



# Proposed Denver Zoning Code Text Amendment #7

## Airport Influence Overlay District Revisions

04/25/16

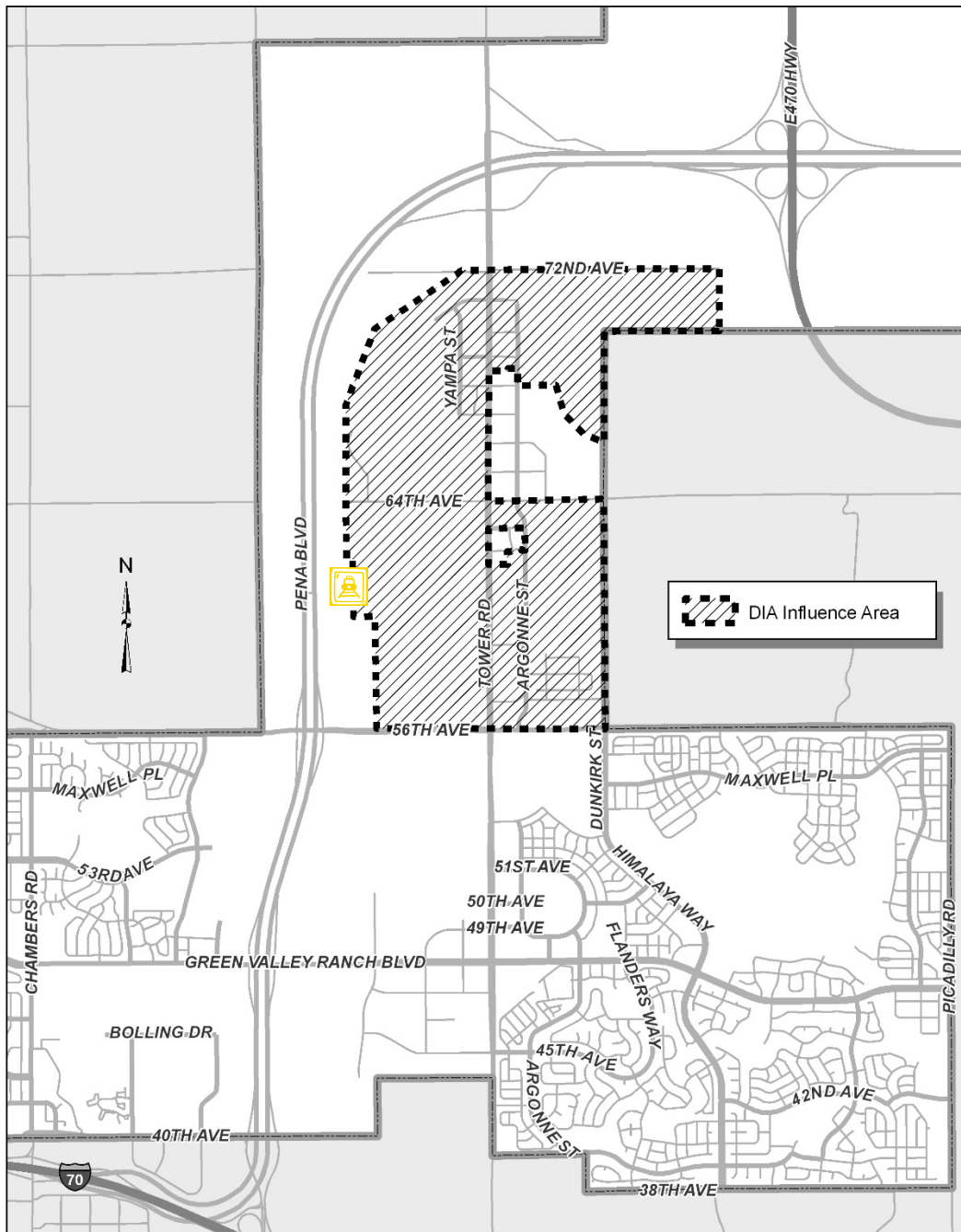
City Council Public Hearing

- Create more opportunities for housing to promote transit-oriented development near 61<sup>st</sup> & Peña Station
- Continue reasonable protections for residential development in this area, consistent with current zoning waivers and conditions

