



DENVER
THE MILE HIGH CITY

**2880 West Holden Place; 1155
North Decatur Street; (approx.)
1201 North Decatur Street;
(approx.) 1101 North Decatur**

PUD # 487 to C-MX-5

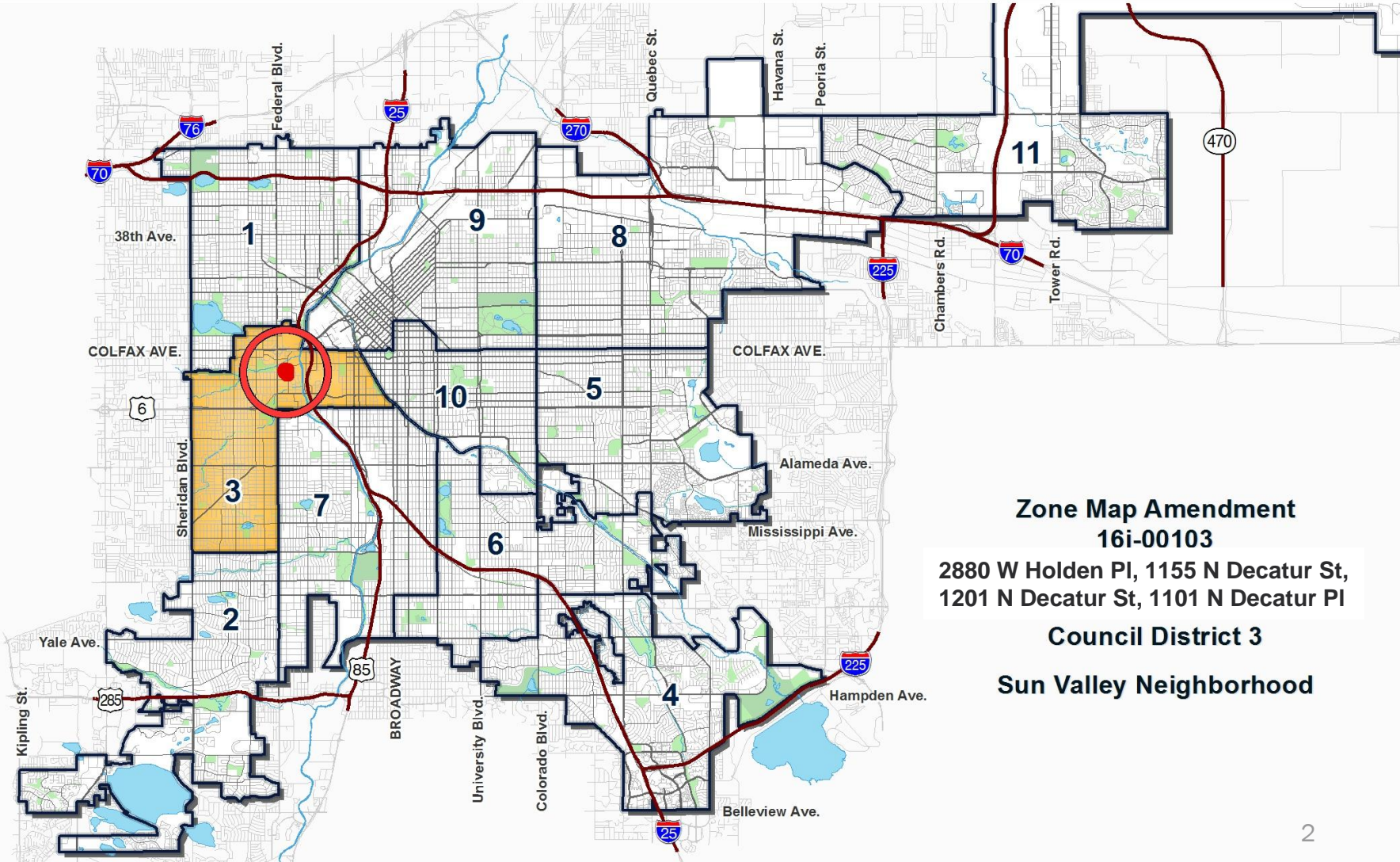
Denver City Council
May 15, 2017

FOR CITY SERVICES VISIT | CALL
DenverGov.org | **311**



