residents.

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Section: Land Use and Built Form | General [LG]

- [LG] 01 Promote and anticipate planned growth in major centers and corridors and key residential areas connected by high- and medium-capacity transit corridors.
- [LG] 02 Incentivize or require the most efficient development of land, especially in areas with high transit connectivity.
- [LG] 03 Ensure the Denver Zoning Code continues to respond to the needs of the city, while remaining modern and flexible.
- [LG] 04 Ensure equitable planning processes and include underrepresented community members in plan decision making.
- [LG] 05 Integrate mitigation of involuntary displacement of residents and/or businesses into major city projects.
- [LG] 06 Incentivize the preservation of structures that contribute to the established character of an area, even if they are not designated as landmarks or historic districts.
- [LG] 07 Implement zoning code revisions to facilitate compatible redevelopment of institutional sites within neighborhoods.
- [LG] 08 Promote environmentally responsible and resource-efficient practices for the design, construction and demolition of buildings.
- [LG] 09 Promote coordinated development on large infill sites to ensure new development integrates with its surroundings.
- [LG] 10 Empower Denverites to be involved and collaborative in city government.
- [LG] 11 Implement plan recommendations through city-led legislative rezonings and text amendments.

[11 policies]

Section: Land Use and Built Form | Housing [LH]

- [LH] 01 Revise city regulations to respond to the demands of Denver’s unique and modern housing needs.
- [LH] 02 Diversify housing options by exploring opportunities to integrate missing middle housing into low- and low medium residential areas.
- [LH] 03 Incentivize the reuse of existing smaller and affordable homes, particularly near transit and in areas that score high for Vulnerability to Displacement.
- [LH] 04 Diversify housing choice through the expansion of accessory dwelling units throughout all residential areas.

- [LH] 05 Remove barriers to constructing accessory dwelling units and create context-sensitive form standards.
- [LH] 06 Incentivize the development of affordable housing and mixed-income housing, particularly in areas near transit, services and amenities.
- [LH] 07 Encourage the development of family friendly housing throughout the city.
- [LH] 08 Capture 80 percent of new housing growth in regional centers, community centers and corridors, high-intensity residential areas, greenfield residential areas and certain districts.

[8 policies]

Section: Land Use and Built Form | Economics [LE]

- [LE] 01 Capture 90 percent of job growth in regional centers, community centers and corridors, certain districts and high-intensity residential areas in downtown and urban center contexts. Of the 90 percent job growth, focus 30 percent downtown.
- [LE] 02 Improve equitable access to employment areas throughout the city to ensure all citizens can connect to employment opportunities.
- [LE] 03 Preserve high-value manufacturing areas and allow low-value manufacturing areas to transition to higher intensity uses.
- [[LE] 04 - missing]
- [LE] 05 Promote creative industries and maker spaces as vital components of Denver’s innovation economy.
- [LE] 06 Support organizations and districts within the city’s centers and corridors to aid in attraction and retention of employment and commerce.
- [LE] 07 Ensure Denver and its neighborhoods have a vibrant and authentic retail and hospitality marketplace meeting the full range of experiences and goods demanded by residents and visitors.

[6 policies]

Section: Land Use and Built Form | Design Quality [LD]

- [LD] 01 Ensure neighborhoods have equal access to design quality tools.
- [LD] 02 Ensure residential neighborhoods retain their unique character as infill development occurs.
- [LD] 03 Create exceptional design outcomes in key centers and corridors.
- [LD] 04 Ensure an active and pedestrian friendly environment that provides a true mixed-use character in centers and corridors.
- [LD] 05 Create design outcomes in suburban and urban edge contexts that promote active, pedestrian-friendly places.

[LD] 06 Improve requirements for landscaping, with a focus on climate-appropriate plants, for private property.

[6 policies]

Section: Mobility [M]

[M] 01 Encourage mode-shift — more trips by walking, biking and transit — through efficient land use and infrastructure improvements.

[M] 02 Align the impacts of private development with transportation infrastructure and promote development that creates walkable, transit-friendly communities.

[M] 03 On all streets, prioritize people walking over other modes of transportation.

[M] 04 Implement the vision for street types and the layered multimodal network to create complete streets.

[M] 05 Embrace emerging technologies for mobility and transportation safety.

[M] 06 Reduce impacts from development to pedestrian and bicycle mobility during construction.

[M] 07 Make transit more affordable to Denver residents.

[M] 08 Connect centers and corridors across the city through a variety of modal choices.

[M] 09 Improve safety on Denver's streets and collaborate with city departments on safety programs when developing neighborhood plans.