- Sponsored by Councilmember Stacie Gilmore, District 11

September 5, 2015	CPD presented summary of amendments to INC-ZAP.
January 1, 2016	Draft posted to CPD website - Email notice to all RNOs and councilmembers.
January 11, 2016	Council District Town Hall
January 12, 2016	City meeting with property owners
January 16, 2016	Public Notification sent for Planning Board public hearing. Notice emailed to all RNOs and councilmembers.
January 21, 2016	Public Notification sent for Neighborhoods and Planning Committee meeting. Notice emailed to all RNOs and councilmembers.
January 22, 2016	Planning Board public hearing
January 26, 2016	Neighborhoods and Planning Committee meeting
January 29, 2016	City Council 1 <sup>st</sup> reading
February 4, 2016	Public Notification sent for City Council public hearing. Notice emailed to all RNOs and councilmembers.
February 25, 2016	City Council public hearing

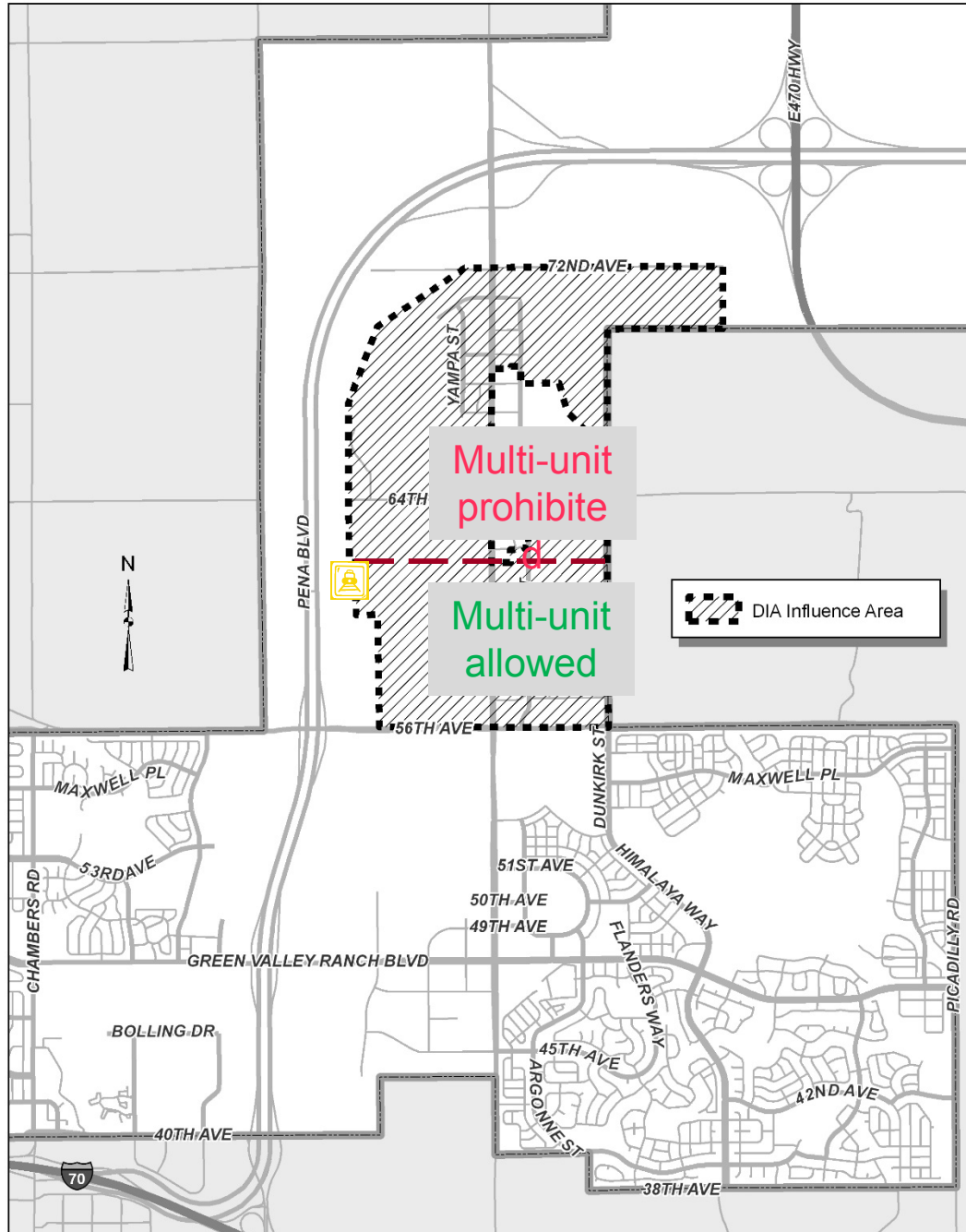
Denver International Airport Influence Area



