



**Land Use, Transportation and Urban Design  
Working Group Meeting  
May 18, 2012**

# Urban Design Working Group

Meetings: October 6 and October 28, 2011



# Urban Design Working Group

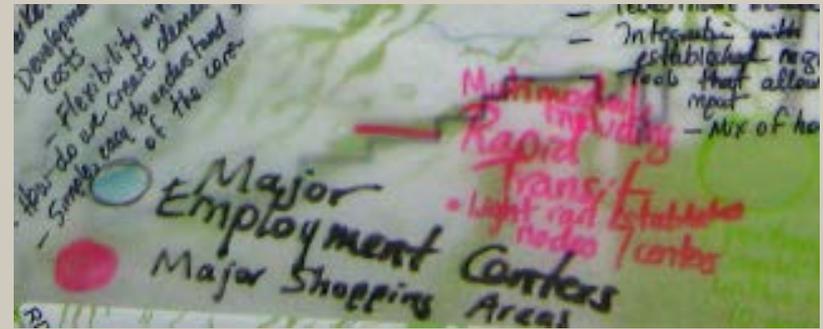


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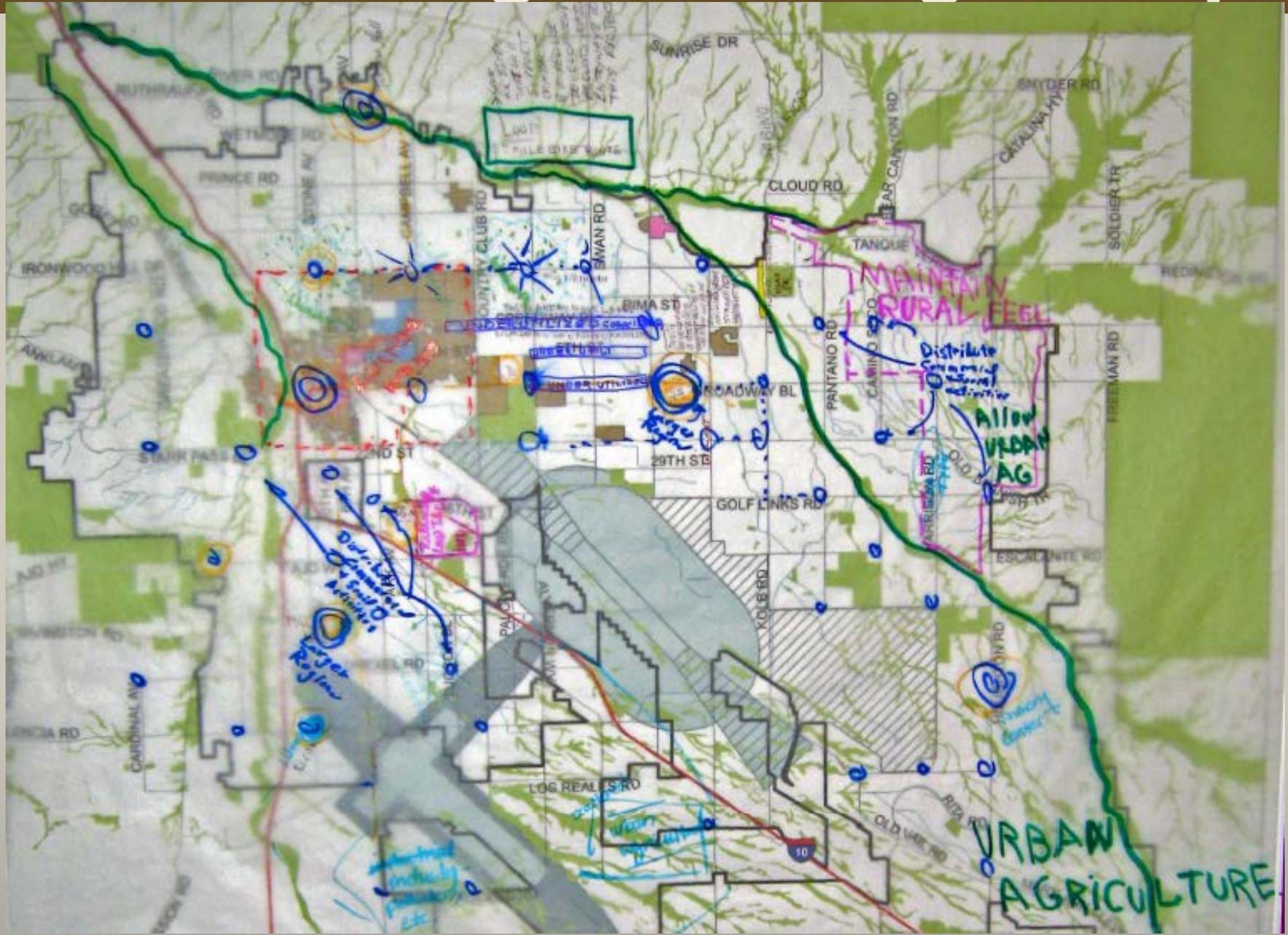


