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# 3760 Jason & 3759 Inca Streets

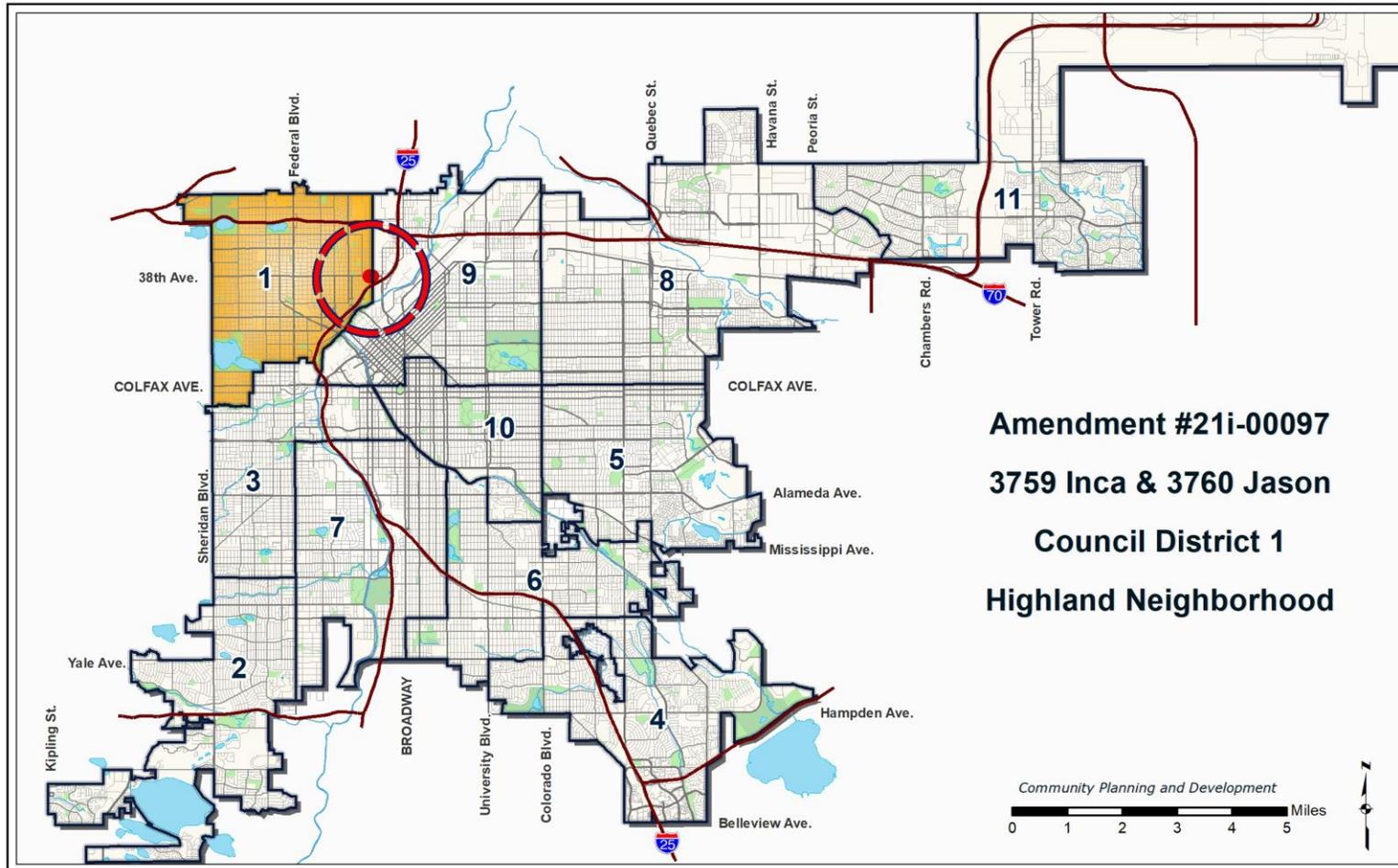
2021-00129

Request: I-A, U0-2 to U-RX-3

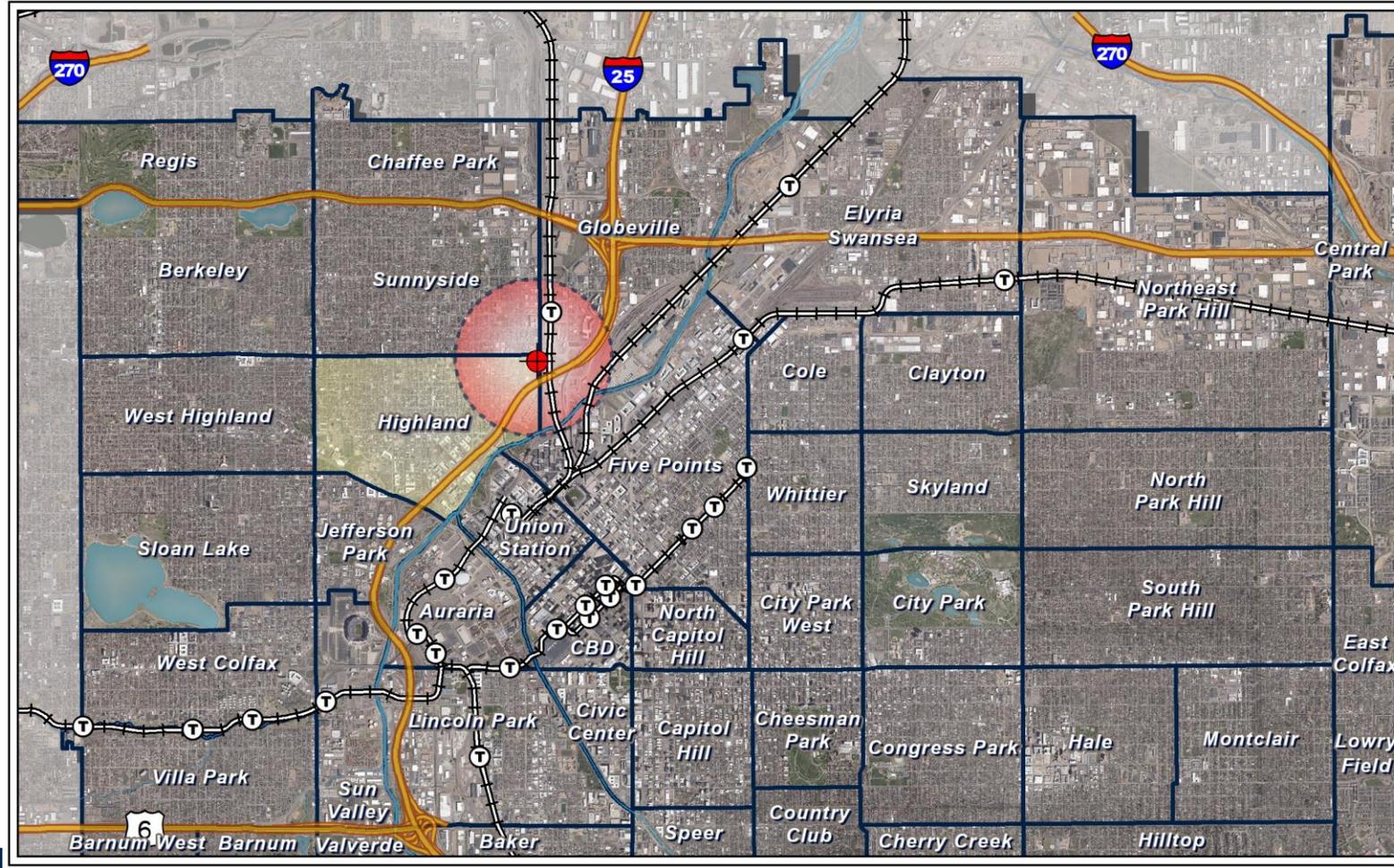
LUTI

Date: 02/08/2022

# Council District 1



# Highland Neighborhood

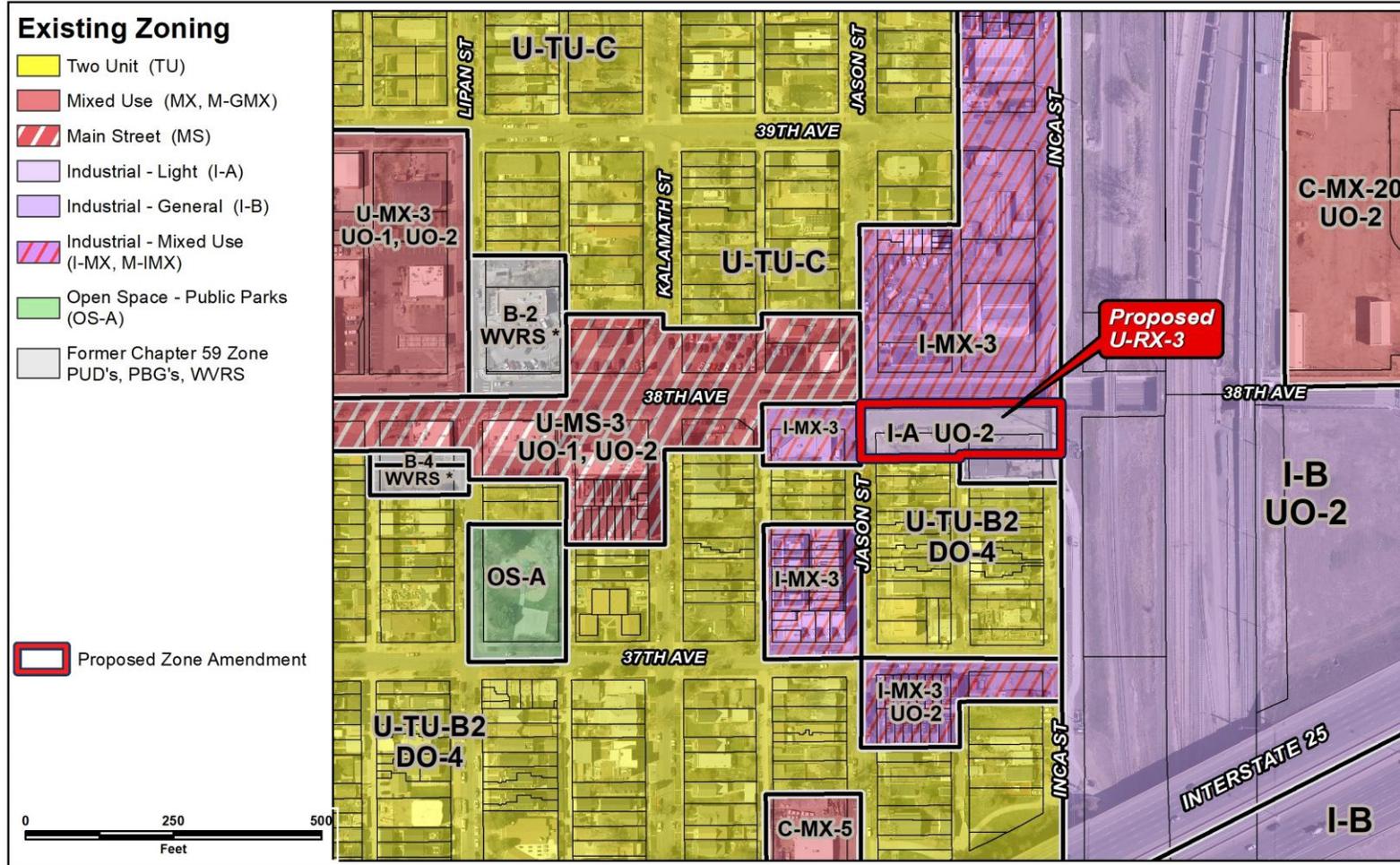


# Request: U-RX-3



- **Location:**
  - Approx. 8,750 sf
  - Vacant, Carwash
- **Proposal:**
  - Rezoning to U-RX-3
    - Allows residential mixed-use development

# Existing Zoning



Current zoning:  
I-A, UO-2

Adjacent zoning:  
I-B, I-MX-3, U-TU-B2

# Existing Land Use



Current land use:  
Commercial/Retail,  
Vacant

Adjacent land uses:  
Single-unit Residential,  
Office, Industrial

# Existing Context – Building Form/Scale



# Process

- Informational Notice: 9/30/2021
- Planning Board Notice: 1/04/2022
- Planning Board Public Hearing: 1/19/2022 (unanimous recommendation of approval)
- LUTI Committee: 2/8/2022 (tentative)
- City Council Public Hearing: 3/21/2022 (tentative)
- RNO Comment – None at this time
- Public Comment – None at this time

# Review Criteria

## Denver Zoning Code Review Criteria

1. Consistency with Adopted Plans
2. Uniformity of District Regulations
3. Further Public Health, Safety and Welfare
4. Justifying Circumstances
5. Consistency with Neighborhood Context, Zone District Purpose and Intent

# Review Criteria

## Denver Zoning Code Review Criteria

### 1. Consistency with Adopted Plans

- *Comprehensive Plan 2040*
- *Blueprint Denver (2019)*
- *Highland Neighborhood Plan*
- *41st and Fox Station Area*