# Location of A Dist

- Located north of 56<sup>th</sup> Avenue, east of Peña Blvd.
- Currently of no effect because properties retain Former Chapter 59 zoning
- Applies when properties rezoned into the Denver Zoning Code

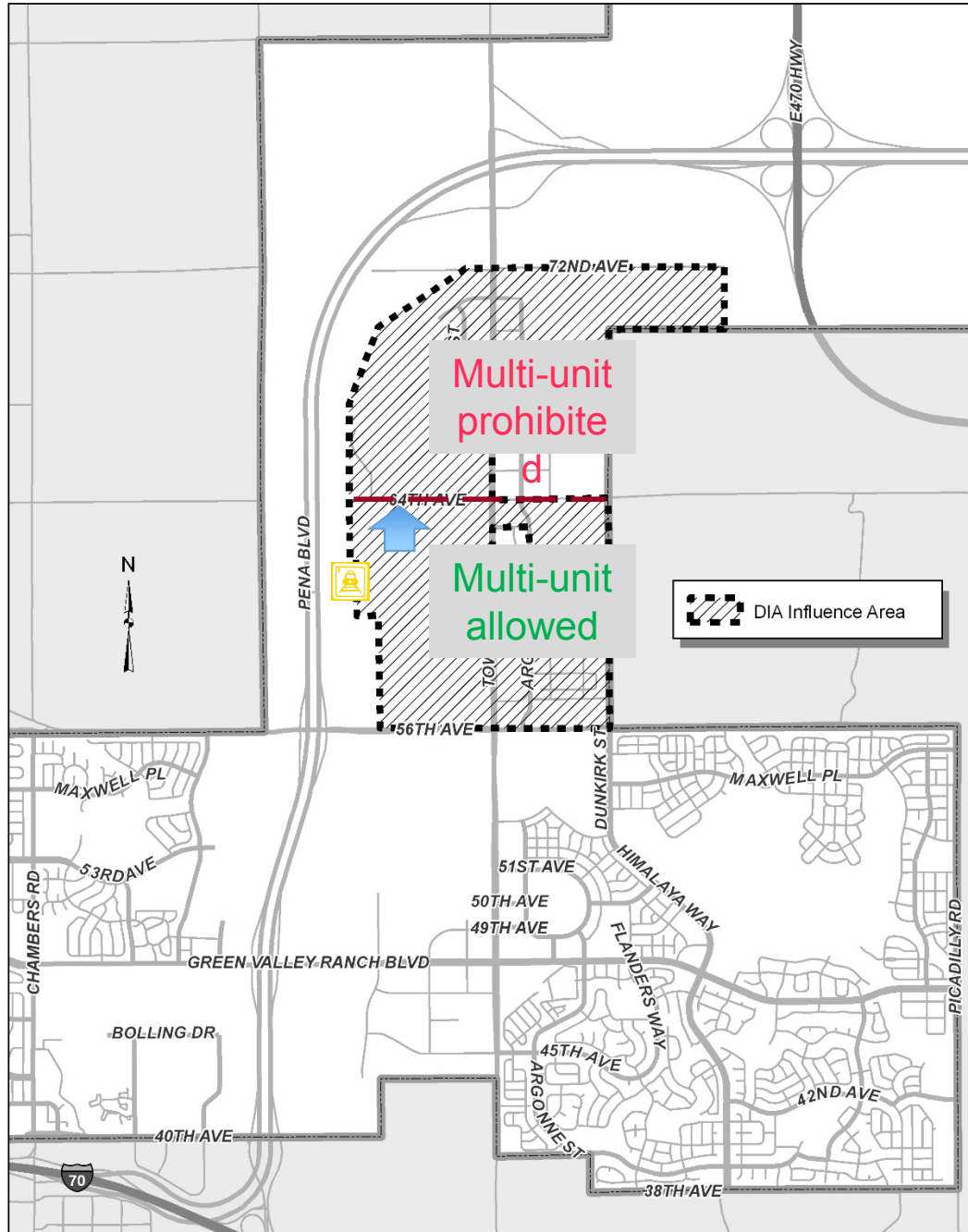
Denver International Airport Influence Area