[M] 10 Provide equitable opportunities to improve streetscaping and placemaking along city streets.

[M] 11 Maximize the use of curb space — often used for on-street parking, loading and drop-offs — according to land use context.

[M] 12 Pursue funding mechanisms to raise revenue to fund multimodal infrastructure improvements and maintenance.

[M] 13 Implement transit priority corridors as a strategy to support growth.

[13 policies]

Section: Quality of Life Infrastructure [Q]

[Q] 01 Expand tools and regulations to ensure high-quality parks and outdoor public spaces keep pace with Denver's growth.

[Q] 02 Protect and expand Denver's tree canopy on both public and private property.

- [Q] 03 Minimize flooding and effectively manage stormwater as part of a larger integrated ecological system.
- [Q] 04 Promote environmentally-friendly development strategies in the public and private realms.
- [Q] 05 Ensure attractive streets and outdoor spaces in all centers and corridors, giving priority to pedestrian spaces and amenities.
- [Q] 06 Preserve and rehabilitate Denver’s designated parkways and boulevards.
- [Q] 07 Recognize greenways and trails as multimodal connections providing a variety of experiences and habitats for people, plants and wildlife.
- [Q] 08 Develop tools to improve access to healthy foods to support community health outcomes.
- [Q] 09 Develop tools to improve environmental health, especially in areas that score low for Access to Opportunity.
- [Q] 10 Work with public and private partners to improve access to shops, restaurants, entertainment, services and a variety of daily needs for all Denver residents.

[10 policies]

Section: Land Use and Built Form | General [LG]

- [LG] 01.A. Use zoning and land use regulations to encourage higher-density, mixed-use development in transit-rich areas including: • Regional centers and community centers • Community corridors where medium- and high-capacity transit corridors are planned • High and medium-high residential areas in the downtown and urban center contexts.
- [LG] 01.B. Implement regulatory land use changes, such as large rezonings along transit corridors, in coordination with implementation of transit investments.
- [LG] 01.C. Support the implementation of Denver Moves: Transit.
- [LG] 01.D. Develop a citywide strategic plan to address implementation needs, including infrastructure investments, in regional and/or community centers.
- [LG] 02.A. In all regional centers, urban center community centers and urban center corridors, study and implement requirements or incentives for density. An example of a tool to implement this could include establishing minimum building heights.
- [LG] 02.B. In downtown and in close proximity to rail stations, revise the zoning code to limit uses that do not maximize a density of residents or jobs related to permitted land uses, such as ministorage, drive-throughs and car washes. This may also apply to other desired mixed-use areas of the city, such as transit priority corridors.
- [LG] 02.C. Allow increased density in exchange for desired outcomes, such as affordable housing, especially in transit-rich areas.
- [LG] 03.A. Rezone properties from the Former Chapter 59 zoning code so that the entire city is covered by the DZC, including continuing to incentivize owners to come out of the old code.
- [LG] 03.B. Limit the use of site-specific, customized zoning tools—such as Planned Unit Developments (PUDs) and waivers/conditions—to unique and extraordinary circumstances. The zoning code offers a wide variety of zone districts that cover the diverse contexts and places of Denver. Custom zoning tools are most effective when a standard zone district does not exist to implement the adopted plans for an area
- [LG] 04.A. Include multilingual engagement in all public outreach.
- [LG] 04.B. Develop a guide to address equity in outreach and public engagement and planning.
- [LG] 04.C. Consider the creation of community engagement panels to build education resources about equitable planning.
- [LG] 04.D. Integrate equity and environmental justice considerations into plans and identify methods to measure and reduce inequities as part of the planning process.
- [LG] 04.E. Track the information necessary to understand disparities and to evaluate the equity impacts of public programs and projects.

