

Near Southeast Area Plan

Steering Committee Meeting 19

April 6, 2023



Agenda

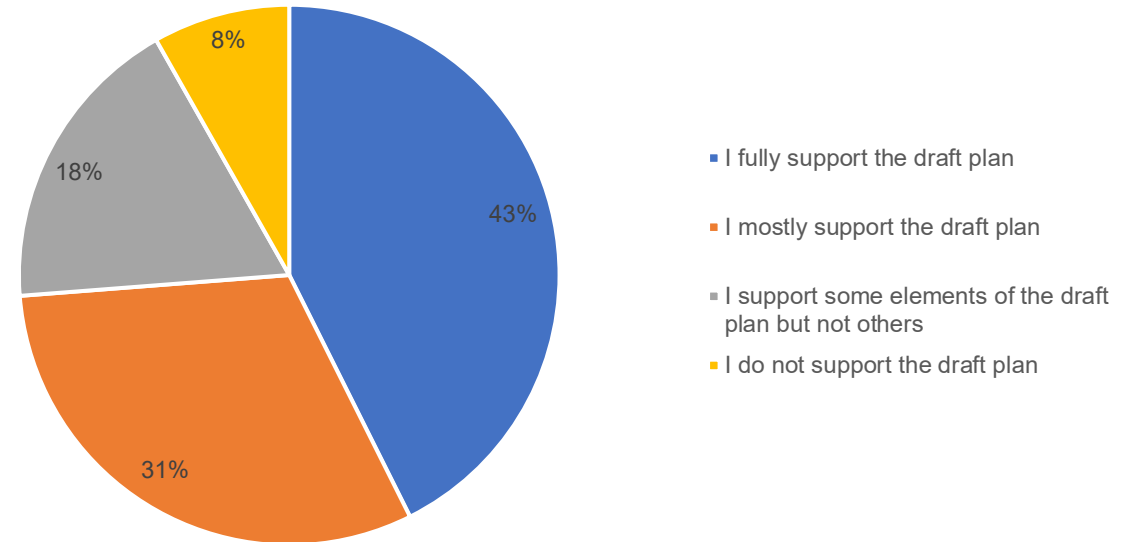
- *Second Public Review Feedback*
- *Residential Policy*
- *Infrastructure Evaluation*
- *Colorado Station*
- *Cherry Creek Drive*
- *Waste Transfer Facility*
- *Steering Committee Letter Support*
- *Remaining Schedule*

Second Public Review Draft

Second Public Review Draft

- 36 Comments
- Many about specific mobility issues, parks issues or properties
- Just a couple negative comments about heights and growth

What is your level of support for the plan?



Residential Policy

Residential Low

2.4.7 Residential Low Design & Preservation

In recent years, a large number of scrapes of residential lots have caused neighborhood concerns. These lots have been replaced with larger, more expensive houses. This has created less desirable impacts such as increased property taxes as well as both voluntary and involuntary displacement. Community feedback identified the desire to retain the neighborhood character as well expand density. The proceeding policies and recommendations encourage the following:

- Preservation of existing housing stock,
- Creation of design standards for better forms,
- Development and expansion of programs to reduce involuntary displacement.

These tools provide options and modifications to expand to allow additional units while maintaining local neighborhood characteristics.

Policies for Residential Low areas focus on developing design guidelines and affordability programs in single-unit zone districts. Duplex Guidance Policies build upon these by adding options to expand to a second unit where street grids and other infrastructure can support gradual growth. These policies will require additional development and community outreach to create the guidelines, zoning requirements, and applicable programs after this plan is adopted to respect the existing neighborhood contexts.

POLICIES FOR RESIDENTIAL LOW

These priorities address areas within Residential Low places to better meet neighborhood needs such as improving neighborhood design, increasing affordability, and retaining neighborhood characteristics that make each of them unique. These policies only apply to Residential Low areas. Rezoning are not involved with these polices.