# Summary Current Dist

- Single & two-unit residential is prohibited in the entire AIC district
- Multi-unit residential and similar uses are prohibited north of 62<sup>nd</sup> Avenue
- Avigation easements are required

Denver International Airport Influence Area



# Proposed T Amendm

- Single & two-unit residential is prohibited (no change)
- Multi-unit residential would be allowed between 62<sup>nd</sup> & 64<sup>th</sup> Avenues, adding 2 blocks north
- Avigation easements are required

- Cross-reference to D.R.M.C. Chapter 5, Airport and Aircraft
  - Amendment to require noise disclosure statement signing when property is sold
  - Consistent with current zoning
- Cross-reference to Building Code
  - Amendment proposed to require noise mitigation construction techniques consistent with national best practices in proximity to an airport
  - Consistent with current zoning



## DZC Map Amendment Review Criteria:

### 1. Consistency with Adopted Plans

- Comprehensive Plan 2000
- Blueprint Denver: A Land Use and Transportation Plan (2002)
- 61<sup>st</sup> & Peña Station Area Plan (2014)
- Gateway Concept Plan (1990)

### 2. Uniformity of District Regulations

### 3. Further Public Health, Safety and Welfare

Conserve land by:

- Designing mixed-use communities and reducing sprawl, so that residents can live, work and play within their own neighborhoods.
- Creating more density at transit nodes.

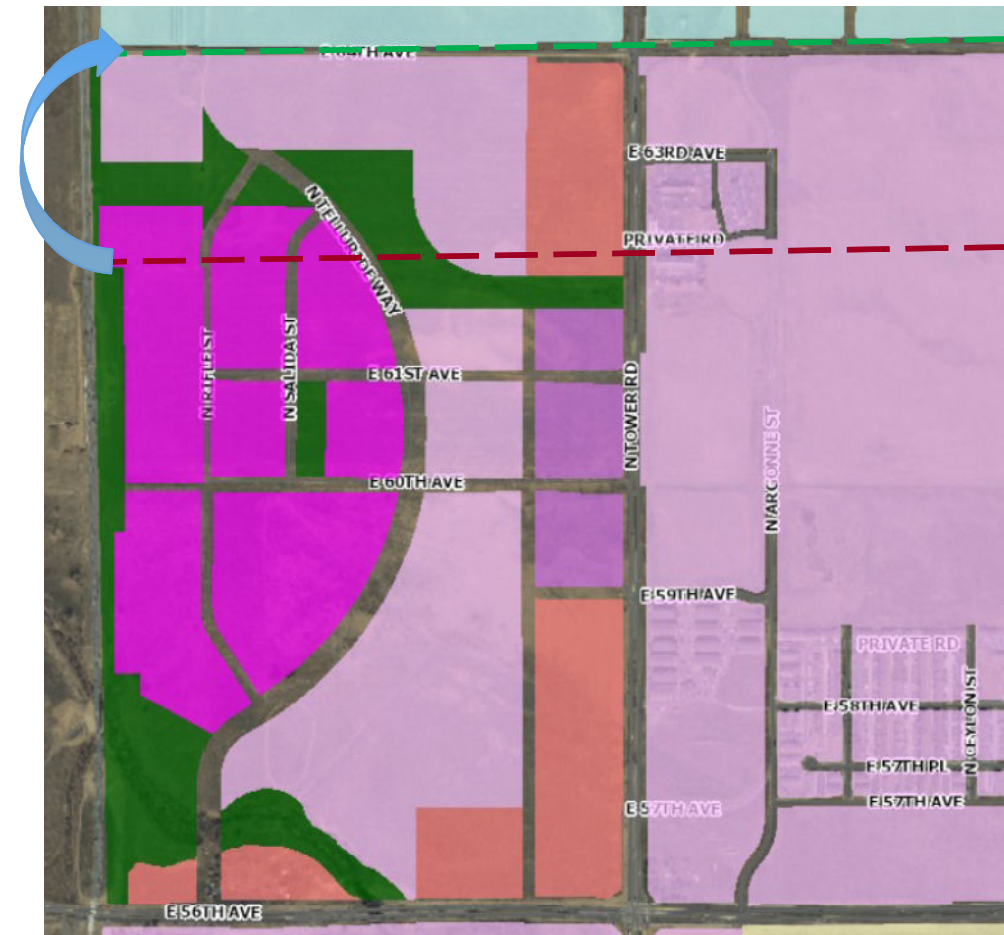
Encourage mixed-use, transit-oriented development that makes effective use of existing transportation infrastructure, supports transit stations, increases transit patronage, reduces impact on the environment, and encourages vibrant urban centers and neighborhoods.