### 2. Uniformity of District Regulations

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

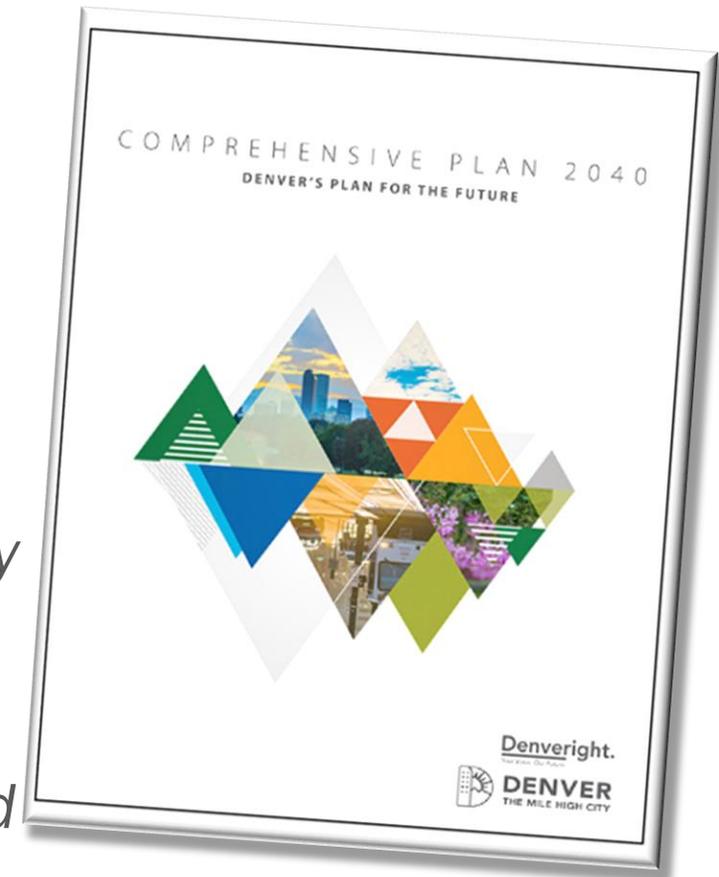
### 4. Justifying Circumstances

### 5. Consistency with Neighborhood Context, Zone District Purpose and Intent

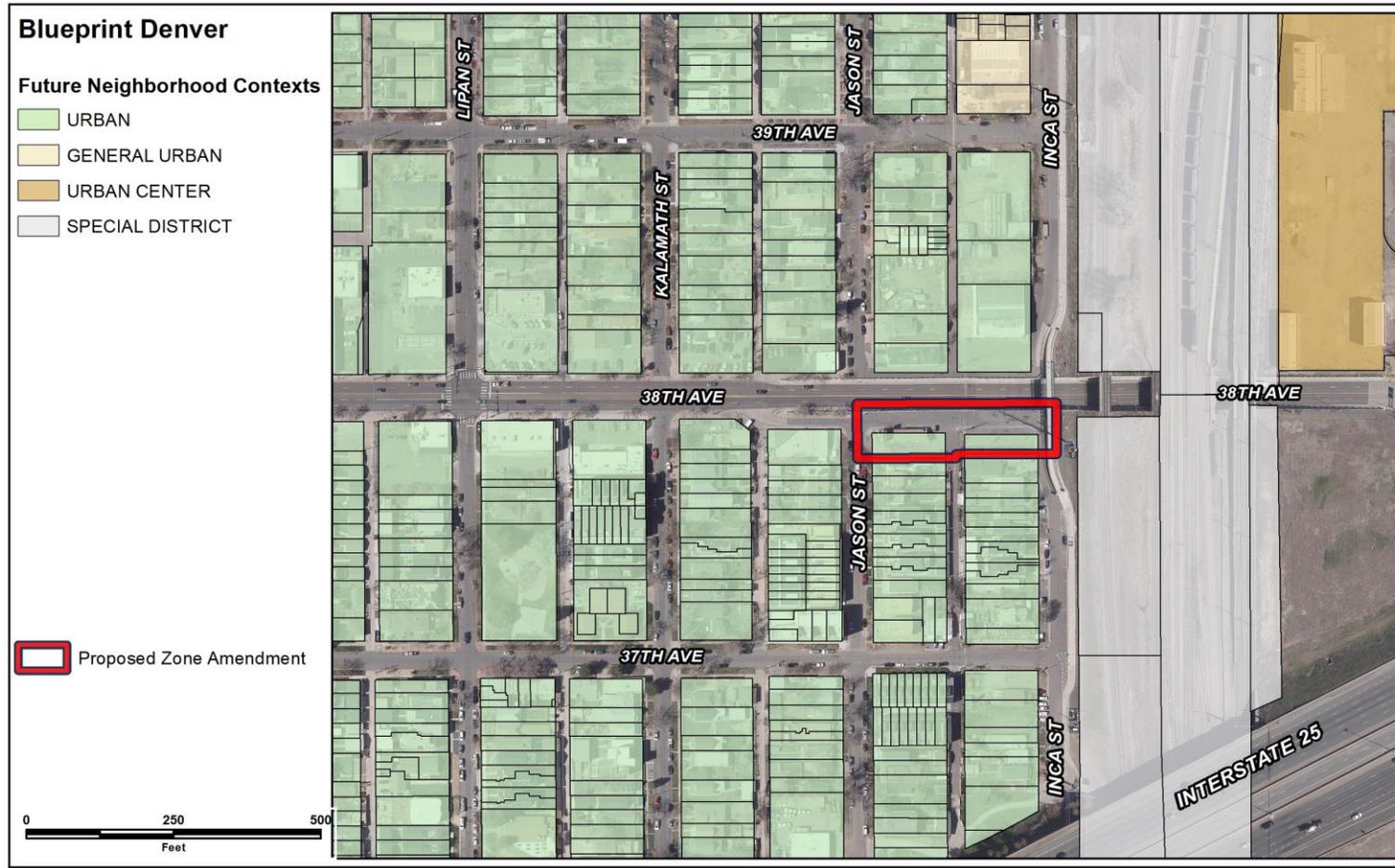
# Review Criteria: Consistency with Adopted Plans

