Measuring Housing and Jobs Diversity

Which areas in Denver need more housing and job options?

This map provides a current inventory of the areas in Denver where greater diversity of housing and jobs is needed. In the future, areas should include efforts to increase the range of housing and job options while respecting the existing context of real estate.

Least Diversity  Most Diversity

Places – complete, but not the same

Centers are mixed-use places of different scales. They are typically oriented around a mixed-use or commercial district and are centers for a large variety of social activities, entertainment, and commercial and residential activity. Centers are typically accessible by public transportation, and they provide a sense of place for people in a community to visit.

Corridors are mixed-use places of different scales oriented along a linear corridor. They provide places for a large variety of social activities, entertainment, and commercial and residential activity. Centers are typically accessible by public transportation, and they provide a sense of place for people in a corridor to visit.

Residential Areas are places where the predominant use is residential, although they are primarily oriented along a mixed-use or commercial district. Residences are typically accessible by public transportation, and they provide a sense of place for people in a residential area to visit.

Districts are places with a specifically designed purpose, such as a transit-oriented or city-centered development. They are typically oriented along a linear corridor, and they provide a sense of place for people in a district to visit.

Places in which the places are found:

<table>
<thead>
<tr>
<th>CENTERS</th>
<th>CORRIDORS</th>
<th>RESIDENTIAL AREAS</th>
<th>DISTRICTS</th>
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City and County of Denver
www.denvergov.org/planaustin
Land Use and Built Form

Elements contributing to the character and quality of places including block pattern, scale, the relationship between buildings and the street and the mix and intensity of uses.

Block & Lot Pattern
- Shape and block patterns can vary a great deal in size, including the density and age of the area. Access to transit, walkability and overall connectivity can all be impacted by the shape and type of development pattern present.

Public-Private Interface
- This is about the relationship between buildings and the street, or public realm. Buildings in more compact built environments, such as downtowns, tend to be street friendly, with a sense of identity and character. In contrast, buildings in more dispersed residential neighborhoods tend to be set back further from the street, but still respond to the street and its character.

Building Scale
- Building scale refers to the size of buildings and how they relate to the street. Height and massing of buildings may vary depending on the scale and intensity of the place.

Equity
- In order to achieve our equity goals, every neighborhood should provide a mix of land uses, including diverse housing options and well-designed buildings serving the needs of all residents.

Urban Design
- The use and design of buildings is a crucial component to the success of a place. The use of the street level play a large part in how people interact with the space and how the building transitions into the public realm from the conscious of the character of a place.

Mix & Intensity of Uses
- This captures whether an area is primarily one-use, such as residential or commercial, or a mix of uses. It also addresses the intensity of uses. For example, in a residential area, there is typically few cul-de-sacs, or more single and low-density uses, while in a commercial area, there is a greater variety of uses. Similarly, regional centers are large in scale and offer a wide range of services. In contrast, smaller local centers are less intense.

Off-Street Parking
- The land use provides spaces for vehicles to park. Demand for off-street parking will vary by type, size and the use of the building. Off-street parking is often defined as part of the transportation demand management program.

Drew
- The scale of a place impacts the draw to the area. For example, regional centers will attract people from all over Denver and the greater region, whereas local centers primarily serve residents from the adjacent neighborhood.

Building Footprint
- Buildings in a more compact development pattern typically have a smaller footprint. In contrast, the more dispersed residential communities provide smaller lots and buildings that support large building footprints with more space devoted to parking.

Water & Climate
- The use and development of land has a large impact on water and climate change. Compact mixed use development and environmentally friendly building design provides urban rain and climate-friendly solutions.
Mobility
The multimodal transportation elements connect people to the places where they live, work, and play.

- **Walkways**: Walkways enable movement, including those who are mobility impaired. They include sidewalks and street crossings. At all pedestrian crossings at street level, walkways are a fundamental element of the transportation system, providing safe, accessible, and efficient pedestrian movement.

- **Bikeways**: Bikeways make streets comfortable for people taking at all times and conditions. They provide multi-modal transportation choices. They include bike lanes, protected bike lanes, and neighborhood bikeways.

- **Travel Lanes**: Travel lanes move people in cars and buses on people's duties.

- **Green Infrastructure**: Green infrastructure includes a network of parks, open spaces, rain gardens, and other natural systems that provide ecosystem services to people, including the benefits of stormwater management, green space, and air quality.

- **Amenities**: Amenities contribute to a healthy, happy, and vibrant community. They include parks, libraries, schools, community centers, and other neighborhood services.

Quality-of-Life Infrastructure
The parks, open spaces, trees, plants, natural features, recreation opportunities, and centers, art and dynamic social spaces that contribute to our quality of life.

- **Parks and recreational spaces**: Park, trails, lakes, and recreational areas provide a multi-functional space for leisure, recreation, and activities. They are safe and accessible to everyone, including those with disabilities.