2880 W Holden Pl, 1155 N Decatur St, 1201 N
Decatur St, 1101 N Decatur Pl

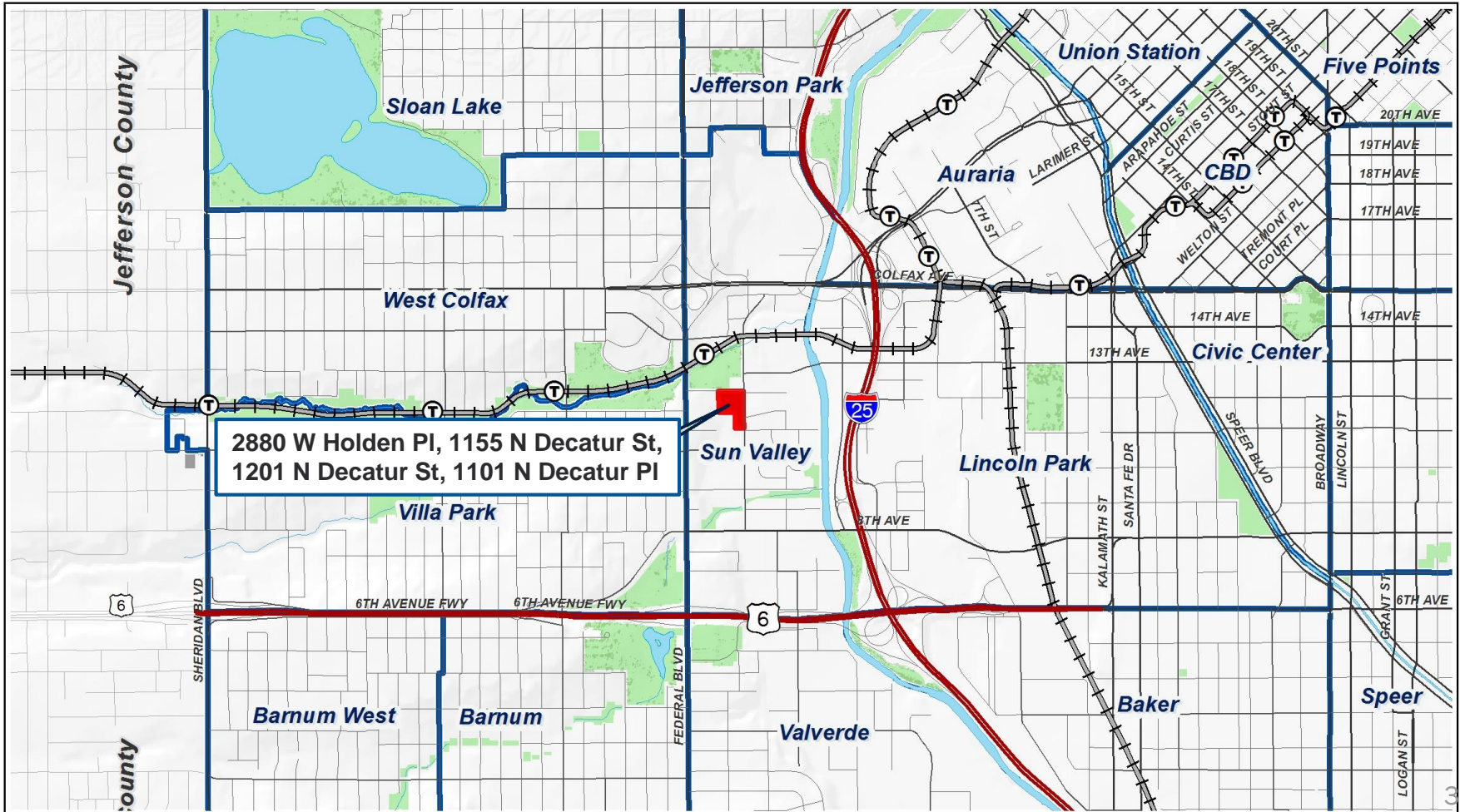
PUD #487 to C-MX-5

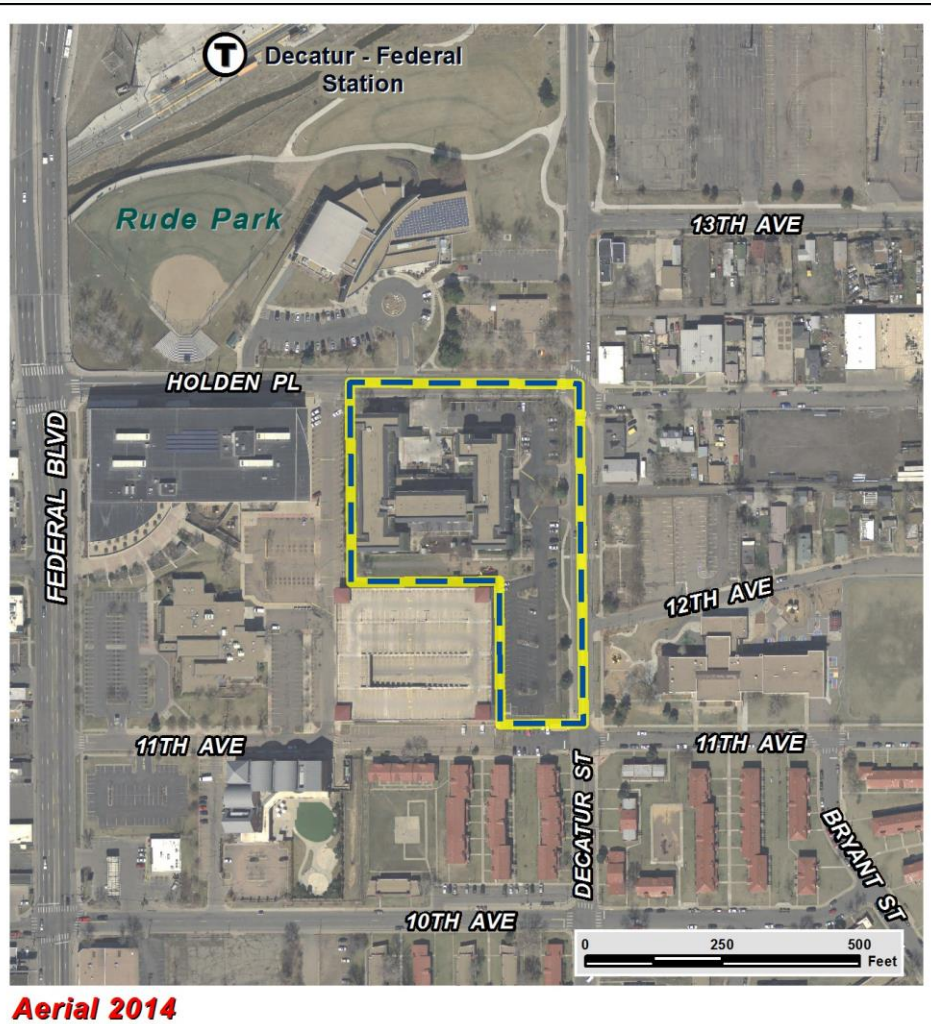


**Zone Map Amendment
16i-00103**
2880 W Holden Pl, 1155 N Decatur St,
1201 N Decatur St, 1101 N Decatur Pl
Council District 3
Sun Valley Neighborhood

