

**LUC Materials Attachment 2: Adopted Plan Policies and Council Priorities**

**Council Priority No. 1: Operationalize City resources to build and preserve affordable housing**

<b>Land Use Code Audit</b>	<b>14</b>	Create additional development incentives for affordable housing. The city should evaluate and implement the following priority incentives
	<b>15</b>	Explore/address financing and other barriers to missing middle and innovative housing development.
	<b>16</b>	Remove barriers to allowed densities through code revisions.
	<b>General Policy Direction</b>	Continue the City’s ongoing efforts to implement recommendations from current housing related studies and other City efforts, including but not limited to 2020 Land Use Code Audit
<b>City Plan</b>	<b>LIV 2.3</b>	TRANSIT-ORIENTED DEVELOPMENT. Require higher-density housing and mixed-use development in locations that are currently, or will be, served by BRT and/or high-frequency transit in the future as infill and redevelopment occurs. Promote a variety of housing options for all income levels.
	<b>LIV 5.3</b>	LAND FOR RESIDENTIAL DEVELOPMENT. Use density requirements to maximize the use of land for residential development to positively influence housing supply and expand housing choice.
	<b>LIV 5.5</b>	INTEGRATE AND DISTRIBUTE AFFORDABLE HOUSING. Integrate the distribution of affordable housing as part of individual neighborhoods and the larger community.
	<b>LIV 6.4</b>	PERMANENT SUPPLY OF AFFORDABLE HOUSING. Create and maintain an up-to-date inventory of affordable housing in the community. Pursue policy and regulatory changes that will encourage the rehabilitation and retention of affordable housing in perpetuity.
	<b>LIV 6.5</b>	AGING IN PLACE Retain attainable housing options in existing neighborhoods so residents can “age in place.”
	<b>LIV 6.7</b>	INCENTIVES. Support and encourage the private development of affordable housing by offering incentives, such as special assistance to offset the costs of the City’s impact fees and development requirements, rebates for energy-saving features, and reducing barriers to the construction and rehabilitation of long-term affordable housing units.
<b>Our Climate Future</b>	<b>LWPN 4</b>	Increase density and mixed uses through the land use code as guided by City Plan
	<b>HAH 3</b>	Increase the number and diversity of housing types and allow more homes per lot (density) via an update to the City’s Land Use
	<b>HAH 9</b>	Strengthen incentives for mixed-use development along the MAX corridor to encourage more housing
<b>Future cities analysis</b>	<b>Strat 4</b>	Adopt minimum capacity and/or intensity requirements in the transit-oriented development overlay in accordance with the TMP
	<b>Strat 6</b>	Increase transit frequency, particularly expanding bus rapid transit (BRT), in existing mixed-use neighborhoods to implement the coordinated land use and transit strategy envisioned in City Plan

15-minute	Strat 7	Update the Land Development Code to encourage "complete neighborhoods" that include a variety of housing options, and access to services and jobs.
	Strat 8	Review and update residential zoning districts to allow more neighborhood-serving destinations and services as permitted land uses.
LUC Diagnostic	Key Finding 1	Does not support future place types
	Rec. 1	Consider Consolidating Harmony Corridor and Employment
	Rec. 2	Update list of residential uses, and allow certain housing types administratively, especially for transition areas
	Rec. 3	Apply 6-story height limit along Harmony Corridor (currently at 3-stories)
	Key Finding 2	Limits Housing Capacity
	Rec 8	Calibrate effective bonus incentives
	Rec 9	Recalibrate parking requirements
Shift Your Ride	LT-14	Development code updates to support TDM. Details in separate document. Implementation task 3: Add an efficiency classification to the parking requirements for multi-family residential buildings for studio apartments and micro-units to acknowledge that such dwelling units have been found to generate fewer trips per unit. Allowing developers to reduce the required parking spaces per unit can result in lower construction and rental costs, enabling more affordable housing options and sustainable transportation options.
North College MAX Plan	Pg. 43	Establish a transit-oriented development (TOD) Overlay zone or create a new zone district if deemed appropriate upon further evaluation
		Limit new auto-oriented developments such as auto dealerships, car washes, etc like the current 10% limitation on auto dealerships within the North College Avenue TOD Overlay Zone and discourage traditional auto-oriented design like drivethru restaurants in order to prioritize development that supports the ridership of the BRT and is more compatible with a multi-modal user group
	Pg.44	Allow residential development with ground floor commercial (mixed-use) within 200-feet of North College Avenue
		Commercial area should be minimum 20% of ground floor area or 20% of primary right-of-way frontage, whichever is greater (in TOD Overlay) Uses associated with residential component may not be considered as a portion of the commercial area (i.e. leasing offices, recreation facilities for residential, etc.)
	Pg. 45	Increase building height allowance to 5-stories within the 200-foot setback of North College Avenue; 8-stories should be permitted in all other areas of the North College Avenue TOD Overlay Zone