Ensure that land-use policies and decisions support a variety of mobility choices including light rail, buses, paratransit, walking and bicycling, as well as convenient access for people with disabilities.

*The proposed text amendment is consistent.*

## Land Use Concepts

- In the area where multi-unit residential would be allowed between 62<sup>nd</sup> and 64<sup>th</sup>: Mixed use, Open Space, Commercial Corridor, and TOD
- North of 64<sup>th</sup> where AIO still prohibits all residential: Employment
- South of 56<sup>th</sup> where AIO does not apply: Single Family Residential and Mixed Use



entire Area is Area of Change

overlay “zoning can apply to areas where there are similar objectives but where the base zoning varies”

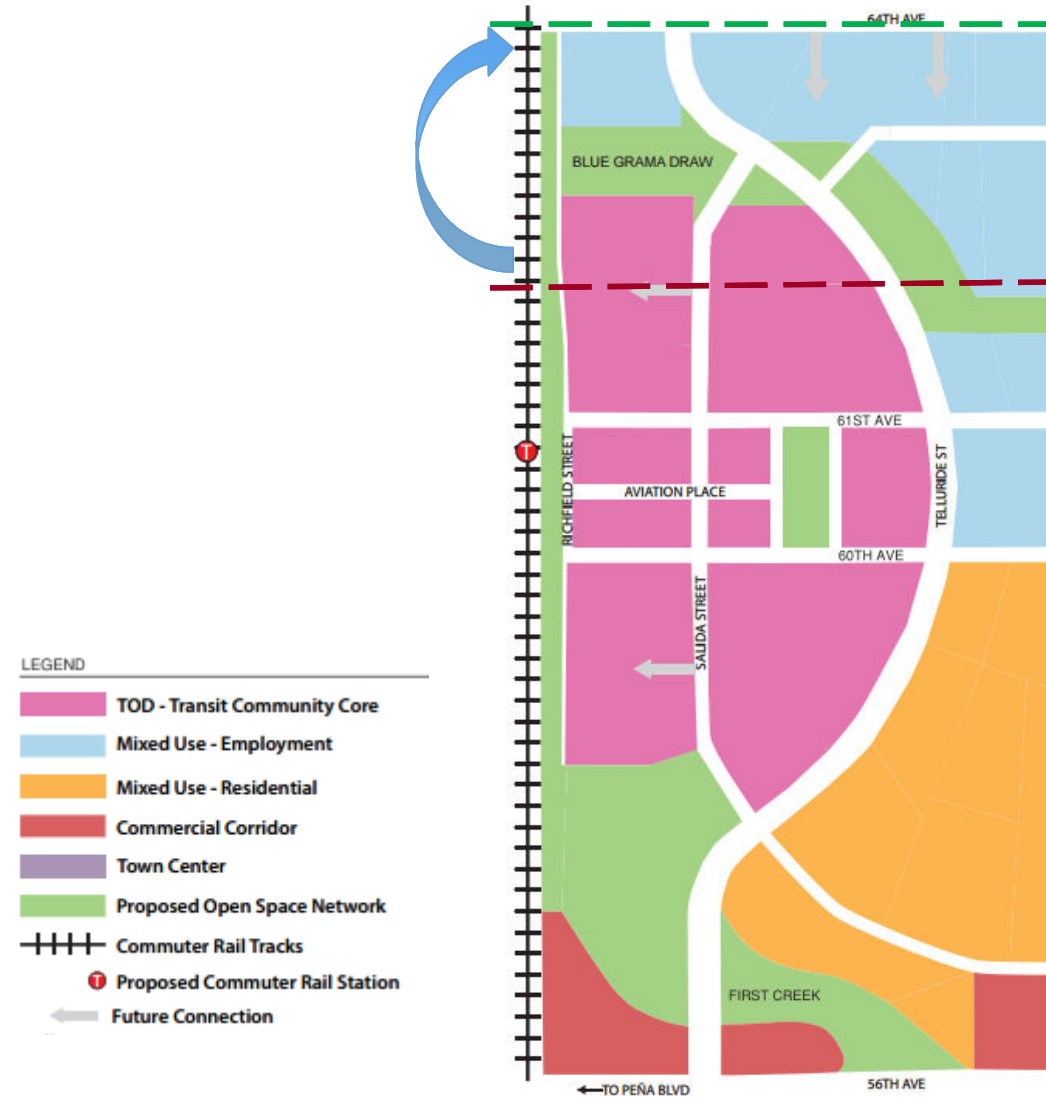
*the proposed text amendment is consistent with Blueprint Denver*