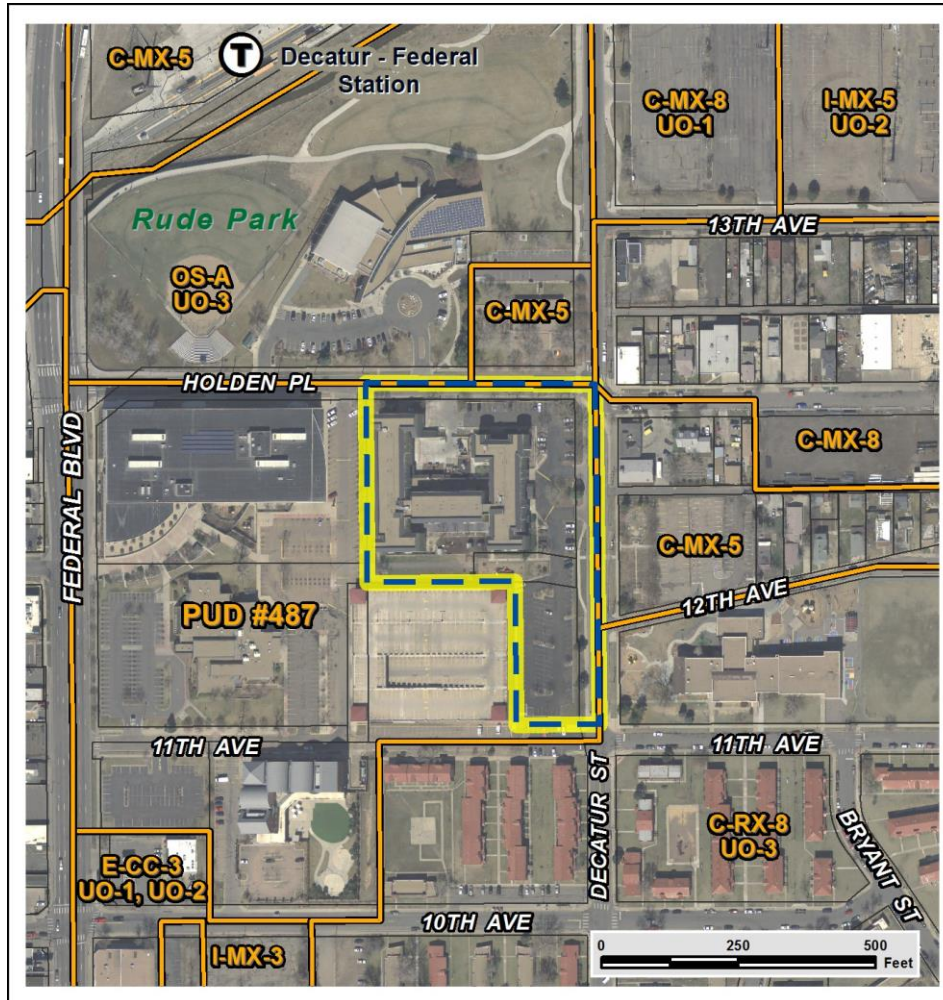
Council District 3

Sun Valley Neighborhood





- Southwest Intersection of Holden Place and Decatur Street
- Council District 3
- Sun Valley Neighborhood

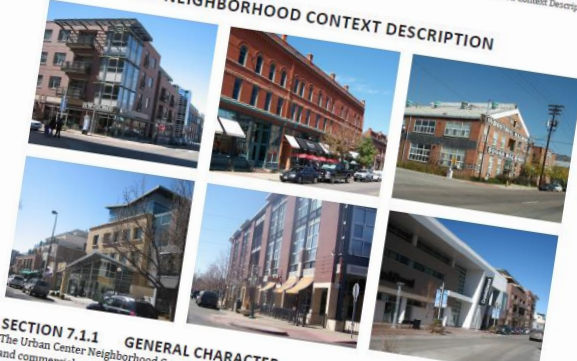


- Property:
 - 3.60 Acres
 - 4 story Multi-Unit building and surface parking
- Rezone from PUD #487, Sub Area 2 to C-MX-5 to allow for medical and dental uses within the existing building.

Urban Center Neighborhood Context – Mixed Use – 5 stories max. ht.

Article 7. Urban Center Neighborhood Context
Division 7.1 Neighborhood Context Description

DIVISION 7.1 NEIGHBORHOOD CONTEXT DESCRIPTION



SECTION 7.1.1 GENERAL CHARACTER
The Urban Center Neighborhood Context consists of multi-unit residential and mixed-use commercial strips and commercial centers. Multi-unit buildings are typically Rowhouse, Courtyard Apartment and Apartment forms. Commercial buildings are typically Live-Work, Shopfront, and General Commercial forms. Multi-unit residential uses are primarily located along residential collector, mixed-use arterial, and local streets. Commercial uses are primarily located along main and mixed-use arterial streets.

SECTION 7.1.2 STREET, BLOCK AND ACCESS PATTERNS
The Urban Center Neighborhood Context consists of a regular pattern of block shapes surrounded by an orthogonal street grid. Orthogonal streets provide a regular pattern of pedestrian and vehicular connections through this context and there is a consistent presence of alleys. Block sizes and shapes are consistent and include detached sidewalks, tree lawns, street and surface parking, and landscaping in the front setback.