- **Green infrastructure**: Green infrastructure includes a network of parks, streets, trees, and plants. It provides environmental benefits, such as improved air quality, reduced urban heat, and increased biodiversity.

- **Natural features**: Natural features include trees, vegetation, plants, water bodies, and other natural elements that contribute to the beauty and livability of our community.

Complete Networks

- **Pedestrian**: Pedestrian networks connect people to the places where they live, work, and play.

- **Bicycle**: Bicycle networks provide safe and efficient transportation options for people of all ages and abilities.

- **Trolley**: Trolley networks provide an efficient and environmental-friendly transportation option.

- **Auto and Goods**: Auto and goods networks connect people to the places where they live, work, and play.
Street Types

The following pages describe each street type in Denver and how they vary by the three elements of complete neighborhoods.

Downtown

- Surrounded by the most intense level of uses, including retail, offices, residential, and mixed-use towers. Pedestrian circulation and connectivity are key components of the site. Five metro stops and strong engagement of the street.
- Main trip are local and last mile of a metro trip. Featuring a wide sidewalk, transit stops, and bike lanes. High focus on pedestrian activation.
- Shops, cafes, and restaurants are located along the street. Sidewalks and streets are wide, creating a pedestrian-friendly environment.
- The amenity zone includes trees, outdoor seating, and public art. Provides a buffer between pedestrian walking and auto traffic.

Main Street

- Characterized by a mix of uses, including pedestrian-oriented retail, service, and restaurants, as well as residential buildings on pedestrian-oriented streets. Features a wide sidewalk with a tree line and a continuous street wall. A cafe seating in the street.
- Sidewalks are generally wider with flower planters to provide pedestrian comfort.
- The amenity zone has trees, planters, cafe seating and green spaces, as well as adequate sidewalk space for people to walk.

Commercial

- Commercial streets typically contain commercial uses including shopping, offices, and businesses. Buildings are often set back with on-site parking.
- Sidewalks are narrower, with less emphasis on pedestrian comfort.
- The amenity zone includes trees, outdoor seating, and public art. Provides a buffer between pedestrian walking and auto traffic.

Planning for the 5280 Loop

Adam Perkins, AICP –
Downtown Denver Partnership
Planning for the 5280 Loop Draft Outline

- Previous Neighborhood Plans
- Approach & Process
- Lens of Community
- Community Character, Culture & Destinations
**Increasing Population = Demand for more Park Space**

**2014**
- City Center Residents: 60,000+
- Acres of Open Space / 1,000 People: 4.4

**2017**
- City Center Residents: 80,000+
- Acres of Open Space / 1,000 People: 3.5
22,801 Downtown Denver population

80,217 Center City population
Prioritizing PEOPLE, HEALTH, CULTURE and NATURE, the 5280 Loop is a new, distinctly Denver amenity, that connects many vibrant and diverse city center neighborhoods through the great urban outdoors, creating a powerful SENSE OF PLACE.

### Loop Planning Areas

- **LODO**
- **Auraria**
- **La Alma/Lincoln Park**
- **Five Points Ballpark/Arapahoe Square**
- **Capitol Hill**
- **Golden Triangle**
The 5280 Loop is the urban manifestation of the Colorado Trail.

Bring nature into the City

Create Memorable Experiences

Imbue the public realm with art
Creating a ribbon through our city that connects people to place; an urban trail that connects us to Denver’s diverse landmarks, communities, and outdoor spaces.

Human beings are creatures of habit. We walk the same paths, frequent the same establishments, and revisit our favorite spaces again and again. For many of us, the better we know a place, the less of it we see. The 5280 Loop makes Denver intimate again seeking to connect people to their city, to their community, and to each other. It transforms the way we use public spaces, creating more than five miles of urban trails and linear parks through the heart of Denver, offering residents and visitors alike the chance to explore Denver and meet people they might otherwise never have met. The 5280 Loop will make locals feel like tourists and tourists feel like locals. It promotes the health of mind, body, and spirit with the opportunity to enjoy the city, the outdoors, and one another—together. It is a manifestation of what’s possible when the community comes together to reimagine the world they wish to create. It is quintessentially Colorado and distinctly Denver.
Designing the 5280 Loop Draft Outline

Reverse Engineering
Neighborhood-based Placemaking
Connecting Destinations
Not just a bike loop
Vision
Designing the 5280 Loop

Chris Parezo –

Civitas, Inc.
$Spent on health care in US

17.8% of GDP

$3.2 trillion / $9,990 per person –CDC 2015

Disease burden

12% infectious disease

88% non-communicable diseases

(obesity, asthma, cardiovascular disease, diabetes, etc.) –CDC
Public Realm Design can influence key predictors of health such as physical activity, air quality, social connection, neighborhood safety and traffic safety, which leads to measurable outcomes.

Urban forests deliver a variety of environmental, health, and social benefits. Shaded surfaces can be anywhere from 25-45 degrees cooler than the peak temperatures of unshaded surfaces.
10% increase in vegetative cover decreases heat related mortality by 7% (in the context of heat island effect / climate change).