-  EMPLOYMENT CENTERS
-  MIXED-USE ACTIVITY CENTERS
-  PRIMARY RETAIL/EMPLOYMENT CENTERS
-  MAJOR TRANSPORTATION CORRIDORS
-  STREET CAR CORRIDOR
-  FUTURE TRANSIT LINES
-  OPPORTUNITY AREAS

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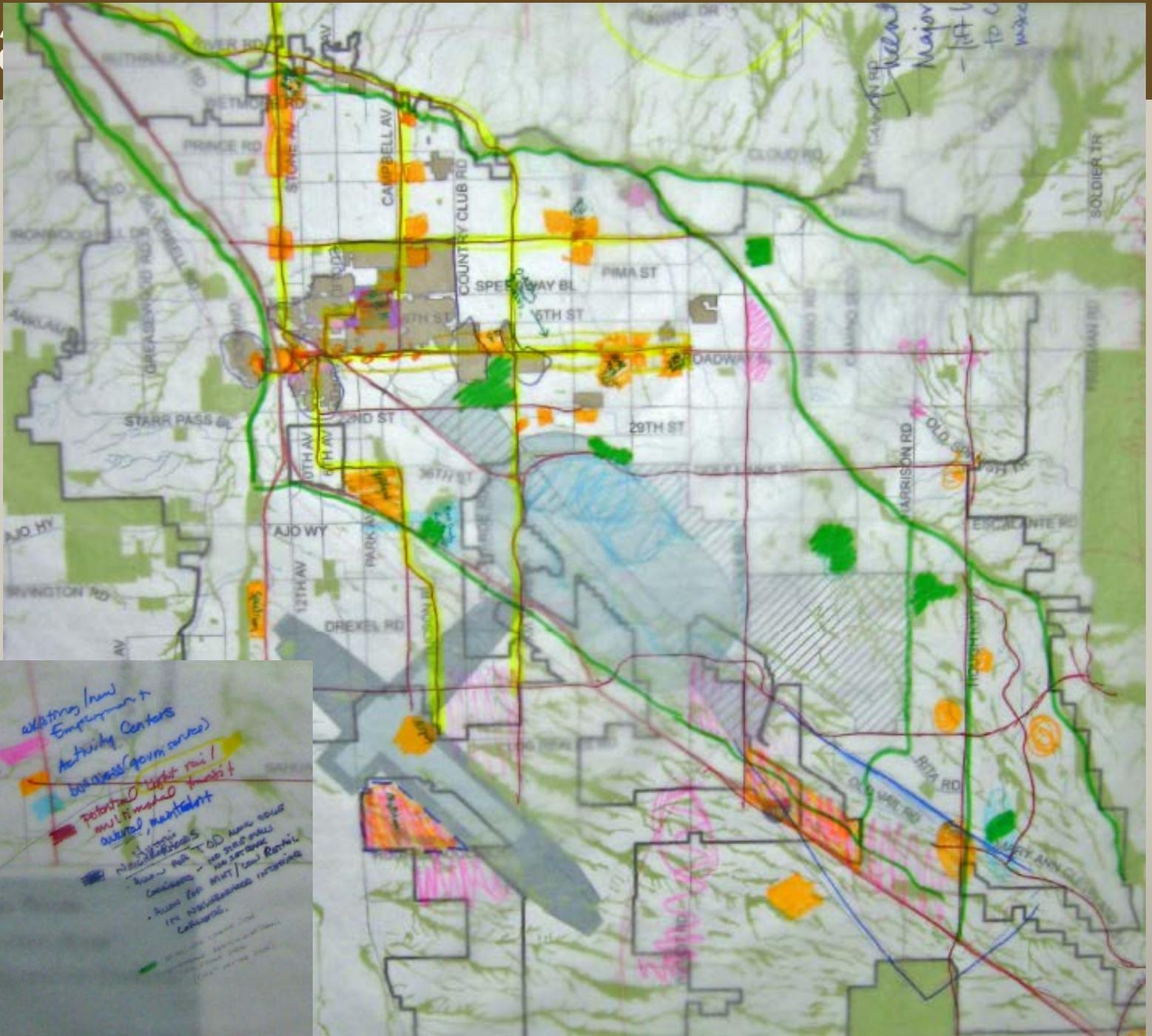