## Comprehensive Plan 2040

- Equitable, Affordable and Inclusive Goal 2 Strategy A - *Create a greater mix of housing options in every neighborhood for all individuals and families* (p. 28).
- Environmentally Resilient Goal 8, Strategy A- *Promote infill development where infrastructure and services are already in place* (p. 54).
- Environmentally Resilient Goal 8, Strategy B- *Encourage mixed-use communities where residents can live, work and play in their own neighborhoods* (p. 54).



# Consistency with Adopted Plans: Blueprint Denver



- **Urban Neighborhood Context**

The urban neighborhood context is widely distributed throughout the city. Homes vary from multi-unit developments to compact single-unit homes. Development in this context should be sensitive to the existing neighborhood character and offer residents a mix of uses, with good street activation and connectivity. Residents living in this context have access to varied transit options and amenities.

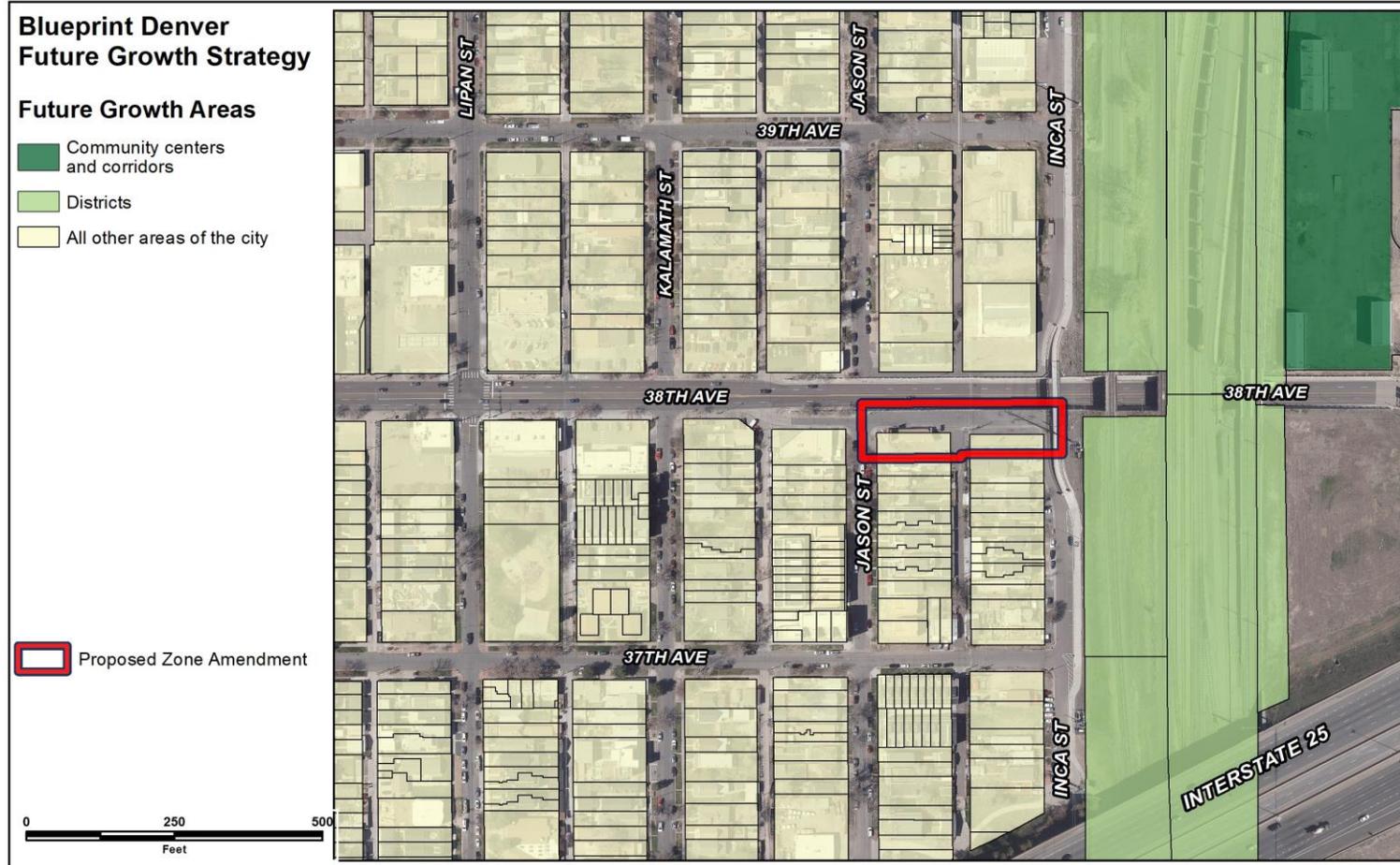
The urban context is walkable due to a predictable street grid in residential areas and the availability of transit and dedicated bike lanes. These areas offer access to neighboring areas and commercial nodes, with some small mixed-use nodes within the neighborhood. Parking is predominately off-street complemented by managed on-street options (pg. 221).