SECTION 7.1.3 BUILDING PLACEMENT AND LOCATION
All building typically have consistent orientation and shallow front setbacks with parking at the rear and/or side of the building.

SECTION 7.1.4 BUILDING HEIGHT
The Urban Center Neighborhood Context is characterized by moderate to high building heights to promote a dense urban character. Lower scale structures are typically found in areas transitioning to a less dense urban neighborhood.

SECTION 7.1.5 MOBILITY
There are high levels of pedestrian and bicycle use with the greatest access to multi-modal transportation system.

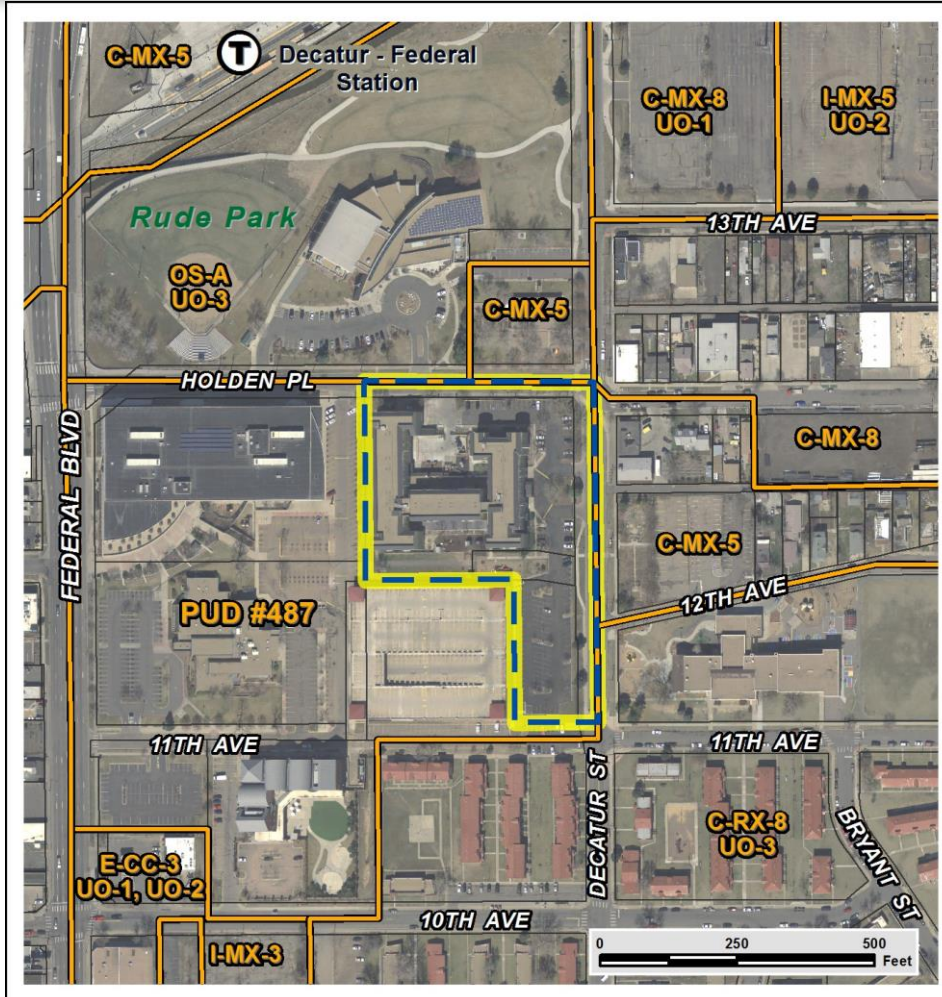
DENVER ZONING CODE
June 25, 2010

7.2-2 | 7.1-1



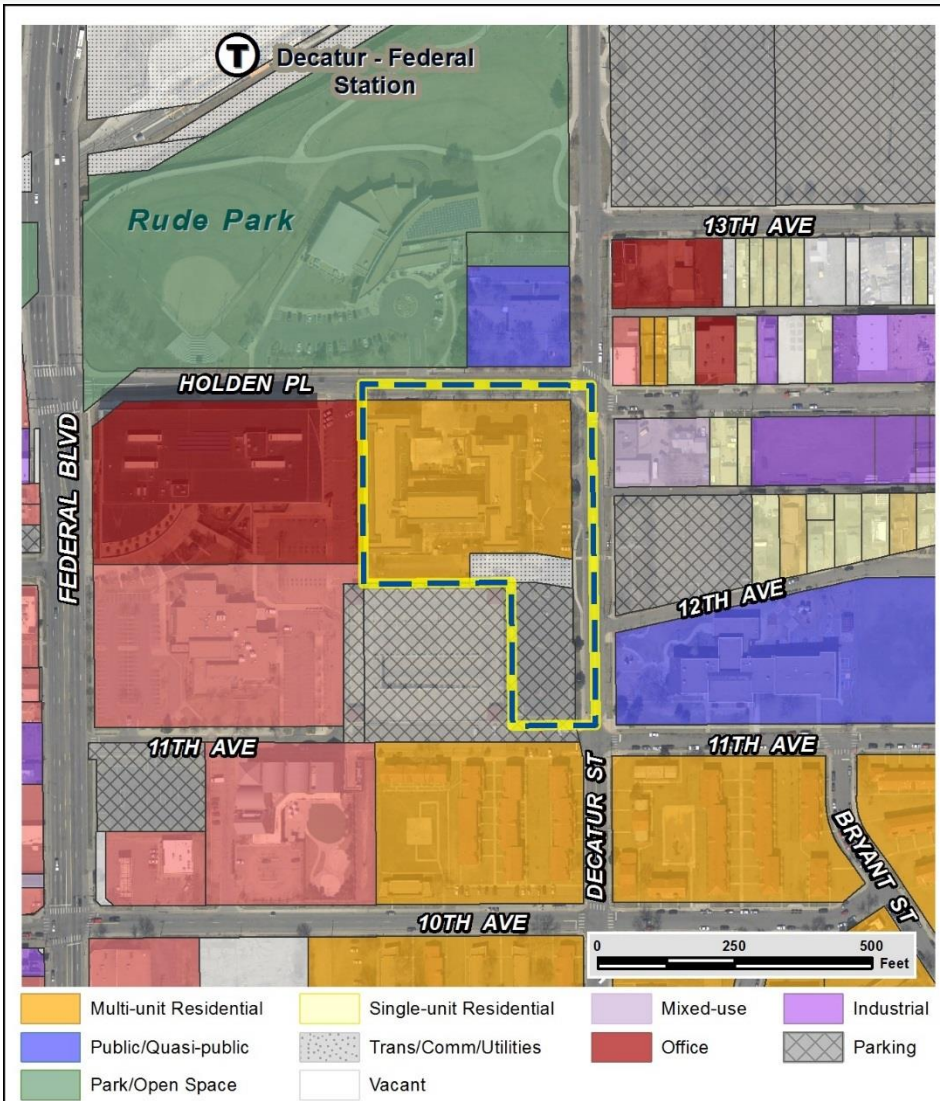
- Zoning
- Land Use
- Building Form/Scale