--- Grant Rd upgrade zoning

█ UNDERUTILIZED comm/mixed use

--- UNDERUTILIZED NS. LINK TO BASE

# Urban



Major - 1/4" to 1/2" wide

Topics By Block

- 1. structure
- 2. connections

Yellow highlighter is current condition

adding / new Employment + Activity Centers

business (govn services)

Potential light rail / multi-modal transit

alter, maintain

no street walls

no sidewalk

no RTD / new Rapid

100% Neighborhood Improving

Callaway

# Land Use & Transportation Working Group

Meetings: December 9, 2011 and March 30, 2012



# Land Use & Transportation Working Group





SMART GROWTH FOCUS AREA:  
Urban Design Policy Working Group Meeting  
October 6, 2011

Exercise Responses and Meeting Notes

**Urban Form:**

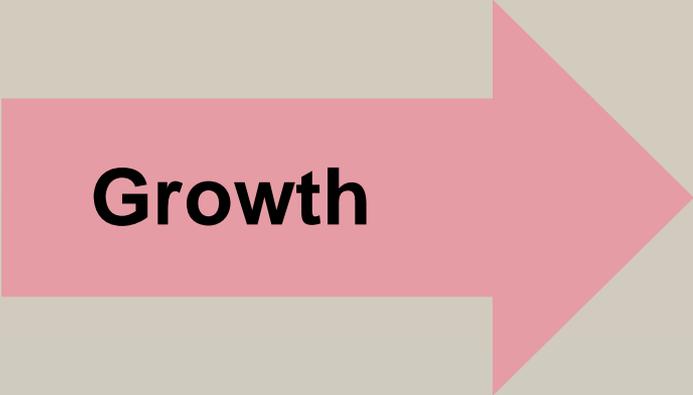
- Interconnected districts encouraging mixed use and zoning.
- Create more greenbelts and multiuse pathways to link neighborhood nodes, encourage alternative transit and improve public health.
- Tourism Loop / TRAM Loop / Bike Loop / Running Loop / Public Parks Interconnecting Loop
- Promote efficient use of land.
- Through land, building and transportation policies, plan and encourage large activity centers and business corridors but also small scale ones that serve neighborhoods. Do not plan large centers too close to small ones which cause small ones to go under.
- Re-conceive neighborhoods as being connected to local destinations, i.e. Urban Villages
- Create a network of Urban Villages where the civic/commercial centers (Urban Village Center) are connected to their surrounding neighborhood Home Zones and to each other by alternate transportation, not just roads
- Provide budgets and training to allow neighborhood to guide this redevelopment as Home Zones.
- Start to cultivate districts within the city – i.e. destinations with their own flavor/character... can start to be created by LUC, design standards, etc
- Find areas for “4<sup>th</sup> Ave” like. Commercial/residential redevelopment - landscaping, facade improvement, bike/pedestrian friendly, inviting – planted median traffic calming tools.
- Maintain urban grid.
- Stick to a highly permeable grid system and do not allow existing one to be severed.

**Density:**

- Our current General Plan policy says to put residential density along arterial streets. THIS IS A TERRIBLE IDEA. Density of it brings cars with it, accomplishes nothing for urban design. It increases congestion, widens streets and intersections, and ruins our city. No wonder neighborhoods oppose it. Density should be surgically placed in our city in those locations where alternate modes – bikes, walking, streetcar, good us service, carshare – are viable so that density can increase with substantially increasing auto traffic. Residential density on arterial streets promotes more auto use – not less. A dense project should be required to explain how they intend to minimize car use
- Choose Major and Minor Transportation Corridors, then insist on densification along those lines and around the intersections. Prioritize this over the opposition of existing neighborhoods and over-riding neighborhood plans and comprehensive plan
- Impose mandatory “Centers/Corridors” densities on neighborhood plans = Regional over Neighborhoods
- Protect residential areas – R1 and R2 from inappropriate dense development
- In low density, cluster development for common open spaces
- Consider new approaches to increasing density and massing such as progressive allowances on building heights.

All comments  
and meeting notes  
were transcribed  
and analyzed

# Major Themes



## Growth

Discourage sprawl

Strategically locate density within the core

Protect strengths of established neighborhoods

Preserve open space



## Urban Form

Interconnect employment centers, downtown, neighborhoods, etc. for cost-effective investments and to maximize walking, biking, transit

# Major Themes

## **Land Use and Transportation**

Integrate land use and transportation

Support alternate modes of transportation

Place homes, jobs, services, retail, recreation close to each other

Mix land uses

# Major Themes

## Design

Build from historic and cultural heritage

Complete streets

## Tools

Comprehensive revision to MS&R  
Plan, Development Standards, Design  
Guidelines



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