- [LG] 05.A. For major city investments and projects— including regulatory changes and legislative rezonings— analyze the potential for the involuntary displacement of lower-income residents and local businesses. Use the Vulnerability to Displacement measure in Chapter 4 to identify areas most in need of these strategies.
- [LG] 05.B. Where the potential for involuntary displacement is identified, evaluate and implement methods to mitigate displacement, such as zoning incentives for on-site income-restricted housing and/or affordable commercial spaces.
- [LG] 06.A. Integrate historic resources surveys, like Discover Denver, that identify and provide data on buildings into land use planning and regulations.
- [LG] 06.B. Develop a citywide preservation plan. The plan could provide guidance on methods to incentivize the adaptive reuse of existing historic buildings.
- [LG] 06.C. Create new regulations to encourage the reuse of existing buildings. This could include requirements to salvage or reuse building materials after a structure is demolished or allowing flexibility in uses or density when an existing structure is reused and maintained.
- [LG] 06.D. Study and implement additional financial incentives for historic structures, such as tax credits or grants for listing properties on local and/or state and national historic registers.
- [LG] 07.A. Revise the zoning code to ensure compatible redevelopment of small institutional campus sites embedded in low and low-medium residential areas. Examples of revisions may include more appropriate maximum building heights, revisions to bulk and massing and limitations on location of surface parking.
- [LG] 07.B. For smaller vacant institutional uses in low and low-medium residential areas: • Consider changes to the zoning code that would allow greater land use flexibility, such as appropriately scaled higher-density housing or limited neighborhood services. This approach could require adaptive re-use of existing structures in exchange for greater land use flexibility. • Until a citywide approach is implemented, individual rezonings of these sites may be an opportunity for more intense residential uses or limited neighborhood services to be provided in a way that minimizes impacts to surrounding homes.
- [LG] 07.C. Establish a process to plan for the re-use of large campus sites. Existing campus zoning is typically very flexible to reflect the needs of campus functions. When those functions leave, often it is not appropriate to continue that level of flexibility. Study potential revisions to the campus zone districts to better reflect the intent of these districts to apply to true, actively functioning campuses
- [LG] 08.A. Develop a comprehensive green building program including both required and incentive elements. Recruit expertise within the green building industry to help support this program.
- [LG] 08.B. Explore requiring electrical vehicle charging stations for new commercial/mixed use development.
- [LG] 08.C. Support incentives such as permit rebates for existing projects to achieve net zero energy.
- [LG] 08.D. Develop regulations for new mid- and large-scale commercial and residential buildings requiring waste management plans that include recycling of concrete, wood, metal, and cardboard.
- [LG] 08.E. Consider new regulations to require demolished structures of a certain threshold to salvage or reuse building materials.

- [LG] 09.A. Consider zoning flexibility for redevelopment of large infill sites that lack a clear adopted neighborhood plan vision, yet may provide an opportunity for compatible development that integrates with the area's existing streets, blocks and/or open space.
- [LG] 09.B. Use general development plans, or similar tools, to coordinate infrastructure and open space systems on large infill sites while minimizing and mitigating negative impacts on surrounding communities.
- [LG] 10.A. Recruit and hire staff to reflect Denver's ethnic and language diversity.
- [LG] 10.B. Improve internal and external collaboration and communication to better deliver services to a diverse population and to increase customer satisfaction.
- [LG] 10.C. Improve research into community insights and other data gathering.
- [LG] 11.A. Prioritize larger-scale, legislative map amendments over site-by-site rezonings to implement plan recommendations and to achieve citywide goals.
- [LG] 11.B. Use text amendments combined with map amendments to apply strategies recommended by Blueprint Denver at the effective, area appropriate scale.

[35 strategies]

Section: Land Use and Built Form | Housing [LH]

- [LH] 01.A. Update the zoning code to modernize permitted use categories related to group living and expand the allowance of flexible and affordable housing types.
- [LH] 01.B. Update the zoning code to provide a more inclusive definition of households. This should reflect the diverse needs of different types of household living arrangements, which may include increasing the number of unrelated people living together (such as co-housing living arrangements) or other non-traditional families.
- [LH] 01.C. Ensure city codes and land use regulations support modern and equitable approaches to housing options for people experiencing homelessness and those transitioning out of homelessness.
- [LH] 02.A. Integrate missing middle housing into low residential areas, especially those that score low in Housing and Job Diversity. Implementation should be accomplished through zoning code revisions to allow:
 - 2- to 4-unit structures in locations where slightly higher density may be appropriate, such as corner lots along collector street and parcels adjacent to a corridor or center. This allowance could include a requirement to provide income restriction in exchange for increased density. Implementation should occur through holistic revisions to the zoning code at a citywide scale.
 - Additional unit(s) to be added to an existing structure if the structure is preserved. This would incentivize the re-use of existing structures and provide additional attainable units instead of complete redevelopment of a site with a more expensive single-unit.
- [LH] 02.B. Ensure zoning code standards, such as minimum lot sizes, do not restrict the development of multifamily housing where it is otherwise allowed.
- [LH] 03.A. Study and implement zoning tools to incentivize the preservation of smaller, more affordable housing options. An example would be to allow the owner of an existing house to add an additional unit if the original structure is preserved.