# Consistency with Adopted Plans: Blueprint Denver



- **Local Corridor**
  - Primarily provides options for dining, entertainment and shopping
  - May also include some residential and employment uses
  - Building heights are generally up to 3 stories
- **Street Types**
  - 38<sup>th</sup> Avenue: Main Street Arterial
  - Inca and Jason St: Local

# Consistency with Adopted Plans: Blueprint Denver



## Growth Area Strategy: All Other Areas of the City

- 20% of new housing
- 10% of new employment

*Most growth is guided to regional centers, community centers and corridors, select districts and high and medium-high intensity residential areas. Other areas of the city are still expected to see some growth, however more limited.*

# Review Criteria: Consistency with Adopted Plans

## Highland Neighborhood Plan (1986)

### Use of the Plan

The neighborhood plan which results is an advisory document for directing and managing change. It serves as an official guide for decision makers, including the Denver Planning Office, the Mayor, various city departments, and upon adoption by the City Council, also guides that body's deliberations.

**This plan is intended to promote patterns of land use, urban design,** circulation and services which encourage and contribute to the economic, social, and physical health, safety and welfare of the people who live and work in the neighborhood.

### Plan Vision

The overall vision for Highland is to create a stable low density residential neighborhood which offers a variety of housing opportunities for low, moderate and middle income residents. Housing would be available in a balanced mix of types and costs which would enhance the existing socioeconomic mix of people living in the neighborhood.

## HIGHLAND NEIGHBORHOOD PLAN

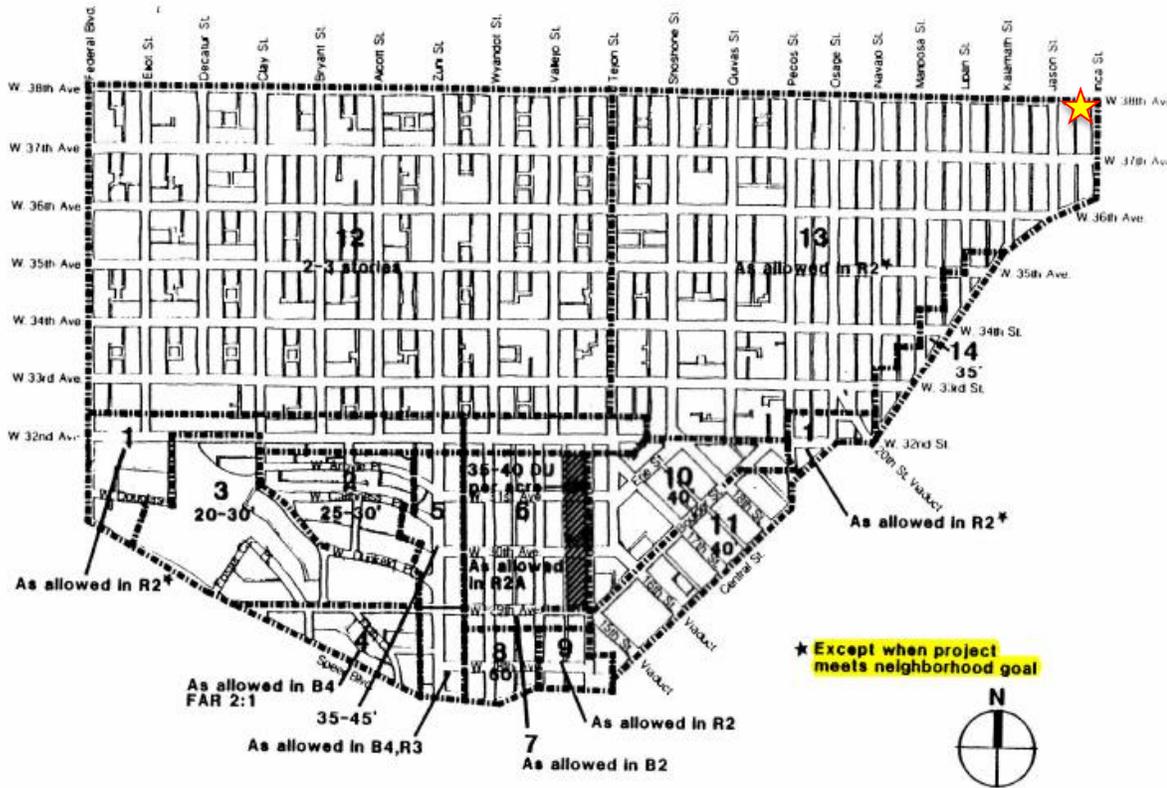


DENVER PLANNING AND COMMUNITY DEVELOPMENT  
APRIL 1986

# Review Criteria: Consistency with Adopted Plans

## Highland Neighborhood Plan (1986)

### Proposed Height/Density Limits



### Sub-Area 13: R-2 Multi-Unit Dwellings, Low Density:

Typically duplexes and triplexes. Home occupations are allowed by permit. Minimum of 6,000 square feet of land required for each duplex structure with an additional 3,000 square feet required for every unit over 2. Density = 14.5 dwelling units/acre.