Traditional Residential

Areas that are not appropriate for individual rezonings to allow duplexes but may accommodate missing middle options following citywide missing middle implementation.

Affordability Priority

Implement policies to promote affordability, reduce scrapes and prevent displacement. Based on Vulnerability to Displacement equity scores and ratio of structure value to land value.

Preservation Priority

Consider preservation tools, such as landmark districts and conservation overlays. The areas identified on the map are based on Discover Denver recommendations, historic context recommendations, and community input. For example, Krisana Park has a conservation district overlay to help retain its historic character.

Other Places

Areas that can accommodate a wider range of development types, from additional missing middle options like townhomes through large apartment and mixed-use developments.

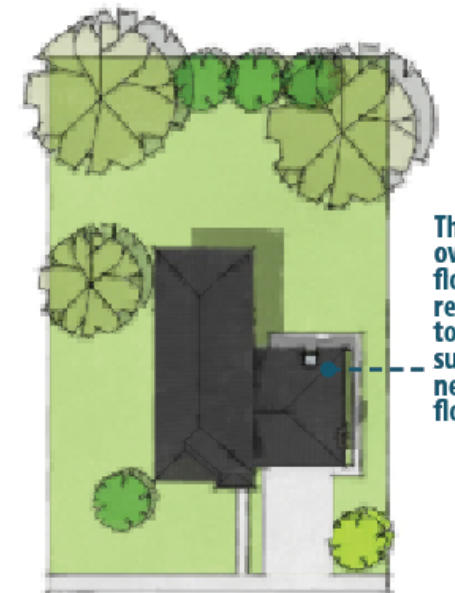
Residential Low Design Improvements.

In Residential Low places zoning standards should be updated to ensure additions and new builds are compatible with the existing design character by reducing allowed lot coverage and overall square footage of houses. This will also help discourage demolishing existing structures and incentive preservation and affordability.

Reduce lot coverage and overall size of houses to be compatible with existing design character in residential neighborhoods.