**Council Priority No. 3:** Advance a 15-minute city by igniting neighborhood centers

<b>City Plan</b>	<b>LIV 2</b>	<b>PROMOTE INFILL AND REDEVELOPMENT</b>
	<b>LIV 2.1</b>	<b>REVITALIZATION OF UNDERUTILIZED PROPERTIES</b>
	<b>LIV 2.2</b>	<b>PRIORITY LOCATIONS FOR INFILL AND REDEVELOPMENT.</b> Ensure appropriate use of the City’s public investments in infrastructure
	<b>LIV 2.3</b>	<b>TRANSIT-ORIENTED DEVELOPMENT.</b> Require higher-density housing and mixed-use development in locations that are currently, or will be, served by BRT and/or high-frequency transit in the future as infill and redevelopment occurs.
	<b>LIV 3</b>	Maintain and enhance our unique character and sense of place as the community grows.
	<b>LIV 3.4</b>	<b>DESIGN STANDARDS AND GUIDELINES.</b> Maintain a robust set of citywide design standards as part of the City’s Land Use
	<b>LIV 3.5</b>	<b>DISTINCTIVE DESIGN.</b> Require the adaptation of standardized corporate architecture to reflect local values and ensure that the community’s appearance remains unique. Development should not consist solely of repetitive design that may be found in other communities
	<b>LIV 3.6</b>	<b>CONTEXT-SENSITIVE DEVELOPMENT.</b> Ensure that all development contributes to the positive character of the surrounding area. Building materials, architectural details, color range, building massing, and relationships to streets and sidewalks should be tailored to the surrounding area.
	<b>LIV 4.2</b>	<b>COMPATIBILITY OF ADJACENT DEVELOPMENT.</b> Ensure that development that occurs in adjacent districts complements and enhances the positive qualities of existing neighborhoods. Developments that share a property line and/or street frontage with an existing neighborhood should promote compatibility by: <ul style="list-style-type: none"> <li>• Continuing established block patterns and streets to improve access to services and amenities from the adjacent neighborhood;</li> <li>• Incorporating context-sensitive buildings and site features (e.g., similar size, scale and materials); and</li> <li>• Locating parking and service areas where impacts on existing neighborhoods—such as noise and traffic—will be minimized</li> </ul>
	<b>LIV 5.2</b>	<b>SUPPLY OF ATTAINABLE HOUSING.</b> Encourage public and private sectors to maintain and develop a diverse range of housing options, including housing that is attainable (30% or less of monthly income) to residents earning the median income. Options could include ADUs, duplexes, townhomes, mobile homes, manufactured housing and other “missing middle” housing types.
	<b>LIV 5.3</b>	<b>LAND FOR RESIDENTIAL DEVELOPMENT.</b> Use density requirements to maximize the use of land for residential development to positively influence housing supply and expand housing choice.
	<b>LIV 5.5</b>	<b>INTEGRATE AND DISTRIBUTE AFFORDABLE HOUSING.</b> Integrate the distribution of affordable housing as part of individual neighborhoods and the larger community.
	<b>LIV 6.5</b>	<b>AGING IN PLACE</b> Retain attainable housing options in existing neighborhoods so residents can “age in place.”
<b>LIV 6.7</b>	<b>INCENTIVES.</b> Support and encourage the private development of affordable housing by offering incentives, such as special assistance to offset the costs of the City’s impact fees and development requirements, rebates for energy-saving features, and reducing barriers to the construction and rehabilitation of long-term affordable housing units.	