Existing Context – Zoning



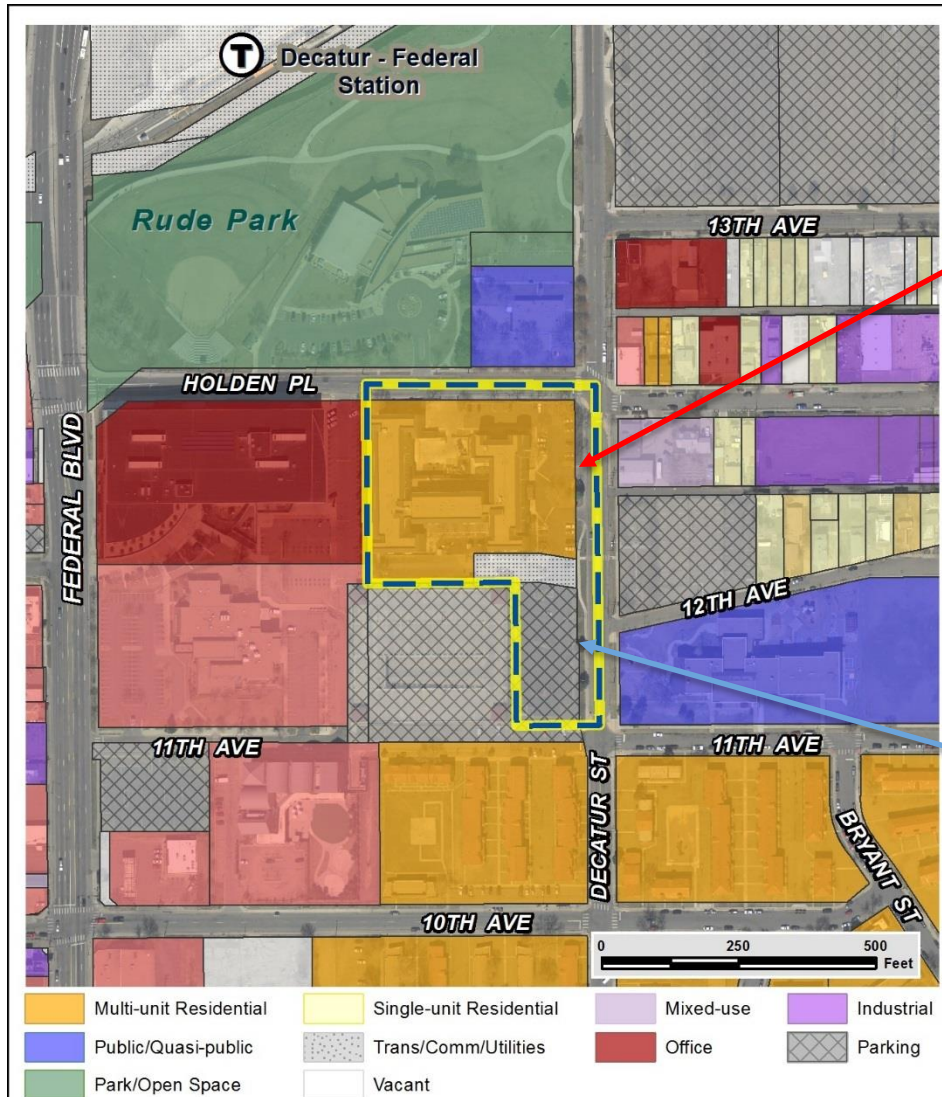
- PUD 487 Subarea 2
- Subarea 2 Use Limitations:
 - multi-unit
 - child care
 - parking
- Building Form Limitations:
 - Max 4 Stories (60')
 - 10' setbacks
 - Max 154,312 sf for all permitted uses
- Split the previous PUD 409 into two subareas to allow for independent development and to facilitate any future amendments to the PUD.