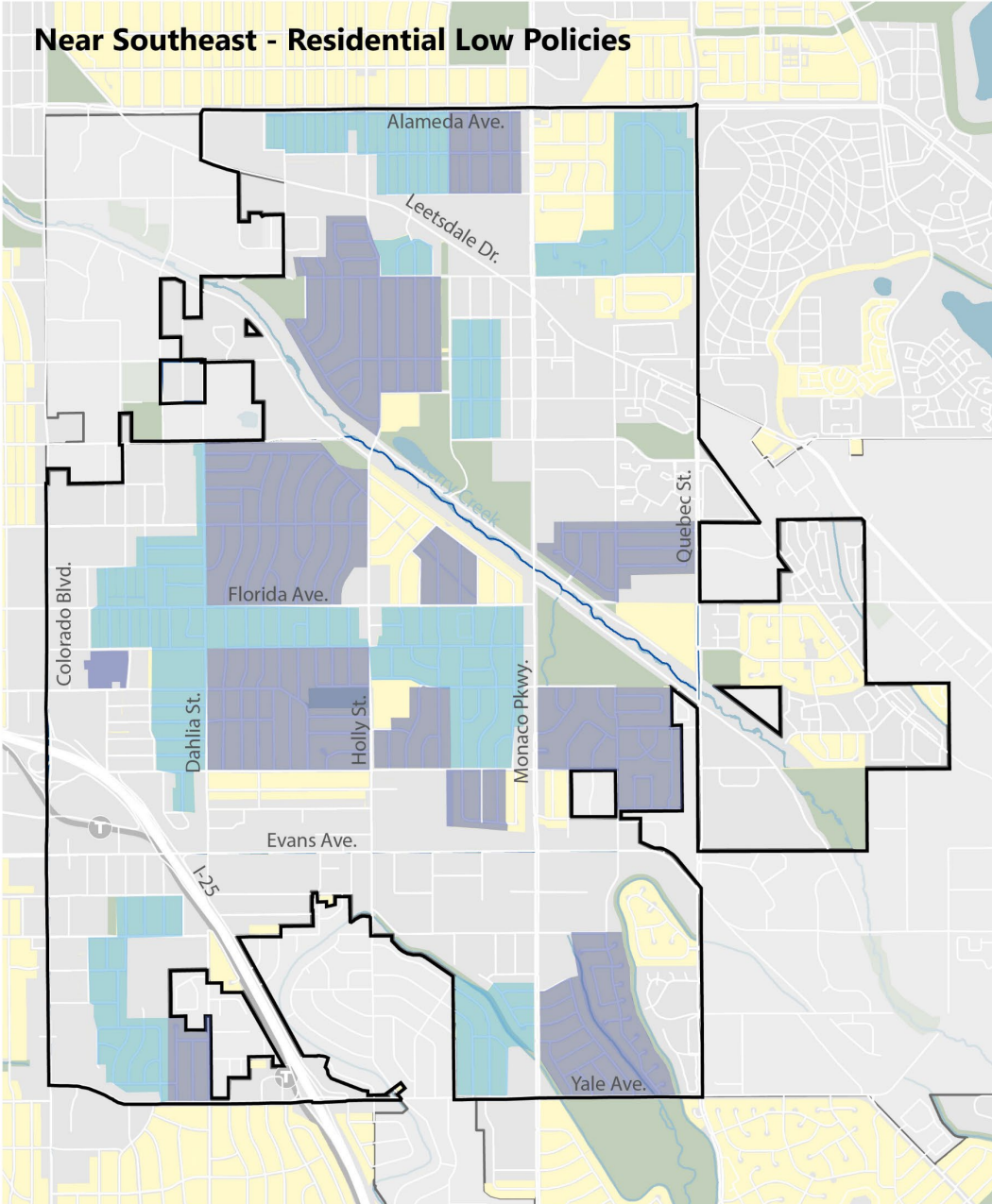
Streetview



The overall floor area remains similar to those of the surrounding neighborhood floor.