	<b>T 5.2</b>	BRT AND HIGH-FREQUENCY TRANSIT SERVICE. Implement BRT and high-frequency transit service as shown in this document along major transportation corridors as land use densifies and mobility demands increase, providing links between major activity centers and transit-oriented development.
<b>TMP</b>	<b>MAP</b>	Future Transit Network (pg 59)
	<b>Policy 5.8</b>	Connect public-transit to other modes of travel through strategically located mobility hubs, to be located near activity centers, where one or more transit routes and bicycle facilities intersect. These hubs will provide shared multimodal facilities and may include elements such as bicycle parking, bikeshare and carshare, multimodal information, park-n-rides, and curbspace for shuttles and drop-off vehicles
	<b>MAP</b>	Mobility Hubs and Future Bike Network (pg 77)
<b>Our Climate Future</b>	<b>LWPN 2</b>	Evaluate opportunities within the LUC to better encourage the development of "complete neighborhoods"
	<b>LWPN 3</b>	Encourage neighborhood level work sites (coffee shop plus)
	<b>LWPN 4</b>	Increase density and mixed uses through the land use code as guided by City Plan
	<b>HAH 3</b>	Increase the number and diversity of housing types and allow more homes per lot (density) via an update to the City's Land Use
	<b>HAH 9</b>	Strengthen incentives for mixed-use development along the MAX corridor to encourage more housing
<b>15-minute cities analysis</b>	<b>Strat 4</b>	Adopt minimum capacity and/or intensity requirements in the transit-oriented development overlay in accordance with the TMP
	<b>Strat 6</b>	Increase transit frequency, particularly expanding bus rapid transit (BRT), in existing mixed-use neighborhoods to implement the coordinated land use and transit strategy envisioned in City Plan
	<b>Strat 7</b>	Update the Land Development Code to encourage "complete neighborhoods" that include a variety of housing options, and access to services and jobs.
	<b>Strat 8</b>	Review and update residential zoning districts to allow more neighborhood-serving destinations and services as permitted land uses.
	<b>Strat 9</b>	Require or offer incentives for parking in rear of buildings or screen parking areas
	<b>Strat 11</b>	Spur redevelopment and infill using incentives such as upzoning and public investments in urban design features and placemaking to achieve the mixed-use activity centers envisioned in City Plan.
	<b>Strat 13</b>	Support greater intensity of employment along transit and active transportation facilities corridors.
	<b>Strat 14</b>	Support greater intensity of employment along transit and active transportation facilities corridors.
	<b>Strat 21</b>	Prioritize the implementation of bicycle and pedestrian facilities around high-frequency transit stops to improve connections to transit.
<b>Diagnostic</b>	<b>Key Finding 1</b>	Does not support future place types
	<b>Rec. 1</b>	Consider Consolidating Harmony Corridor and Employment
	<b>Rec. 2</b>	Update list of residential uses, and allow certain housing types administratively, especially for transition areas
	<b>Rec. 3</b>	Apply 6-story height limit along Harmony Corridor (currently at 3-stories)

LUC D	<b>Key Finding 2</b>	Limits Housing Capacity
	<b>Rec 8</b>	Calibrate effective bonus incentives
	<b>Rec 9</b>	Recalibrate parking requirements
Shift Your Ride	LT-13	Developer TDM Requirements: This recommendation aligns with practices adopted by several cities across the United States, where trip reduction mandates for new developments have become increasingly common. Denver enacted a developer TDM ordinance in 2020 mandating that residential and commercial buildings over a certain size develop and implement a TDM plan. Establishing such a program in the City would help in effectively managing the transportation impacts of new developments and promoting sustainable transportation practices.
	LT-14	Development code updates to Support TDM. The plan identifies opportunities for minor updates to the development code to help support the City in meeting in meeting it's goal of 50% active modes share and carbon neutrality by 2050.
	LT-15	This strategy establishes a formal allowance enabling developers to reduce their parking requirements Citywide by implementing approved TDM strategies. More details in plan.