Existing Context – Land Use

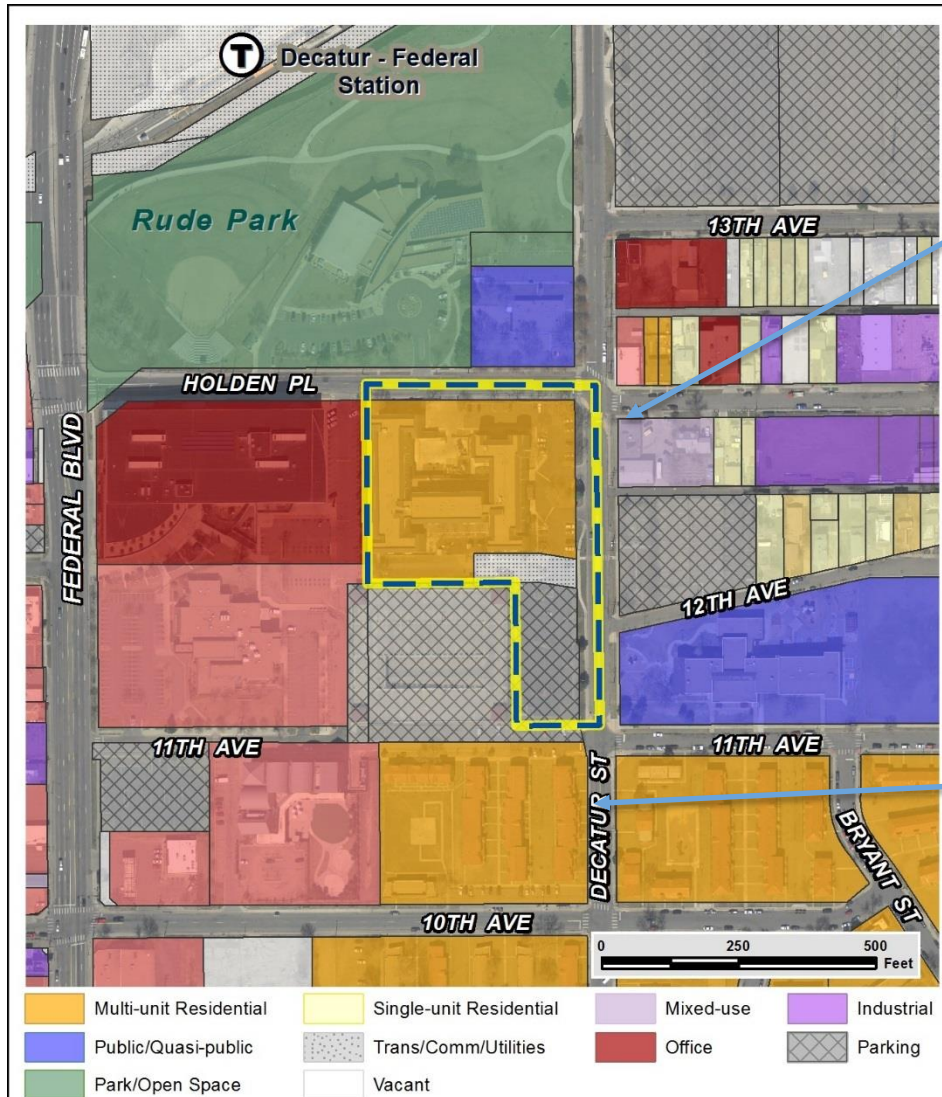


- Subject Site:
 - Multi-Unit Residential
 - Trans/Comm/Utilities
 - Surface Parking
- Adjacent Uses:
 - Office
 - Multi-Unit Residential
 - Public/Quasi-Public
 - Mixed-use

Existing Context – Building Form/Scale



Existing Context – Building Form/Scale



- Planning Board (March 15, 2017) Recommended Approval
- Land Use, Transportation and Infrastructure Committee (April 4, 2017)
- City Council (May 15, 2017)
- Public Outreach
 - RNOs: Denver Urban Residents Association; Federal Boulevard Corridor Improvement Partnership; Sloan’s Lake Citizen’s Group; Sun Valley Community Coalition; Villa Park Neighborhood Association; Denver Neighborhood Association, Inc.; Inter-Neighborhood Cooperation (INC);
 - Letter of SUPPORT from Sun Valley Community Coalition
- Notification signs posted on property

Denver Zoning Code Review Criteria

1. Consistency with Adopted Plans
 - Comprehensive Plan 2000
 - Blueprint Denver: A Land Use and Transportation Plan
 - Decatur Federal Station Area Plan
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