Street

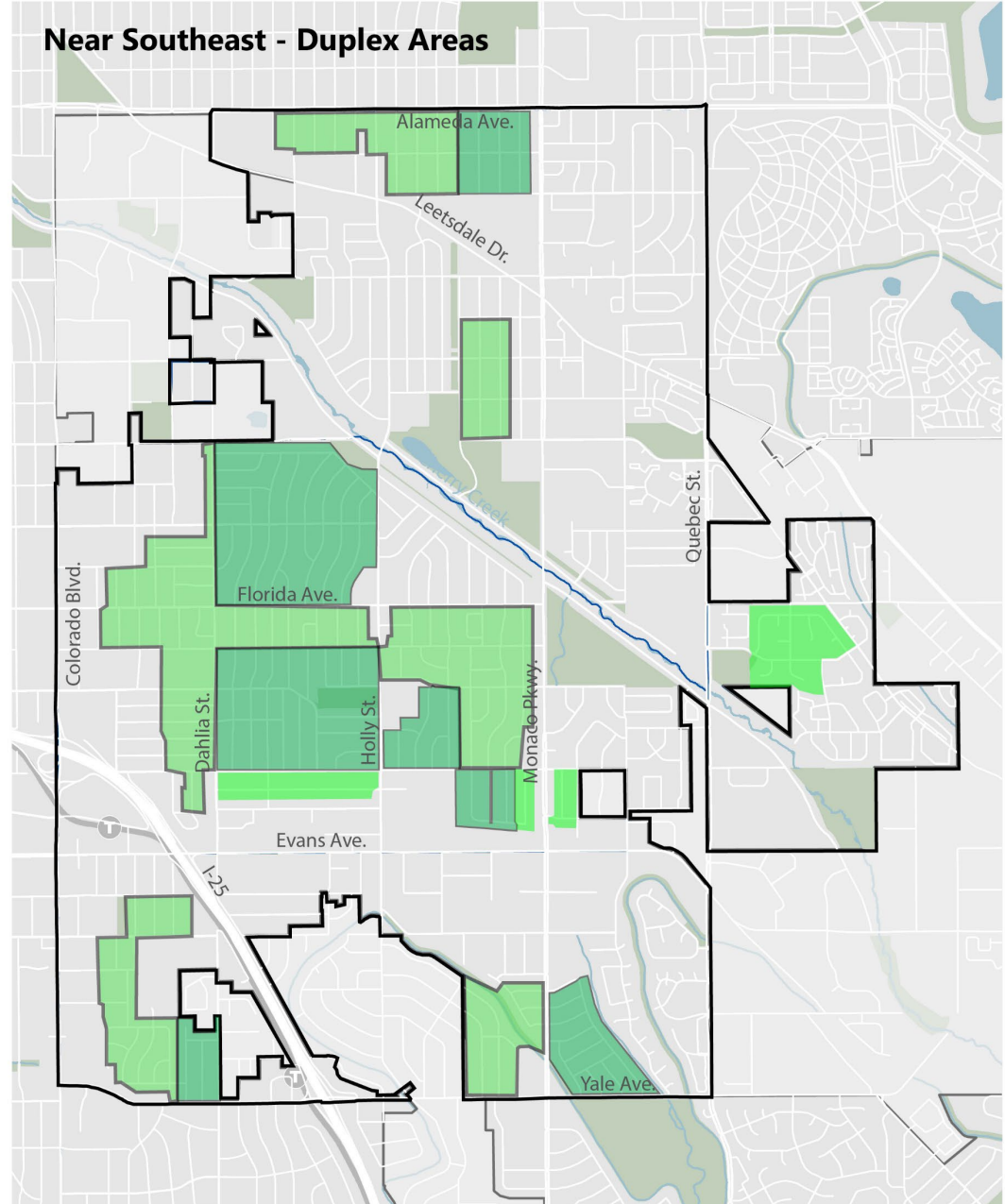
Near Southeast - Residential Low Policies



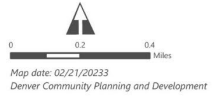
- Plan Area
- Affordability Priority
- Traditional Residential
- Preservation Priority
- Other Places



Near Southeast - Duplex Areas



- Plan Area
- Duplex General
- Affordability + Duplex
- Preservation + Duplex



Infrastructure Evaluation

Infrastructure Evaluation

- Ensure regional and community centers and corridors where additional height is recommended have adequate mobility infrastructure to support development. Prioritize completing needed infrastructure through city projects or using tools applicable citywide. Applicant-driven rezonings to allow additional height in regional and community centers should assess mobility infrastructure needs and address identified deficiencies to ensure consistency with this plan. Prioritize mobility improvements for pedestrians, bicycles, and transit consistent with the recommendations of this plan, particularly Policy LU-5 (p. 48).
- 1. Until needed mobility network infrastructure or appropriate tools are in place, proposed applicant-driven rezonings to increase allowed height in regional and community centers and corridors consistent with adopted plans should go through **an established coordinated review process**, regardless of development size. Proposed rezonings with minimal infrastructure impact, **such as small lots**, may be determined not to require additional review. For other proposals, the review process should require an adequate mobility infrastructure analysis prior to approval of the proposed rezoning.
- 2. The adequate mobility infrastructure analysis should focus on evaluation of the connectivity of the pedestrian, bicycle, and vehicular street network and whether additional connections or improvements to the street network are needed on the subject site or in the surrounding area, with the goal of creating a well-connected public grid with short, urban block sizes consistent with this plan. Improving access to **existing or planned** transit, including high-capacity transit, should also be evaluated, acknowledging that additional development may be a prerequisite for high-capacity transit improvements. Applicable mobility studies and infrastructure plans should be included in the analysis.
- 3. The adequate mobility infrastructure analysis should be used to determine what, if any, mobility infrastructure improvements should be completed in conjunction with development of the subject site, on that site or in the surrounding area. If the determined adequate infrastructure cannot or will not be provided with the development or other in-progress improvement, the proposed rezoning is not consistent with this policy. Infrastructure adequacy should be balanced against **growth needed to support future transit** and the other goals of this plan and exceptions may be made for proposals that achieve other important plan goals.