# 61st & Peña Station Area Plan (2011)

To fully capitalize on the location efficiency of the rail station, development near the station area should strive to be built at commercial intensities and residential densities that **support transit use.**”

Land use types in the station area should generally allow for a mix of uses. Mixed-use areas may have a sizable employment base as well as **higher density housing.**”

61ST & PEÑA STATION CONCEPTUAL LAND USE MAP



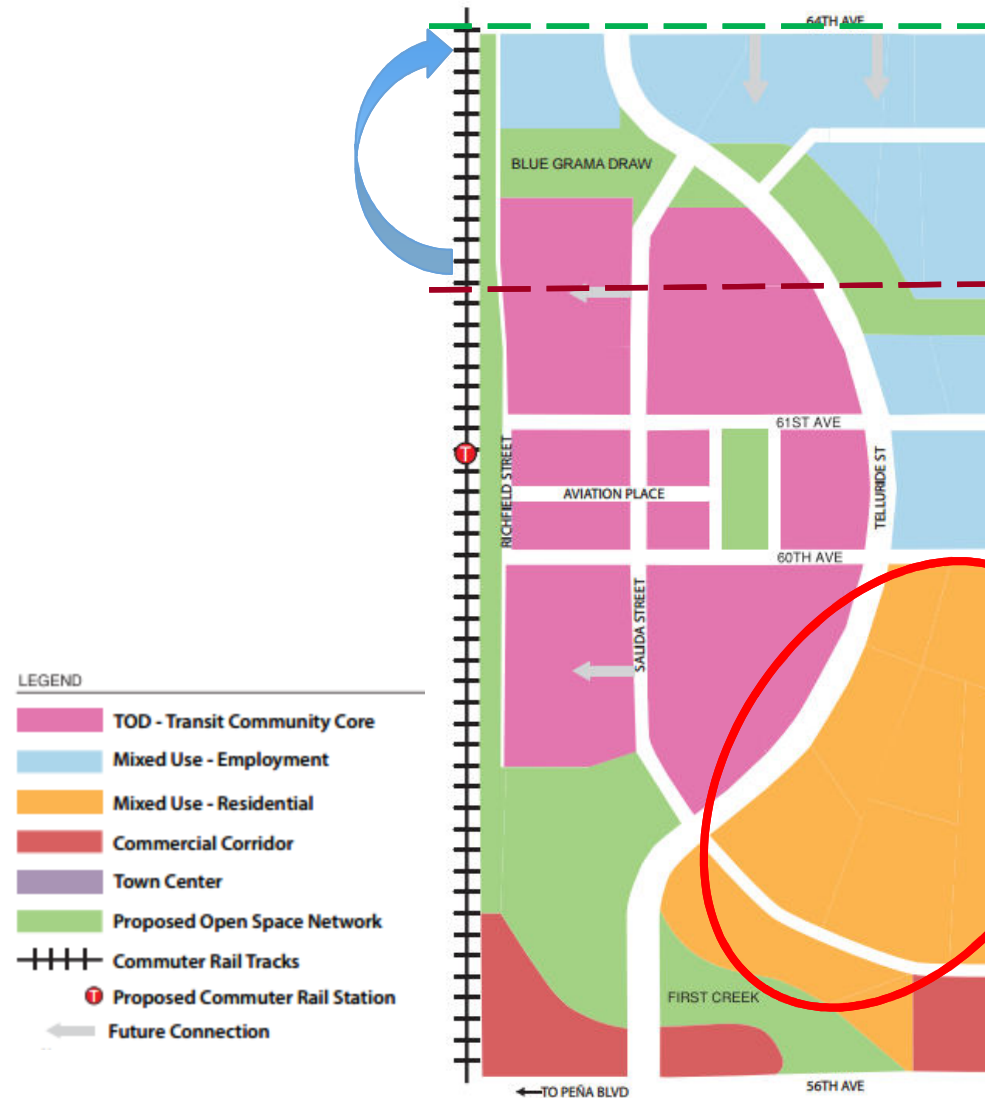
## Single Unit Residential under the 61st & Peña Plan