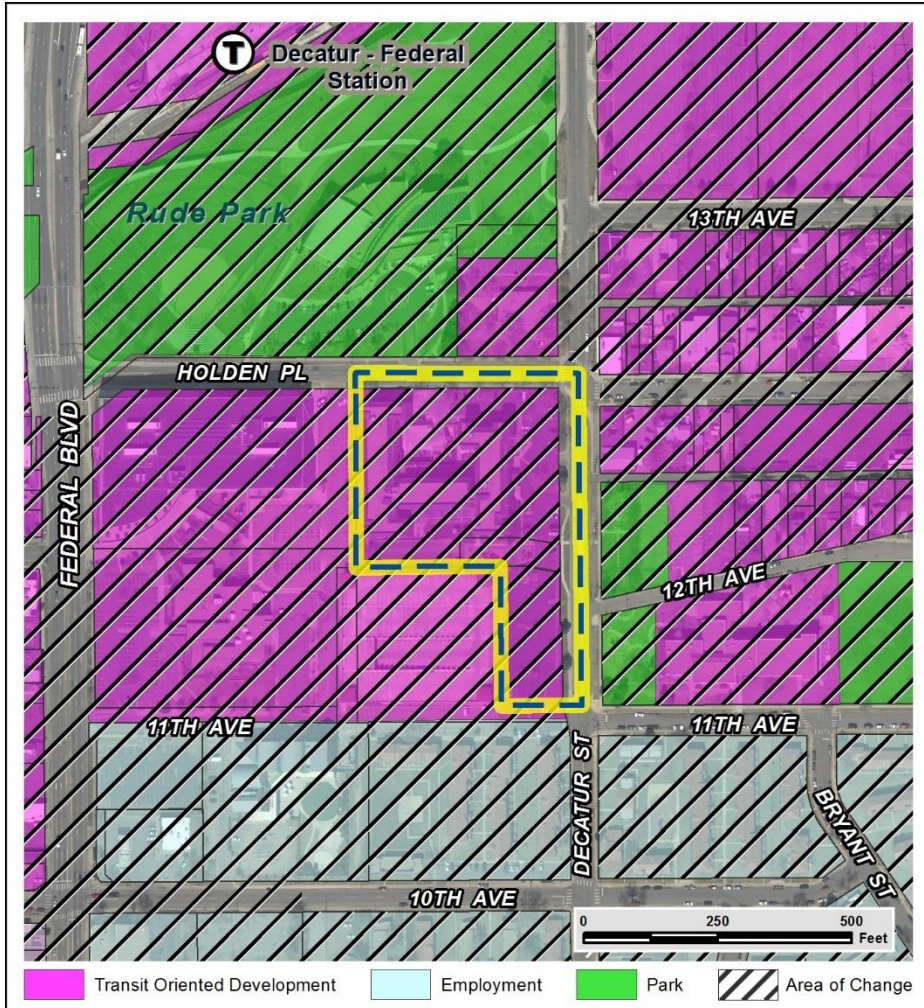
Comprehensive Plan 2000

- Environmental Sustainability Strategy 2-F – Conserve land by: promoting infill development within Denver at sites where services and infrastructure are already in place. 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. (pg 39)
- Environmental Sustainability Strategy 4-A – Promote the development of sustainable communities and centers of activity where shopping, jobs, recreation and schools are accessible by multiple forms of transportation, providing opportunities for people to live where they work. (pg 41)
- Land Use Strategy 3-B – Encourage quality infill development that is consistent with the character of the surrounding neighborhood; that offers opportunities for increased density and more amenities; and that broadens the variety of compatible uses. (pg 60)
- Land Use Strategy 4-A - 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. (pg 60)
- Mobility Strategy 4-E – Continue to promote mixed-use development, which enables people to live near work, retail and services. (pg 78)
- Denver’s Legacies Strategy 3-A – Identify areas in which increased density and new uses are desirable and can be accommodated. (pg 99)

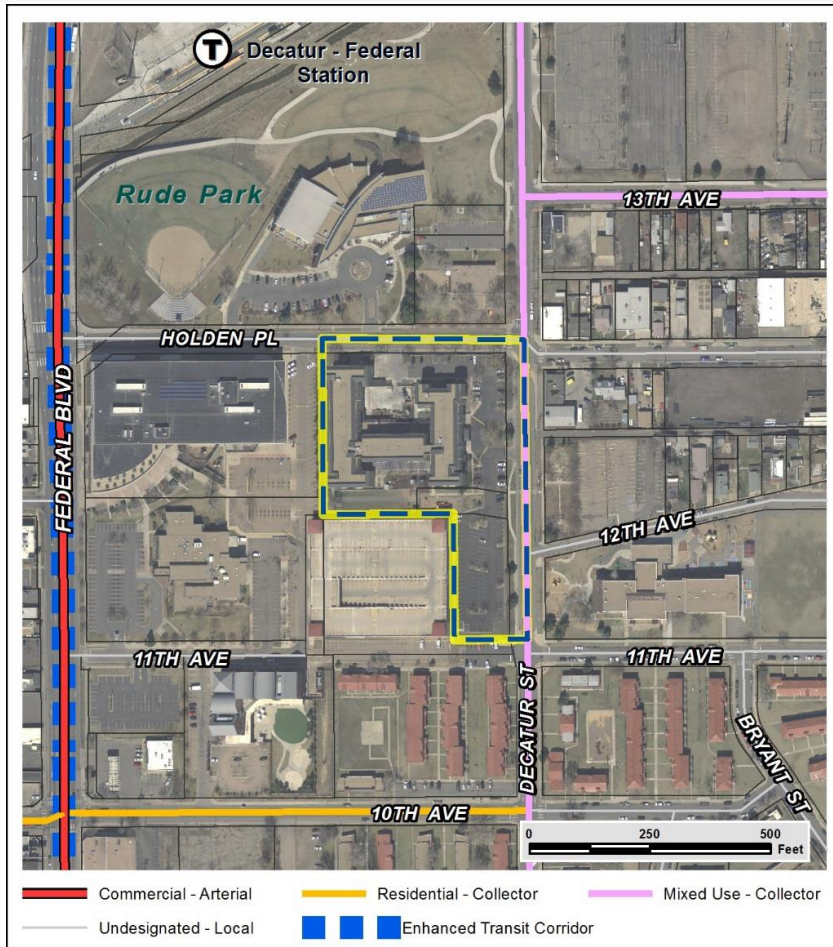
Review Criteria: Consistency with Adopted Plans

Blueprint Denver (2002)

- Land Use Concept:
 - Transit Oriented Development: balanced mix of uses (residential, retail, office, entertainment, public facilities and others), compact, mid- to high-density development, are in close proximity to transit, and emphasize a pedestrian-friendly and attractive pedestrian environment. (pg. 44)
 - Area of Change: channel growth where it will be beneficial and can best improve access to jobs, housing and services with fewer and shorter auto trips. (pg. 127)