### Goal:

Improve and stabilize the residential areas by preserving the existing housing stock and encourage home ownership, and eliminate the industrial uses.

# Review Criteria: Consistency with Adopted Plans

## Highland Neighborhood Plan (1986)

Primary Revitalization Area: 38<sup>th</sup> Ave from Federal Blvd to Inca St.

During the course of developing this plan, the West 38<sup>th</sup> Avenue Merchants Association was incorporated to focus on revitalizing the West 38th Avenue corridor. The idea to develop the Association came from the J.H.S. Neighborhood Association's Board of Directors and general membership. The Merchant's Association recruited a technical team to conduct a series of activities to determine the potentials and opportunities for the Avenue.

- Encourage reuse of vacant or abandoned commercial structures.
- Work with owners of industrial businesses north of W. 36th Avenue and east of Lipan Street to encourage them to relocate to a more appropriately zoned area in the city.
- Rezone vacated industrial parcels back to residential for redevelopment when relocation occurs.
- Discourage further industrial and commercial encroachment.
- Encourage senior citizen housing.

### d. Lipan Street to Inca Street:

**Character:** Predominately retail and light industrial uses. The area is severely deteriorated with several vacant structures. Current zoning is B-4, I-0, and I-1.

### Recommendations:

- Support ethnic restaurants and food store.
- Provide appropriate buffering between residential and commercial uses.

# Review Criteria: Consistency with Adopted Plans

## 41<sup>st</sup> and Fox Station Area Plan (2009)

41st and Fox Station Area



## 41st and Fox Station Area Plan



DENVER  
THE MILE HIGH CITY

Community  
Planning &  
Development

Adopted December 7th, 2009



# Review Criteria: Consistency with Adopted Plans

## 41<sup>st</sup> and Fox Station Area Plan (2009)

### The Vision

- Improve pedestrian connections to the station, between neighborhoods, and along major corridors
- Create opportunities to add more housing, jobs and services to the station area
- Incorporate plazas, parks and open space into redevelopment areas
- Capitalize on the station area's proximity to Downtown and location on the Gold Line and Northwest Rail corridors
- Balance the needs of new development and existing uses

### The Plan Concept

The plan concept is focused on the long term redevelopment of the entire area east of the railroad tracks to create a complete, transit-friendly neighborhood. This would require a transition over time through private redevelopment from heavy industrial uses to more light industrial, office, commercial, mixed-use, and residential uses located close to the transit station.

The plan also includes opportunities for a variety of new, mixed-income residential developments.

- Respect existing housing west of the station by redeveloping along the edges of the Sunnyside neighborhood leading to Inca Street and in a mixed-use node at 38th and Navajo

