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**SLIDES: Planning for Sustainable Growth: Main Street Revitalization**

Katherine Cornwell

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Planning for Sustainable Growth: Main Street Revitalization

2006 Climate Change and the Future of the American West Conference
Boulder, CO
Do we need to manage growth?

1990 to 2000:
• 87,000 new residents in Denver

By 2020:
• 132,000 new residents in Denver (24% increase)
• 892,000 new residents in entire region (37% increase)
Putting Population Growth Into Perspective:

132,000 people = Population of Lakewood in 2000 (144,000)
Putting Population Growth into Perspective:

Invesco Field

+ 

Coors Field

= 132,000 people
Areas of Change & Stability

- Red: Areas of Change
- Yellow: Areas of Stability
Growth Distribution Pattern: Existing Zoning Scenario
**Main Street Types**

**MS-1:** low intensity, 1 to 3 stories, near stable residential areas or on small development parcels, further from Downtown

**MS-2:** medium intensity, 1 to 5 stories, near more intense residential areas or on larger development parcels

**MS-3:** high intensity, up to 10 stories, intersection of major transit routes or near downtown
Main Street: Key Elements

- Building Orientation
- Building Intensity & Transitions
- Windows & Entrances
- Parking
Building Orientation
Minimum: MS-2
Building Orientation
Minimum: MS-2
Main Street Building Intensity: Height & Transitions

1. MS-1: 38 feet
2. MS-2: 65 feet (24’ min. height)
3. MS-3: 100 feet (24’ min. height)
Residential Protection Setback applies:
Adjacent to parcel with an existing structure under 38’ tall
Residential Protection & Main Street Setback apply:
Adjacent to parcel with existing structure under 38’ tall
Pedestrian Shopping Corridors: Windows
Zone of Transparency
Minimum Window Requirements

<table>
<thead>
<tr>
<th>Primary Street</th>
<th>Secondary Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>MS-1</td>
<td>60%</td>
</tr>
<tr>
<td></td>
<td>25%</td>
</tr>
<tr>
<td>MS-2</td>
<td>60%</td>
</tr>
<tr>
<td></td>
<td>25%</td>
</tr>
<tr>
<td>MS-3</td>
<td>60%</td>
</tr>
<tr>
<td></td>
<td>30%</td>
</tr>
</tbody>
</table>
Parking Requirements
1967 Parking Code

• Obliterated historic building patterns
• Dramatically altered the land development potential of the city
• Required significantly greater amount of surface parking
• Favored auto-oriented patterns of development such as low density commercial uses surrounded by parking
Consider Factors Affecting Supply

- Mixed-use development environment reduces auto trips by building in resident and/or worker customer base.
- High frequency transit corridor & bike route connections encourage alternative mode access.
- Reduced number of vehicles per household along transit corridors and in the city core (Census).
Parking module: 7,250 SF of Land area
Provides ~30 spaces
Lot Depth: < 50’

Main Street

4825 SF

93' 9” (75%)

17' 6” 6'

12' 3” (25%)

50’

125’

5’

8’

Side Street

Alley
Lot Depth: > 75’

Main Street

4342.5 SF

Side Street

Alley

93' 9" (75%)

5' 17' 6" 6'

19' (25%)

2'

5'

17' 6"

8'

125'

76'

15'

11'

15' 8'
Lot Depth: >125’
Main Street
Standard Parking Requirements

- **Non residential uses:**
  - 1 space per 500 SF

- **Residential uses:**
  - 1 space/unit (market rate)
  - 0.8 space/unit (affordable housing)
  - 1 space/four units (special purpose)
    - Senior housing
    - Special needs housing
    - Housing for 40% AMI or lower
    - Units less than 550 SF
Parking Requirement Relief

- Small lot exceptions
- Landmarked structures & buildings (built prior to 1967) that meet the form standards are exempt
- Parking requirements may be met off site through lease agreement or as provided through a parking management district
Main Street Zoning Goals

1. Establish appropriate form of Main Street

2. Simplify regulations (easy to use and administer)

3. Improve investment climate (predictable environment)
Percent of trips by Transit in 2020: Zoning vs. Blueprint Denver

- Zoning: 10.9%
- Blueprint: 14.4%
Thank you!

For more information on Denver city planning efforts visit:
www.denvergov.org/planning