Colorado Station

Colorado Station

CONCEPTUAL DEVELOPMENT

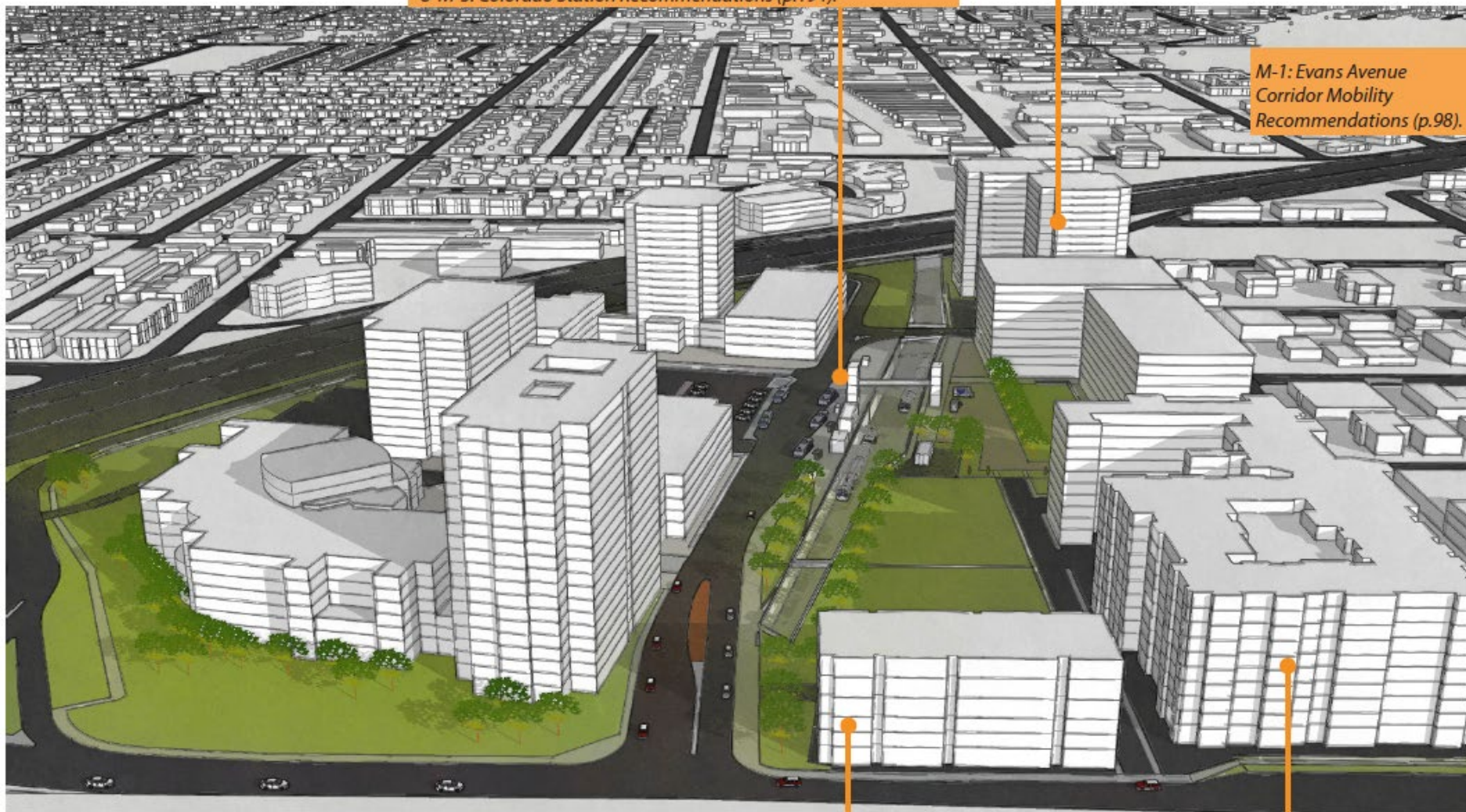
M-17: Prioritize implementing transit along corridors in Near Southeast (p.130).