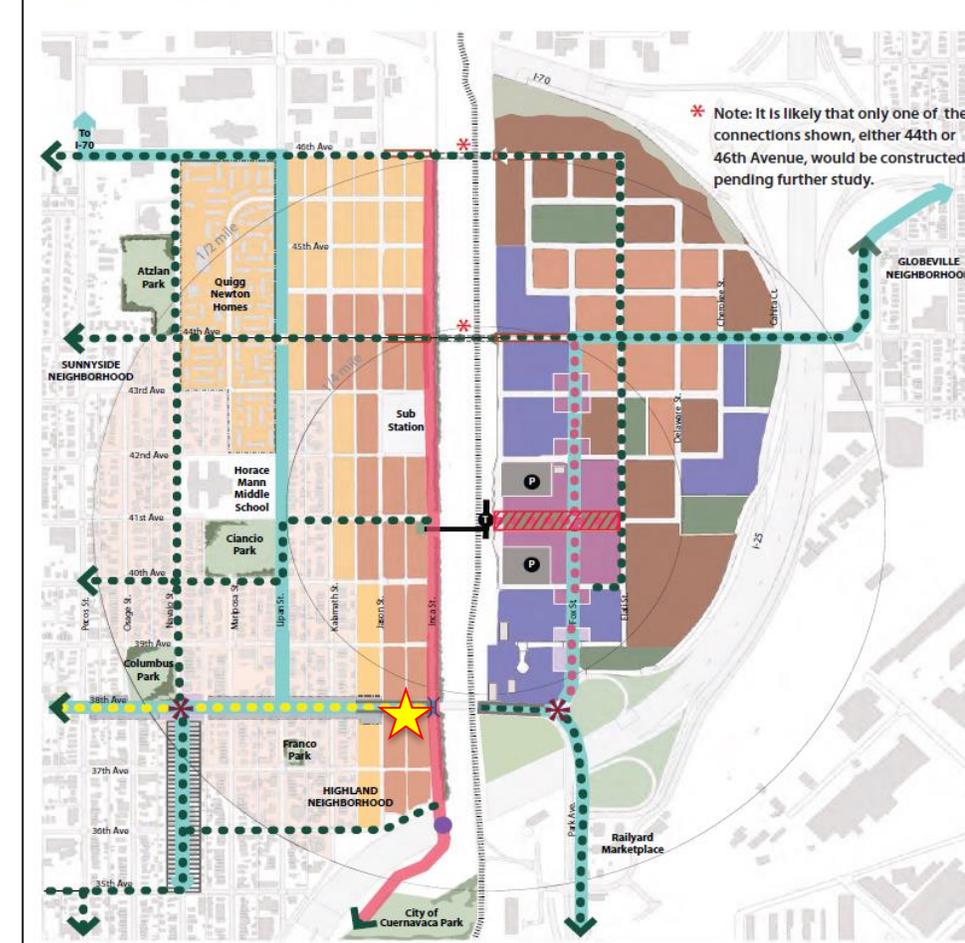
# Review Criteria: Consistency with Adopted Plans

## 41<sup>st</sup> and Fox Station Area Plan (2009)

1e. **Urban Residential (2-8 stories)** is found in two parts of the station area: north of the existing Regency Student Housing and along the west side of the tracks along Inca Street near the station. These areas are intended as new, moderate-density neighborhoods. On the west side of the tracks along Inca it forms a new edge between the station and the existing neighborhood to the west. On the east side of the tracks, this moderate-density residential will provide a range of housing types that help support the pedestrian shopping district and employment base. New parks and plazas on the east side will provide needed relaxation and breathing space for new residents and help to increase the values of nearby residential buildings.

- |   |  |   |
|---|--|---|
|  Pedestrian Shopping District (2-8 stories)  |  Pedestrian Shopping District Improvements          |  Proposed Ped. Bridge /Potential Future Vehicular Access |
|  Pedestrian Shopping District (2-5 stories)  |  Priority Street for Pedestrian/Bike Improvements   |  Transit Platform and Pedestrian Bridge                  |
|  Mixed-Use Office/Residential (3-20 stories) |  Off-Street Multi-Use Path                          |  Future RTD Structured Parking                           |
|  Urban Residential (2-12 stories)          |  Existing Bus Routes                              |  FasTracks Gold Line                                   |
|  <b>Urban Residential (2-8 stories)</b>    |  Intersection Improvements                        |  Existing Park   |
|  Urban Residential (1-3 stories)           |  Pedestrian Connection Improvements               |  38th Avenue Improvements                              |
|  Single Family / Single Family Duplex      |  Funded New Pedestrian/Bike Bridge over 38th Ave. |  Historically Significant Buildings                    |
|  Proposed Open Space/ Parks/ Plaza         |  Pedestrian Plaza                                 |  Navajo District                                       |

Land Use and Circulation Plan Concept



# Review Criteria

## Denver Zoning Code Review Criteria

1. Consistency with Adopted Plans

2. Uniformity of District Regulations

3. Further Public Health, Safety and Welfare

- Implementation of adopted plans
- Building form standards will compel improved site and building design that promotes pedestrian interest and activity, which is linked to improved built environments and improved safety
- Provide better health outcomes through increased physical activity

4. Justifying Circumstances

5. Consistency with Neighborhood Context, Zone District Purpose and Intent

# Review Criteria

## Denver Zoning Code Review Criteria

1. Consistency with Adopted Plans
2. Uniformity of District Regulations
3. Further Public Health, Safety and Welfare
4. Justifying Circumstances
  - Changing conditions in the neighborhood
  - A city adopted plan (Blueprint Denver)
5. Consistency with Neighborhood Context, Zone District Purpose and Intent

# Review Criteria

## Denver Zoning Code Review Criteria

1. Consistency with Adopted Plans
2. Uniformity of District Regulations
3. Further Public Health, Safety and Welfare
4. Justifying Circumstances
5. Consistency with Neighborhood Context, Zone District Purpose and Intent

# CPD Recommendation

CPD recommends LUTI forward the application to the full City Council, based on finding all review criteria have been met

1. Consistency with Adopted Plans
2. Uniformity of District Regulations
3. Further Public Health, Safety and Welfare
4. Justifying Circumstances
5. Consistency with Neighborhood Context, Zone District Purpose and Intent