Review Criteria: Consistency with Adopted Plans

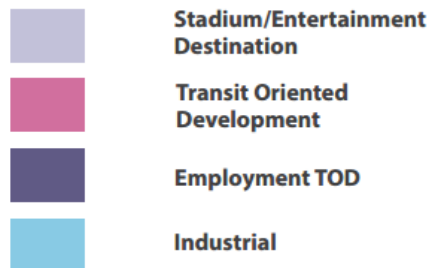
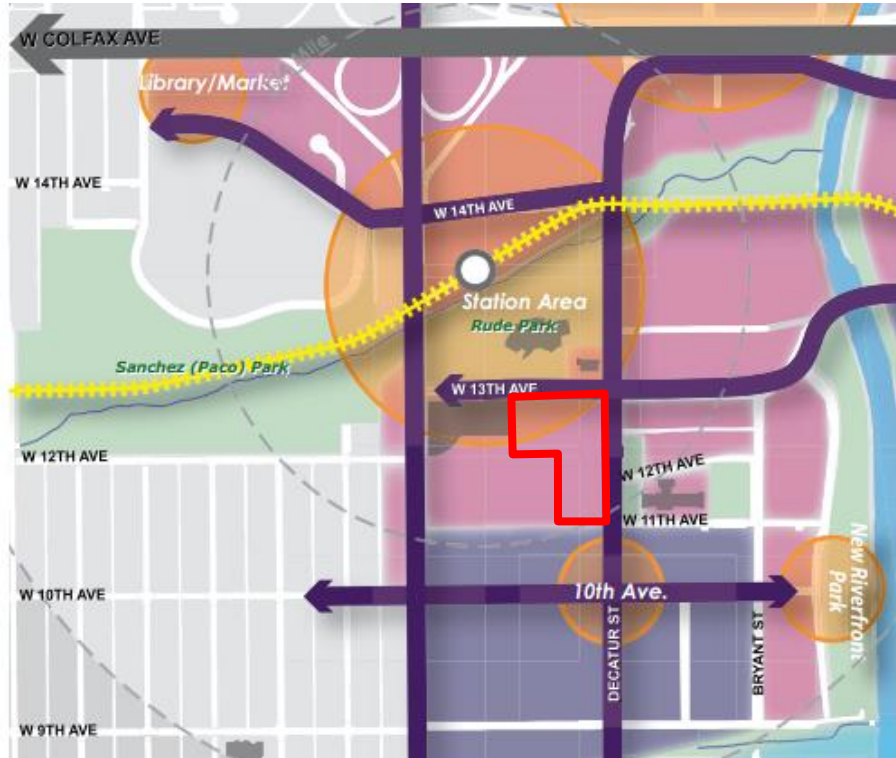


Blueprint Denver (2002)

- Future Street Classification:
 - W Holden Place: Undesignated Local
 - N Decatur: Mixed Use Collector
 - Collectors are designed to provide a greater balance between mobility and land access within residential, commercial and industrial area) pg. 51)
 - Mixed use streets are located in high-intensity mixed-use commercial, retail and residential areas with substantial pedestrian activity (pg. 57)

Reminder: Evaluating whether the proposed zone district is consistent with the Future Street Classification, but not to assess the traffic impacts of a specific development proposal.¹⁸

Decatur Federal Station Area Plan



TOD Station Area

- Encourage both a vertical and horizontal mix of land uses including multifamily residential, office, commercial, and public uses (p.40).
- Attract high quality, mixed income residential communities within the TOD area (a transformative project in this Plan). Encourage housing development that meets the needs of families, young professionals, students and elderly households of various income levels. A variety of residential building forms appropriate for this TOD include row houses, low-, mid-, and high-rise multifamily, and live/work (p. 40).

Decatur Federal Station Area Plan

MAXIMUM BUILDING HEIGHTS



- Encourage a mix of building heights and variation in building forms to provide visual interest, needed sunlight, air circulation and natural view corridors.
- Maximum Building Height Recommendation:
 - 5 Stories

Denver Zoning Code Review Criteria

1. Consistency with Adopted Plans

- CPD finds the rezoning is consistent with Comprehensive Plan 2000, Blueprint Denver: A Land Use and Transportation Plan, and the Decatur Federal Station Area Plan

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

Denver Zoning Code Review Criteria

1. Consistency with Adopted Plans
 - CPD finds the rezoning is consistent with Comprehensive Plan 2000, Blueprint Denver: A Land Use and Transportation Plan, and the Decatur Federal Station Area Plan
2. Uniformity of District Regulations
3. Further Public Health, Safety and Welfare
 - Plan Implementation
 - Additional community serving uses within TOD Station Area
 - Improved pedestrian environment via the C-MX-5 building form standards
4. Justifying Circumstances
5. Consistency with Neighborhood Context, Zone District Purpose and Intent

Denver Zoning Code Review Criteria

1. Consistency with Adopted Plans

- CPD finds the rezoning is consistent with Comprehensive Plan 2000, Blueprint Denver: A Land Use and Transportation Plan, and the Decatur Federal Station Area Plan

2. Uniformity of District Regulations

3. Further Public Health, Safety and Welfare

4. Justifying Circumstances

- Planning, construction and opening of the Decatur/Federal light rail station
- Adjacent properties are perusing redevelopment and rezoning

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

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
 - The Mixed Use Zone Districts are intended to promote safe, active, and pedestrian-scaled, diverse areas through the use of building forms that clearly define and activate the public street edge
 - The Urban Center Neighborhood Context is characterized by moderate to high building heights to promote a dense urban character.
 - There are also high levels of pedestrian and bicycle use with the greatest access to the multimodal transportation system

CPD recommends Approval, 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