M-18: Install rider and safety, accessibility amenities at transit stops and better connect transportation modes via mobility hubs (p.131).

U-M-3: Colorado Station Recommendations (p.194).

LU-5: Community & Regional Centers – Improve access to housing, jobs, shopping, dining, entertainment and transit by developing and redeveloping regional and community centers into mixed-use destinations for the Near Southeast community (p.48).

M-1: Evans Avenue Corridor Mobility Recommendations (p.98).



LU-1: Elements of a Complete Neighborhood & Height - Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to regional centers, community centers and community corridors with improved infrastructure and design and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended (p.40).

LU-2: Mixed-Use Design – Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, improve design outcomes in mixed-use areas to create places that reflect the character and community of Near Southeast (p.44).

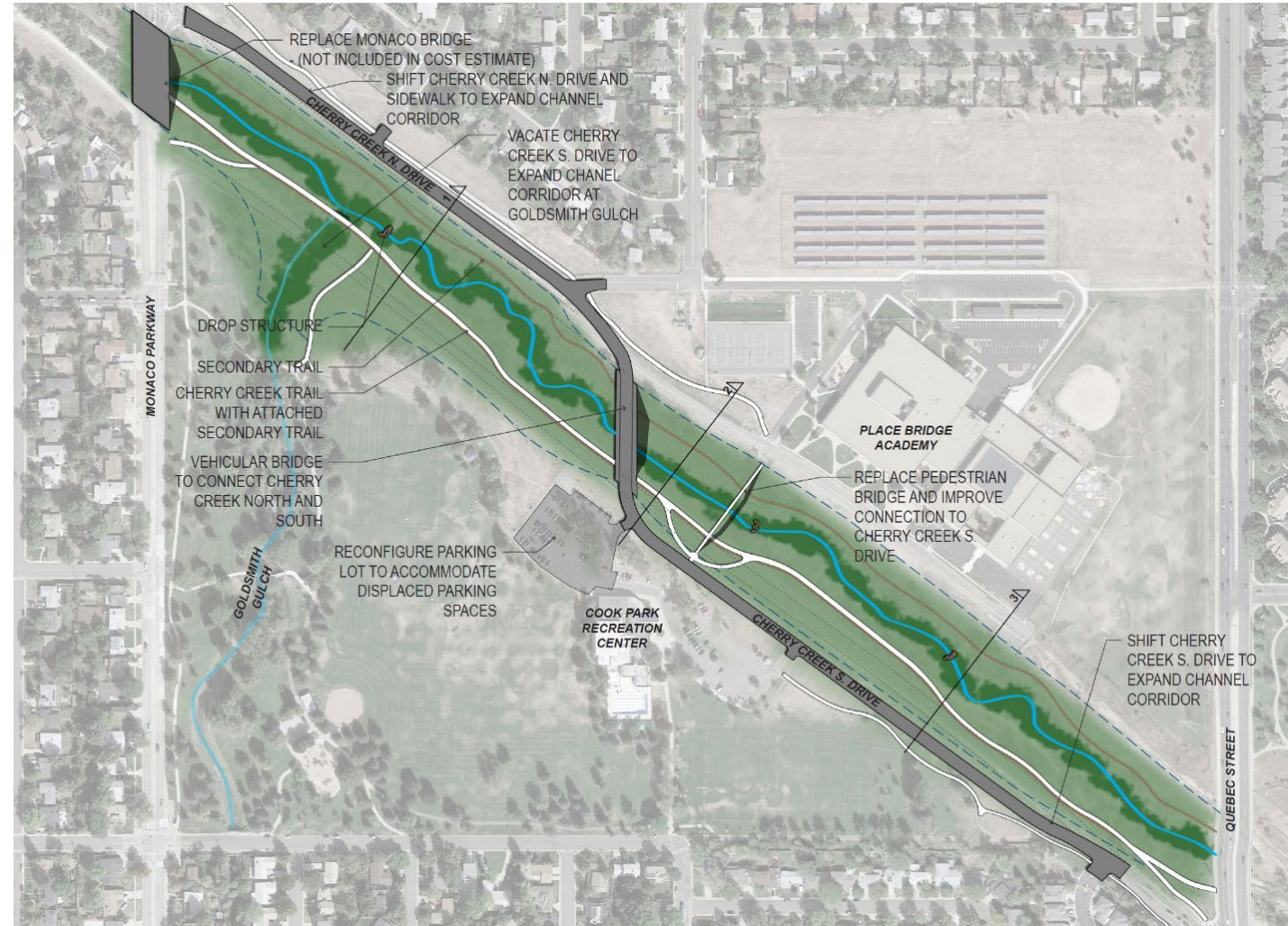
Colorado Station

- TOD access and mobility – Improve access to the Colorado and Yale transit stations and mobility around and through the stations with new street connections and improved pedestrian and bicycle infrastructure. See Focus Areas and Transformative Projects, p. 220.
- 1. Colorado Station – Make infrastructure improvements to facilitate the development of the station area into a complete mixed-use development that complements the transit station.
- **a. Implement an internal street grid on the south side of the station, including extending Asbury Street between Colorado Boulevard and Birch Street. New streets should be complete streets, have wide sidewalks and be well landscaped. Consider limiting vehicle traffic on some streets.**
- b. Align Ash Street, Bellaire Street and Birch Street north and south of Evans Avenue to make more efficient connections.