- [LH] 03.B. Consider focusing incentives in areas close to high frequency transit and in areas that score high in the Vulnerability to Displacement category.
- [LH] 04.A. 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.
- [LH] 04.B. 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.
- [LH] 04.C. Create a citywide program to expand access to the construction of ADUs as a wealth-building tool for low- and moderate-income homeowners.
- [LH] 04.D. 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.
- [LH] 04.E. 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.
- [LH] 05.A. Evaluate existing barriers to ADU construction and revise codes and/or fees to remove or lessen barriers.
- [LH] 05.B. Revise the zoning code to allow ADUs as accessory to more uses than only single-unit homes.
- [LH] 05.C. Revise detached ADU form standards to be more context-sensitive, including standards for height, mass and setbacks.
- [LH] 05.D. Establish context-specific patterns or templates to facilitate the approval process of detached ADUs.
- [LH] 06.A. 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.
- [LH] 06.B. Study and implement additional parking reductions for projects that provide income restricted affordable units.
- [LH] 06.C. 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.
- [LH] 07.A. 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.
- [LH] 07.B. Study and implement tools to incentivize the construction of family-friendly services and amenities, including daycares and playgrounds, especially in large redevelopment areas.

- [LH] 08.A. Align high-density residential areas near regional centers to support housing growth near major job centers with access to high- and medium capacity transit.
- [LH] 08.B. Develop a strategic plan focused on implementation of regional centers, which should include strategies for integrating diverse housing options into these centers.
- [LH] 08.C. Ensure land use regulations, small area plans and major transit investments support desired growth areas.
- [LH] 08.D. In order to capture 25 percent of housing growth within the downtown neighborhood context, the city's largest regional center:
 - Study and implement zoning incentives and other tools to attract high-density mixed-use development downtown.
 - Create incentives for a wide variety of housing options to be included in new developments.
 - Work with partners and the downtown community to build a livable city core with attractive amenities for residents and families.

[24 strategies]

Section: Land Use and Built Form | Economics [LE]

- [LE] 01.A. Encourage and preserve opportunity for office development within regional centers by allowing high density employment. Study and implement requirements and/or incentives for high density development in regional centers.
- [LE] 01.B. Promote the development and redevelopment of regional centers, including downtown, to meet the land use and transportation needs of targeted industries. This means encouraging regional centers to have strong connections to transportation options, especially high-capacity transit, and fostering the mix of uses needed to attract businesses with a wide variety of jobs.
- [LE] 02.A. Invest in high- and medium-capacity transit corridors to connect all Denver residents to the city's regional, community centers and community corridors.
- [LE] 02.B. Promote and incentivize the development of affordable housing in and near regional centers, community centers and community corridors.
- [LE] 02.C. Encourage entrepreneurship and provide opportunities for new locally-owned businesses to locate in regional centers.
- [LE] 02.D. Align workforce training, career development and education programs with job opportunities in regional centers and create programs to connect workers with employers in regional centers.
- [LE] 03.A. Preserve the high-value manufacturing districts mapped as "manufacturing preservation areas" in Chapter 6. To help preserve these areas, residential uses should be prohibited in the heavy production and value manufacturing districts. Residential uses are appropriate in the innovation/flex districts.
- [LE] 03.B. Through small-area planning, examine value manufacturing and heavy production districts that are considered highly valuable but are under a high threat of redevelopment to determine if potential uses outweigh the value of preserving industrial uses.
- [LE] 03.C. In value manufacturing areas, use zoning and other tools to encourage the retention and creation of employment capacity by increasing development capacity.

- [LE] 03.D. Within innovation/flex districts, enable housing and other uses to complement manufacturing. Promote urban, pedestrian-friendly building forms that are appropriate for vibrant, mixed-use districts.
- [LE] 03.E. Study and implement changes to the zoning code to ensure appropriate zone district(s) to implement the innovation/flex district desired uses and building forms.
- [LE 04 – missing]
- [LE] 05.A. Evaluate commercial mixed use zone districts — typically found in regional centers and community centers and corridors— to identify opportunities to expand the allowance for handcrafted manufacturing and maker spaces where it's compatible with other uses allowed in the district.
- [LE] 05.B. Support Denver’s creative districts and align land use strategies to support the goals of Imagine 2020, the city’s cultural plan.
- [LE] 05.C. Develop programs and identify potential incentives to maintain existing spaces, reduce rent costs and help create new spaces for hand crafted manufacturing, maker spaces and artists, especially in areas that score high for Vulnerability to Displacement.
- [LE] 06.A. Develop an approach and strategy for supporting business development-oriented organizations for centers and corridors, especially regional centers, where they do not currently exist.
- [LE] 06.B. Provide information, technical assistance and support to commercial areas interested in creating a business organization, merchants’ association or similar entity.
- [LE] 06.C. Actively foster interaction between the Office of Economic Development and existing business development organizations and partnerships to align citywide economic development initiatives with needs of the local areas.
- [LE] 07.A. Support locally-owned businesses — new and old — to expand and evolve to meet the changing needs of residents and visitors. Support could include assisting business with regulatory processes, helping with marketing or increasing access to capital.
- [LE] 07.B. Attract the world’s innovative retail brands to provide shopping experiences and options for both residents and visitors.
- [LE] 07.C. Promote Denver's image as the premier destination for active lifestyle living; ranging from retail shopping to neighborhood activities and events.
- [LE] 07.D. Build on Denver’s national and regional entertainment options to continue to blend the arts, entertainment, shopping and hospitality into unique Denver experiences.