Plan has some language that  
accommodates single unit  
dwellings, but it does not  
specifically recommend them

Allows for single unit residential in  
Mixed Use- Residential area only  
(in area not affected by this  
amendment)

Intent of Mixed Use- Residential  
category can be met with or without  
single unit residential uses

61ST & PEÑA STATION CONCEPTUAL LAND USE MAP



Studies have shown that residents living near rail stations are 5 to 6 times more likely to commute by rail. Additional research indicates that areas within a quarter-mile of a station that have strong transit ridership typically have a combination of **minimum residential densities** around 30 units per acre or more.”

Encourage a **diversity of housing** sizes and types that will attract a mix of family, single residents, single-family households, and empty nesters. Support a diversity of unit sizes, configurations and price points, and include housing opportunities that are priced to attract people who work in the area, at DIA and at other transit-oriented employment destinations.”

*Next amendment is consistent with these Station Area Plan recommendations.*

The Gateway area should be a QUIET place to live. Residential development should only be allowed outside and away from airport noise impact areas.” Importantly, no residential development will be permitted north of 65th Avenue... This area is generally not appropriate for residential development because it will be open to a broader array of businesses (including many with high truck usage), and because it may be subject to noise from the new airport.”



The Gateway Office is very cognizant of the serious problems caused in the past by noise at Stapleton International Airport, where complaints have been heard from people living in Montbello and other areas some distance away.”

Measuring the possible impacts of noise is a complicated task that depends on noise levels, frequency, duration, time of day and year, and the person being affected. For the reasons noted above, the plan does not allow residential development north of 65th Avenue... The history of older airports often includes creeping encroachment by incompatible residential uses. That must be actively discouraged around the new airport, which has been carefully sited to avoid such problems.”

*text amendment is consistent with these plan recommendations.*

## DZC Map Amendment Review Criteria:

### 1. Consistency with Adopted Plans

- Consistent with Comprehensive Plan 2000, Blueprint Denver, 61<sup>st</sup> & Peña Station Area Plan, and Gateway Concept Plan

### 2. Uniformity of District Regulations

- Results in uniform regulations applicable to all new development within land mapped AIO

### 3. Further Public Health, Safety and Welfare

- Enables multi-unit residential while protecting airport operations, as identified in adopted plans

Public Hearing March 2, 2016

Recommendation: approval (9 in favor and 0 against)

Staff recommends that Denver Zoning Code Text Amendment #7 be approved, finding that the applicable review criteria have been met.