- c. Install structured parking and/or develop shared parking strategies for station users to allow for the redevelopment of the Park and Ride lot.
- d. Create a public plaza near the light rail stop.
- e. Install bus bays for more efficient routing of busses connecting to the light rail stop.
- f. Improve safety of pedestrian crossings on Evans Avenue and Colorado Boulevard.
- g. Add bike lanes to improve bicycle circulation through the area. Ensure sufficient bicycle parking is provided
- h. Explore additional vehicle or pedestrian and bicycle connections across the rail tracks to better connect the north and south sides of the station.
- i. Explore additional vehicle or pedestrian connections across I-25, such as at Bellaire Street, to better incorporate the area north of I-25.

Cherry Creek Drive

Cherry Creek Drive

- In 2000 the City of Denver Developed the Cherry Creek Greenway Master Plan
- The Plan contemplates a “cross-over” vehicular bridge to Cook Park, between Niagara Street and Oneida Street
- DOTI has notified us that this idea is still feasible but will require further study and funding if pursued
- Lynwood Neighborhood Association has raised concerns



Cherry Creek Drive

- Current language: *“Evaluate alternative alignments for Cherry Creek Drive South between Quebec Street and Monaco Parkway. If alternative alignments are pursued, install traffic calming measures on neighboring residential streets”*
- Proposed language: *“Evaluate **mobility and connectivity improvements, as well as ecology and park benefits**, for Cherry Creek Drive South between Quebec Street and Monaco Parkway. If alternative alignments are pursued, install traffic calming measures on neighboring residential streets”*
- Keep graphic and acknowledgement that this concept came from a previous neighborhood planning effort but is only a concept and should be studied further