[20 strategies]

Section: Land Use and Built Form | Design Quality [LD]

- [LD] 01.A. Explore improvements to make design tools more accessible. This may include additional staff resources to support neighborhoods and improved process guides to more clearly articulate requirements.
- [LD] 01.B. Explore the feasibility of programs to provide resources for design tools in underserved neighborhoods.

- [LD] 02.A. Use historic designation to preserve the character of an individual structure, district or neighborhood where there is historic, architectural and/or geographic significance.
- [LD] 02.B. Use conservation overlays in areas where the key goal is to conserve distinctive features in order to enhance and retain existing character. Although these overlays can be area-specific, they can also be used for multiple areas of the city where common conservation outcomes are desired.
- [LD] 02.C. Use design overlays as targeted tools in developing or redeveloping areas that have a specific design vision, ideally one articulated through a planning process. Although these overlays tend to be specific to a particular area — such as a river corridor or newly developing neighborhood — it is also appropriate to create design overlays for multiple areas where common design outcomes are desired.
- [LD] 02.D. For residential places, revise the zoning code to create more contextual bulk and scale requirements for primary and accessory structures. This may include stricter bulk planes, limitations on height, changes to setback requirements, changes to maximum lot coverage, changes to transparency features and/or entry feature requirements. These changes should vary by neighborhood context to better reflect the built character.
- [LD] 02.E. For all residential areas, study the feasibility of implementing design review for projects that meet a determined threshold.
- [LD] 02.F. Promote the use of pattern books to identify character defining features and/or desired design outcomes for an area. Pattern books can be developed during neighborhood planning and used to inform regulatory tools including, but not limited to, conservation overlays and design overlays.
- [LD] 03.A. In the high-profile areas of the city where a large share of growth is expected, such as downtown and regional centers, use a tool such as area specific design standards and guidelines to be administered by a design review board.
- [LD] 03.B. In other centers and corridors citywide, especially those that anticipate significant growth, study and implement a design review process guided by design standards and guidelines. This could include administrative design review by city staff with the potential for projects of a certain threshold or type to be reviewed by a board.
- [LD] 03.C. Create a system of design tools, including standards and guidelines, that are scalable and repeatable to enable baseline design requirements that can be applied to a range of contexts and locations and be modified with a smaller subset of locally-applicable features.
- [LD] 03.D. Use design overlays in limited areas that have obtain a desired design character unique to that area that cannot be achieved through other tools. Design overlays are most effective where a design vision has been articulated through a planning process.
- [LD] 03.E. Revise the zoning code to provide standards for new mixed-use development that better responds to the surrounding context. Standards to examine for improvement include build-to ranges, transparency minimums, lot coverage, and entry features.
- [LD] 03.F. Evaluate the feasibility and desirability of additional zoning tools to create appropriate transitions between places, especially for areas where centers and corridors abut residential places. This may include standards related to heights, massing and uses.
- [LD] 03.G. Study and implement zoning code changes to create buildings with greater massing variability especially in more intense areas like the urban center context (e.g. Cherry Creek North and River North).