**Council Priority No. 4:** Pursue an integrated, intentional approach to economic health

15-minute cities analysis	<b>Strat 4</b>	Adopt minimum capacity and/or intensity requirements in the transit-oriented development overlay in accordance with the TMP
	<b>Strat 6</b>	Increase transit frequency, particularly expanding bus rapid transit (BRT), in existing mixed-use neighborhoods to implement the coordinated land use and transit strategy envisioned in City Plan
	<b>Strat 7</b>	Update the Land Development Code to encourage "complete neighborhoods" that include a variety of housing options, and access to services and jobs.
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	<b>Strat 11</b>	Spur redevelopment and infill using incentives such as upzoning and public investments in urban design features and placemaking to achieve the mixed-use activity centers envisioned in City Plan.
	<b>Strat 13</b>	Support greater intensity of employment along transit and active transportation facilities corridors.
<b>Economic Health SP</b>	<b>Outcome 2.1</b>	Small businesses have access to tools and resources needed to succeed.
	<b>Sub bullet</b>	Streamline the development and redevelopment process
	<b>LIV 2</b>	PROMOTE INFILL AND REDEVELOPMENT
	<b>LIV 2.1</b>	REVITALIZATION OF UNDERUTILIZED PROPERTIES

<b>City Plan</b>	<b>LIV 2.2</b>	<p>PRIORITY LOCATIONS FOR INFILL AND REDEVELOPMENT. Ensure appropriate use of the City’s public investments in infrastructure/improvements in the following areas to achieve the City’s strategic goals:</p> <ul style="list-style-type: none"> <li>• Downtown District;</li> <li>• Urban Mixed-Use Districts;</li> <li>• Mixed-Employment Districts</li> </ul>
	<b>LIV 2.3</b>	TRANSIT-ORIENTED DEVELOPMENT. Require higher-density housing and mixed-use development in locations that are currently, or will be, served by BRT and/or high-frequency transit in the future as infill and redevelopment occurs.
	<b>LIV 3</b>	Maintain and enhance our unique character and sense of place as the community grows.
	<b>LIV 3.4</b>	DESIGN STANDARDS AND GUIDELINES. Maintain a robust set of citywide design standards as part of the City’s Land Use Code to ensure a flexible, yet predictable, level of quality for future development that advances the community’s sustainability goals, e.g., climate action. Continue to develop and adopt location-specific standards or guidelines where unique characteristics exist to promote the compatibility of infill redevelopment.
	<b>LIV 3.5</b>	DISTINCTIVE DESIGN. Require the adaptation of standardized corporate architecture to reflect local values and ensure that the community’s appearance remains unique. Development should not consist solely of repetitive design that may be found in other communities
	<b>LIV 3.6</b>	CONTEXT-SENSITIVE DEVELOPMENT. Ensure that all development contributes to the positive character of the surrounding area. Building materials, architectural details, color range, building massing, and relationships to streets and sidewalks should be tailored to the surrounding area.
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	<b>EH 1.2</b>	Improve Business Engagement
	<b>EH 4.1</b>	Targeted Employment and Mixed-Use Areas
<b>EH 4.2</b>	Infill and Redevelopment Barriers in Mixed-Use Employment Districts	
<b>EH 4.4</b>	Future Employment Areas: Align Structure Plan and development regulations to support future employment growth	