Waste Transfer Facility

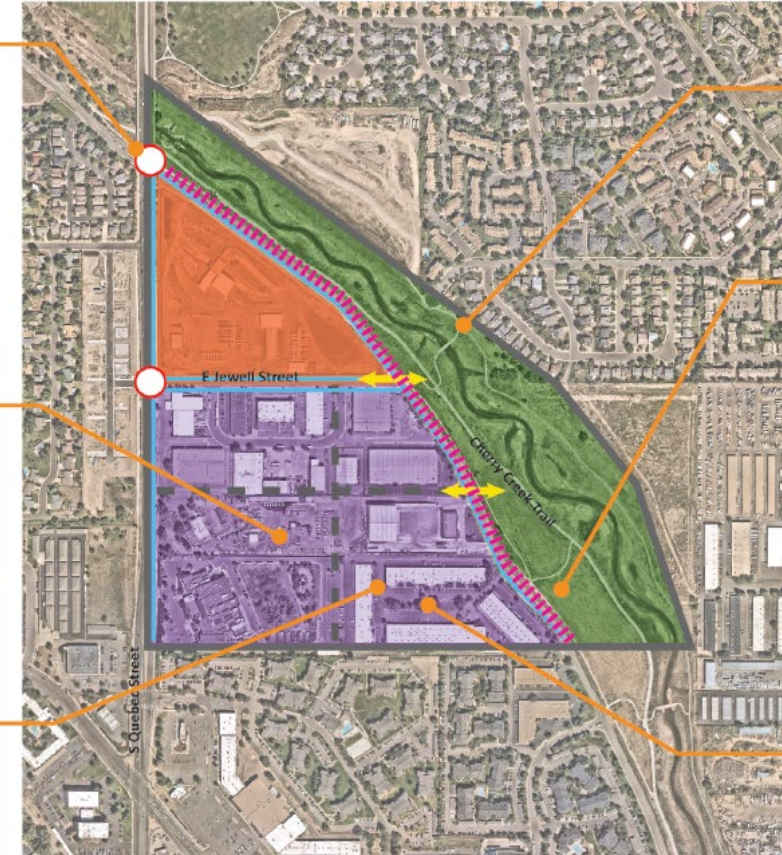
Waste Transfer Facility

- IC-Q-2 - Enhance the Cherry Creek Waste Transfer Facility as a community asset.
- A. Expand recycling and composting services.
- B. Explore using the facility for education and demonstration projects to better involve the community in these efforts.
- C. Improve the design and functionality of the facility to reduce external impacts.

M-9: Quebec Street Corridor Mobility Recommendations (p.114).

LU-9: Industrial & Special Districts – Promote the improvement of industrial areas and other Special District context areas to have appropriate mixes of community-serving uses, high-quality design, and safe and well-connected mobility options (p.63).

LU-1: Elements of a Complete Neighborhood & Height - Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to regional centers, community centers and community corridors with improved infrastructure and design and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended (p.40).



Q-2: Trails – Ensure trails continue to serve mobility and recreation needs in Near Southeast by completing new trails, improving access to existing trails and making trails safer and easier to use (p.152).

Q-3: Landscaping – Ensure public and private landscaping in Near Southeast is ecologically beneficial, regionally appropriate, heat and drought resistant, helps manage stormwater and heat, requires minimal or no irrigation, offers ecological benefits and improves the community in key locations such as along existing and contemporary parkways and other important routes (p.154).

Q-5: Resources – Improve the quality of life in Near Southeast through more efficient use of water, improved air quality, more access to renewable energy, improved ecosystem health, added mitigation of heat island effects and appropriate waste management (p.160).

Transformative Project and Recommendations Map
Indian Creek Industrial Area



Letter of Support

Remaining Schedule

- ***Planning Board Hearing – Wednesday, April 19, 3 PM***
- *LUTI – May 2*
- *City Council 1st Reading – May 15*
- ***City Council Public Hearing – Monday, May 22, 5:30 PM***