- [LD] 03.H. Use urban quality evaluation and metrics, often developed through small area planning and assessments, to help define design problems and to help identify possible solutions.
- [LD] 04.A. Require strong street-level active use standards for local centers and corridors. This may include a prohibition on residential units for a portion of the street level building. Given the intent of these small-scale places to provide services embedded in the neighborhood, it is important for them to provide more than residential uses.
- [LD] 04.B. Study and implement stronger street-level active use requirement for community and regional centers and community corridors. Tools could include regulations on floor-to-floor heights for the first story to facilitate conversion to commercial uses and reconsideration of appropriate street-level uses.
- [LD] 04.C. In downtown and urban center contexts, consider extending active use and transparency requirements above the street level to additional street-facing stories to create a more active street frontage.
- [LD] 05.A. Revise large build-to and setback ranges currently allowed in mixed use/commercial zone districts in the suburban and urban edge contexts. Although these contexts should have some flexibility beyond the more urban contexts, building placement in mixed-use areas should still provide an active, pedestrian-friendly environment that is accessible through all modes of transportation.
- [LD] 05.B. Revise zoning code to provide better site design requirements for pedestrians, particularly internal circulation within large, multi-building developments.
- [LD] 06.A. Develop water-wise irrigation and landscaping standards for single- and two-unit residential districts. For new infill development, require trees to be planted on-site.
- [LD] 06.B. Study and implement revisions to landscaping standards in all zone districts to improve neighborhood character and to advance environmental goals. • Explore opportunities to calibrate landscape requirements by neighborhood context and/ or place. • Revised standards could include requirements or incentives to improve and/or add landscaping for existing development, such as large surface parking lots.
- [LD] 06.C. Limit the amount of impervious surface, such as paved areas, allowed on zone lots. This should be calibrated by context to reflect the differences between higher intensity areas, such as the urban center and downtown contexts, and lower-intensity residential areas (see more in quality-of-life policy 4).
- [LD] 06.D. Promote new development that integrates trees, vines, planters or other live plants into the building design and their outdoor spaces to soften architecture, frame spaces, minimize bulk and avoid harsh edges.

[25 strategies]

Mobility [M]

- [M] 01.A. Implement the bicycle, pedestrian and transit networks in Denver Moves plans.
- [M] 01.B. Support safe routes to school programs.
- [M] 01.C. Increase the number of services and amenities that are available by walking and biking by integrating more local centers and corridors into residential areas, especially for areas that score low in Access to Opportunity.

- [M] 01.D. Promote mixed-use development in all centers and corridors.
- [M] 02.A. Adopt policies that require Transportation Demand Management programs for developments to maximize use of alternative modes and to reduce new vehicle trips on Denver’s streets.
- [M] 02B. Work with city agencies to explore the feasibility and effectiveness of increased participation from new development to improve transportation infrastructure.
- [M] 02.C. For centers and corridors downtown and in the urban center contexts, where access to transit is high, study and implement maximums for off-street parking in private development to encourage the use of alternative modes of transportation.
- [M] 03.A. Develop access management policies — especially in centers and corridors in the downtown, urban center and general urban contexts — to reduce conflicts between driveways/ garages and pedestrians using the sidewalk.
- [M] 03.B. Ensure that café seating in the public right-of way provides adequate space for pedestrians and streetscaping, especially in areas with high pedestrian volumes.
- [M] 03.C. Develop policies for shared spaces in appropriate locations to safely accommodate all users, flexible spaces and opportunities for events.
- [M] 03.D. Eliminate any exemptions for developers to build sidewalks as part of the development review process.
- [M] 04.A. Develop comprehensive street design guidelines based on Blueprint Denver street types to address components such as green infrastructure, street trees, bikeway design, amenity zones and sidewalks.
- [M] 04.B. Coordinate across city departments to revise street design standards, rules, and regulations to implement Blueprint Denver street types, modal priorities and a holistic vision for complete streets.
- [M] 04.C. Establish freight efficiency corridors to consolidate freight traffic and reduce conflicts with other street users.
- [M] 05.A. Pilot technologies that improve safety and visibility of all roadway users such as Advanced Technology Congestion Management Deployment (ATCMTD).
- [M] 05.B. Implement innovative funding structures that address the infrastructure impact of future mobility technologies, such as autonomous or driverless vehicles.
- [M] 05.C. As autonomous vehicles become more common, encourage pooled ownership and look for opportunities for new technology to reduce, rather than increase, the number of SOV trips.
- [M] 05.D. As infrastructure technology is adapted to incorporate autonomous vehicles, prioritize the use of “smart” technologies that enable the movement of the most number of people.
- [M] 06.A. Create policies to accommodate pedestrian and bicyclists through construction zones using Manual for Uniform Traffic Control Devices (MUTCD) guidelines for both private development and roadway construction.
- [M] 06.B. Study and implement revised policies for construction detours so they include plans for when a bicycle facility is interrupted by a street closure.