**Council Priority No. 8:** Advance a 15-minute city by accelerating our shift to active modes

<b>15-minute cities analysis</b>	<b>Strat 4</b>	Adopt minimum capacity and/or intensity requirements in the transit-oriented development overlay in accordance with the TMP
	<b>Strat 6</b>	Increase transit frequency, particularly expanding bus rapid transit (BRT), in existing mixed-use neighborhoods to implement the coordinated land use and transit strategy envisioned in City Plan
	<b>Strat 7</b>	Update the Land Development Code to encourage "complete neighborhoods" that include a variety of housing options, and access to services and jobs.
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	<b>Strat 11</b>	Spur redevelopment and infill using incentives such as upzoning and public investments in urban design features and placemaking to achieve the mixed-use activity centers envisioned in City Plan.
	<b>Strat 13</b>	Support greater intensity of employment along transit and active transportation facilities corridors.
	<b>Strat 21</b>	Prioritize the implementation of bicycle and pedestrian facilities around high-frequency transit stops to improve connections to transit.
<b>Plan</b>	<b>LIV 1</b>	Maintain a compact pattern of growth that is well served by public facilities and encourages the efficient use of land
	<b>LIV 2</b>	PROMOTE INFILL AND REDEVELOPMENT
	<b>LIV 2.1</b>	REVITALIZATION OF UNDERUTILIZED PROPERTIES
	<b>LIV 2.2</b>	PRIORITY LOCATIONS FOR INFILL AND REDEVELOPMENT. Ensure appropriate use of the City's public investments in infrastructure /improvements in the following areas to achieve the City's strategic goals: <ul style="list-style-type: none"> <li>• Downtown District;</li> <li>• Urban Mixed-Use Districts;</li> <li>• Mixed-Employment Districts</li> </ul>
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	<b>LIV 3.5</b>	DISTINCTIVE DESIGN. Require the adaptation of standardized corporate architecture to reflect local values and ensure
	<b>LIV 3.6</b>	CONTEXT-SENSITIVE DEVELOPMENT. Ensure that all development contributes to the positive character of the

City	LIV 4.1	Encourage creativity in the design and construction of new neighborhoods that: -Provide a unifying and interconnected framework of streets, sidewalks, walkway spines and other public spaces; -Expands housing options, including higher-density and mixed-use buildings; -Offers opportunities to age in place; -Improves access to services and amenities; and -Incorporates unique site conditions.
	LIV 4.2	COMPATIBILITY OF ADJACENT DEVELOPMENT. Ensure that development that occurs in adjacent districts complements and enhances the positive qualities of existing neighborhoods. Developments that share a property line and/or street frontage with an existing neighborhood should promote compatibility by: • Continuing established block patterns and streets to improve access to services and amenities from the adjacent neighborhood; • Incorporating context-sensitive buildings and site features (e.g., similar size, scale and materials); and • Locating parking and service areas where impacts on existing neighborhoods—such as noise and traffic—will be minimized
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	ENV 1.5	Access to Nature
TMP	MAP	Future Transit Network (pg 59)
	Policy 5.8	Connect public-transit to other modes of travel through strategically located mobility hubs, to be located near activity centers, where one or more transit routes and bicycle facilities intersect. These hubs will provide shared multimodal facilities and may include elements such as bicycle parking, bikeshare and carshare, multimodal information, park-n-rides, and curbspace for shuttles and drop-off vehicles
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Shift Your Ride		Developer TDM Requirements: This recommendation aligns with practices adopted by several cities across the United States, where trip reduction mandates for new developments have become increasingly common. Denver enacted a developer TDM ordinance in 2020 mandating that residential and commercial buildings over a certain size develop and implement a TDM plan. Establishing such a program in the City would help in effectively managing the transportation impacts of new developments and promoting sustainable transportation practices.
	LT-13	
	LT-14	Development code updates to Support TDM. The plan identifies opportunities for minor updates to the development code to help support the City in meeting its goal of 50% active modes share and carbon neutrality by 2050.
	LT-15	This strategy establishes a formal allowance enabling developers to reduce their parking requirements Citywide by implementing approved TDM strategies. More details in plan.



<b>Active Modes Plan</b>	<b>Program Recommendation 2</b>	2) Updating Land Use Policies to Support Active Modes. a) Evaluate how the active modes network can increase 15-minute communities, b) Adopt development practices that support active modes. c) Establish motor vehicle parking policies that encourage and support active modes. [pgs 39-40]
	<b>Policy &amp; Program Recommendation 3</b>	Update multimodal level of service framework. 3) Evaluate opportunities to improve the City's sidewalk maintenance program and asset management plan, and to expand in-house implementation capacity. d) Revise signal timing and intersection design standards along integral pieces of the active modes network.e) Revise standards and regulations to support micromobility as a mode of transportation [pgs 40-43]
	<b>Pg 31</b>	New LCUASS standard for size of refuge islands in the middle of streets to accommodate longer vehicles like a bike pulling a trailer (10 feet; PROWAG minimum is 6 feet)
<b>Vision Zero</b>	<b>Transformative Action 3</b>	Promote alternatives to driving through the Shift Your Ride Program