Improved lighting leads to significant reductions in crime (20% reduction across all studies).
Changes to signal timing reduced the risk of vehicular and pedestrian/bicycle crashes at intersections by 37% compared to control.
OUTCOMES – BASED DESIGN APPROACH:
Identify key design strategies for addressing cross-cutting needs and opportunities.

Needs + Opportunities

Childhood Obesity
Asthma
Mental Health
Traffic Safety
Urban Heat Island
Stewardship
Social Cohesion
### OUTCOMES – BASED DESIGN APPROACH:
Identify key design strategies for addressing cross-cutting needs and opportunities.

<table>
<thead>
<tr>
<th>Needs + Opportunities</th>
<th>Overarching Design Goals</th>
<th>Specific Design Strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Childhood Obesity</td>
<td>Link Nodes, Access to Green Space, Tree Canopy, Traffic Calming</td>
<td>Increase vegetative cover by 50%, Increase tree canopy by 200%, increase exposure to green space and recreation.</td>
</tr>
<tr>
<td>Asthma</td>
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</tr>
<tr>
<td>Mental Health</td>
<td>Link Nodes, Access to Green Space, Tree Canopy, and Improve lighting, visibility and safety.</td>
<td>Link neighborhood nodes, traffic calming</td>
</tr>
<tr>
<td>Traffic Safety</td>
<td></td>
<td>Increase vegetative cover by 50%</td>
</tr>
<tr>
<td>Urban Heat Island</td>
<td>Link neighborhoods, celebrate culture and place, improve lighting, visibility and safety</td>
<td></td>
</tr>
<tr>
<td>Stewardship</td>
<td>Link neighborhood nodes, traffic calming</td>
<td></td>
</tr>
<tr>
<td>Social Cohesion</td>
<td>Link Nodes, Access to Green Space, Tree Canopy, Traffic Calming</td>
<td></td>
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Body of evidence that demonstrates the relationship between specific design strategies and health-related outcomes.
Ballpark / Arapahoe Square

Health Impacts

The impact framework that underlies the design of a LOP along the linear waterfront promotes health outcomes and impacts.

Design Goals

- Better access to parks
- Pedestrian connections
- Specialized water activities
- Celebrate the neighborhood history

Specific Design Strategies

- Improved health and quality of life
- Promote social interaction
- Reduce stress

Short-term Outcomes

- Improved safety
- Better connection
- Increased quality of life

Medium-term Outcomes

- Increased activity
- Improved safety
- Social engagement

Impacts

- Reduced crime
- Improved mental health
- Increased community engagement

Concept Design
Target Audience

[Images of various people in different positions and activities, such as standing, sitting, and cycling, with some marked with a cross to indicate exclusion.]

Target Audience

[Images of various people in different positions and activities, with some marked with a cross to indicate exclusion.]
What is The User Experience?

What are we trying to connect?

Fluidity of The Route?
Coors Field
Pepsi Center
Commons Park
Mile High Colorado Convention Center
Civic Center Park
City Park
Cheesman Park
Jefferson Park
Lakewood Gulch
Bike Facilities
Regional Trail
Key Bicycle Lane
Key Intersection
Public Realm as Plaza
Public Realm as Open Space
Alley as Place
5280 Loop Route Links
Routes + Places
Create Shared Street / woonerf from 15th to 19th.
Extend plaza character across Wynkoop between 16th and 18th.
Create wider pedestrian / storefront zone at south side.
The Loop goes ‘quiet’ through this zone.
Requires more detailed transportation and parking study.
Create a linear park from Blake to Broadway.
Minimize automobile use to local access only, create ‘table top’ condition.
Increase park space adjacent to loop as much as possible (post office block).
Create a Welton Street spur.
Create Capitol Mall that rethinks the entire street as woonerf / grand civic street.

Requires more detailed transportation and parking study.
Area 4: Golden Triangle

Extend axis from civic center park into neighborhood, create 'avenue of arts'.
Create linear park between 11th and 12th (remove vehicles).
Consider mid-block pedestrian Connections that link Acoma to Broadway and Bannock.
Requires more detailed district wide transportation and parking study.
Create new pedestrian/bicycle bridge and Platte River Trail connection at Speer and 9th.
Final route reflects all neighborhood concerns.

Love the idea of linear park concept along Mariposa and arts alley near Santa Fe.

Extremely excited about reimagining La Alma / Lincoln Park and Sunken Gardens Park.

Spur along 13th to Platte River is very important.

Could potentially take parking along 9th to create wider Loop.
La Alma/Lincoln Park
Very excited about this project.
Route alignment is accepted by all three student governments.
Love the idea of ‘Past, Present, Future’ as a way to tell the story of the campus.
Love the idea of rotating public exhibit space along 11th street alley.
Schools are ready to start implementing the vision through art/engineering school programs.