- [M] 07.A. Provide increased transit access for transit dependent residents by increasing the amount of affordable housing near rail stations and along transit priority corridors. This is especially important for areas that score low for Access to Opportunity.
- [M] 07.B. Study and implement programs such as specialized fare structures or community-transit passes to improve the affordability of transit and to incentivize its use.
- [M] 08.A. Fill in gaps in the city sidewalk network by implementing projects in Denver Moves: Pedestrians & Trails.
- [M] 08.B. Fill in gaps in the city bike network by implementing projects in Denver Moves: Bicycles.
- [M] 08.C. Continue developing citywide sidewalk maintenance and repair policies.
- [M] 08.D. Implement the Transit Capital Investment Corridors in Denver Moves: Transit.
- [M] 09.A. Build streets that are safe for everybody and implement the Vision Zero Action Plan.
- [M] 09.B. Advance the goals of the Vision Zero Action Plan in the Neighborhood Planning Initiative (NPI).
- [M] 09.C. Collaborate with Neighborhood Traffic Management Program in NPI.
- [M] 09.D. Support the safe routes to school program.
- [M] 10.A. Study and implement funding programs to maintain improvements — including street trees, landscaping and pedestrian lighting — to the public-right-of-way. This is especially important in corridors and centers.
- [M] 11.A. Develop policies that consider the highest and best use of the curb space based on context and what benefits the most number of people.
- [M] 11.B. Study impacts to right-of-way and curb-space from emerging services such as shared mobility and on-demand services included transportation network companies, and implement policies to provide the greatest and best use of the curb space.
- [M] 12A. Evaluate increasing the price of metered parking to better capture value of on-street parking and fund transportation infrastructure.
- [M] 12.B. Explore funding tools to enable increased investments in mobility projects and services.
- [M] 13.A. Evaluate and study the city's legislative, organizational and financial capacity to supplement, own and/or operate high quality transit service to support land-use growth strategies.
- [M] 13.B. Develop an implementation program to set priorities and a timeline for high- and medium capacity corridor investments from the Denver Moves: Transit plan.
- [M] 13.C. Implement five of the high- or medium-capacity transit corridors in Denver Moves: Transit by 2040.
- [M] 13.D. Pursue implementation of regulatory land use changes, such as large rezonings along transit corridors, to be concurrent with decisions on transit investment.
- [M] 13.E. Tie future transit investments to affordable housing development.
- [M] 13.F. For areas that score high for Vulnerability to Displacement, integrate strategies to understand and mitigate the involuntary displacement of residents and local businesses into the planning and

implementation of major transit investments. This includes integrating inclusive public outreach from the local community into project planning.

[41 strategies]

Quality of Life Infrastructure [Q]

- [Q] 01.A. Explore a variety of methods to provide permanent, sustainable funding options for park, trail and recreation needs. This could include working with city agencies to seek increased participation from new development to help meet increased demand for park and recreations services and facilities.
- [Q] 01.B. Evaluate the need to increase requirements for publicly accessible outdoor space for mid- and large-scale developments in centers, corridors and districts.
- [Q] 01.C. Develop standards and guidelines around privately owned outdoor spaces to ensure public accessibility, great design and features to respond to culture of the local community. Examine the need to tailor standards and guidelines based on context and/or place.
- [Q] 02.A. Prioritize trees in green infrastructure facilities to improve urban tree canopy.
- [Q] 02.B. Support a robust street tree canopy by prioritizing trees in right-of-way design.
- [Q] 02.C. Develop tree planting and water-wise irrigation requirements for new development on private property.
- [Q] 02.D. Strengthen standards to protect trees and explore requirements to mitigate tree loss during redevelopment on both public and private property.
- [Q] 02.E. Incentivize technology to support healthy tree growth, such as structural cells, in centers and corridors, especially in the downtown, urban center and general urban neighborhood contexts. This will help to expand and maintain a healthy tree canopy in more urban areas.
- [Q] 02.F. Study and implement incentives for existing parking lots to provide landscaping improvements that include trees; giving priority to upgrading existing parking lots in centers and corridors.
- [Q] 03.A. Develop a citywide strategic stormwater plan that identifies and prioritizes high-need areas for stormwater improvements to treat and convey stormwater runoff. Utilize the stormwater plan to coordinate projected areas for growth with high need areas for stormwater improvements.
- [Q] 03.B. Include a floodplain analysis and considerations in all plans and proactively seek to protect communities from future flood risk.
- [Q] 03.C. Encourage development to coordinate and consolidate stormwater outfalls along waterways.
- [Q] 03.D. Encourage adaptable, multi-functional stormwater facilities to support redevelopment and provide neighborhood recreational amenities.
- [Q] 03.E. Provide room for our waterways, where feasible, to help restore natural functionality that has been impaired due to increased urbanization.

- [Q] 04.A. Create incentives for private development to integrate green infrastructure — such as pervious surfaces, permeable pavement and plantings that provide water quality — into project design.
- [Q] 04.B. Study and implement requirements to preserve existing green infrastructure, including .trees, within the right-of-way. This could include regulations to replace green infrastructure components when preservation is not feasible.
- [Q] 04.C. Develop street design standards that implement green infrastructure for new development.
- [Q] 04.D. Identify and remove policy or regulatory barriers that make it difficult for private development to build green infrastructure, such as permeable pavers, adjacent to and within the right-of-way.
- [Q] 04.E. Limit the amount of impervious surface on private property. Consider neighborhood context or places to calibrate impervious surface limits.
- [Q] 04.F. Include water conservation requirements for landscaping for new developments, such as irrigation standards that incorporate water budgeting and hydrozone analysis. Promote efficient water use for landscaping.
- [Q] 05.A. Encourage street design that minimizes impervious surfaces and look for opportunities to re-purpose parts of the street to enhance the pedestrian real[M]
- [Q] 05.B. Evaluate and revise rules for use of the right-of-way by utilities, advertisers and telecommunications providers, balancing aesthetics and infrastructure necessities.
- [Q] 05.C. Identify public safety improvements to streets, including appropriate levels of lighting.
- [Q] 05.D. Update street design standards and guidelines to include landscape requirements for appropriate water-efficient and pollinator-friendly plants.
- [Q] 05.E. Identify opportunities to creatively use right-of-way as special shared streets that prioritize pedestrians, provide amenities and encourage gathering and socializing.
- [Q] 05.F. Prioritize pedestrian relationships in design such as building orientation, vehicular access points and public wayfinding.
- [Q] 06.A. Update regulations for designated parkways and boulevards and improve the integration of parkway requirements with other street standards.
- [Q] 06.B. Create corridor plans to redefine the approach to some existing designated parkways where the vision for historic parkway character has not been fully implemented, such as Colorado Boulevard and Federal Boulevard.
- [Q] 07.A. Study and implement tools to incentivize environmentally-sensitive, trail-oriented development along river and creek corridors.
- [Q] 07.B. Explore opportunities for public and private development to enhance and expand Denver's trail network.
- [Q] 08.A. Evaluate city regulations to remove barriers to community-supported agriculture and to expand access to fresh food and produce.

- [Q] 08.B. During neighborhood planning, identify opportunities to expand community gardens, greenhouses and edible landscaping to areas with limited food access.
- [Q] 08.C. Explore ways to increase use of public spaces for non-permanent fresh food retail, including farmers markets and mobile vending.
- [Q] 08.D. Support recreation centers as hubs for a healthy community and identify opportunities for them to provide spaces for community gardens, fresh food retail and health education.
- [Q] 08.E. Analyze areas with a saturation of unhealthy food uses and develop regulatory tools to address impacts, particularly on vulnerable populations.
- [Q] 08.F. Incentivize and support efforts to recruit and retain grocery stores in centers and corridors, with focus on areas of low food access.
- [Q] 08.G. Develop Healthy Food Systems Plans for underserved areas as identified in the Denver Food Vision Plan for inclusion in neighborhood plans.
- [Q] 09.A. Study and implement tools to reduce or mitigate environmental pollution impacts on residents, with special consideration for sensitive uses and populations, including senior housing and care facilities, child care centers and schools.
- [Q] 09.B. Review how industrial uses are currently defined and categorized in order to better respond to a more nuanced and modernized industry.
- [Q] 09.C. Evaluate potential impacts of industrial uses on vulnerable populations. This could include studying the treatment of "nonconforming" industrial uses that may have continuing environmental impacts on surrounding neighborhoods.
- [Q] 09.D. Through neighborhood planning, study potential land use approaches to mitigate environmental pollution impacts, particularly on vulnerable communities.
- [Q] 09.E. Through neighborhood planning, consider regulatory tools or other strategies to reduce noise pollution, especially for communities located near highways and rail corridors.
- [Q] 09.F. Develop tools to better engage vulnerable communities when contemplating major public and private projects
- [Q] 10.A. Prioritize street and trail improvements and connections leading to and through existing and future centers and corridors.
- [Q] 10.B. Develop incentives to promote human scaled, walkable and inclusive mixed-use centers and corridors.
- [Q] 10.C. Promote development that compatibly integrates and includes daily needs such as child care centers, grocery stores and community serving retail.

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