



TO: Denver City Council Community Planning & Housing Committee
FROM: Tony Lechuga, Senior City Planner
DATE: October 30, 2025
RE: Official Zoning Map Amendment Application #2023I-00178

Staff Report and Recommendation

Based on the criteria for review in the Denver Zoning Code, Staff recommends **approval** for Application #2023I-00178.

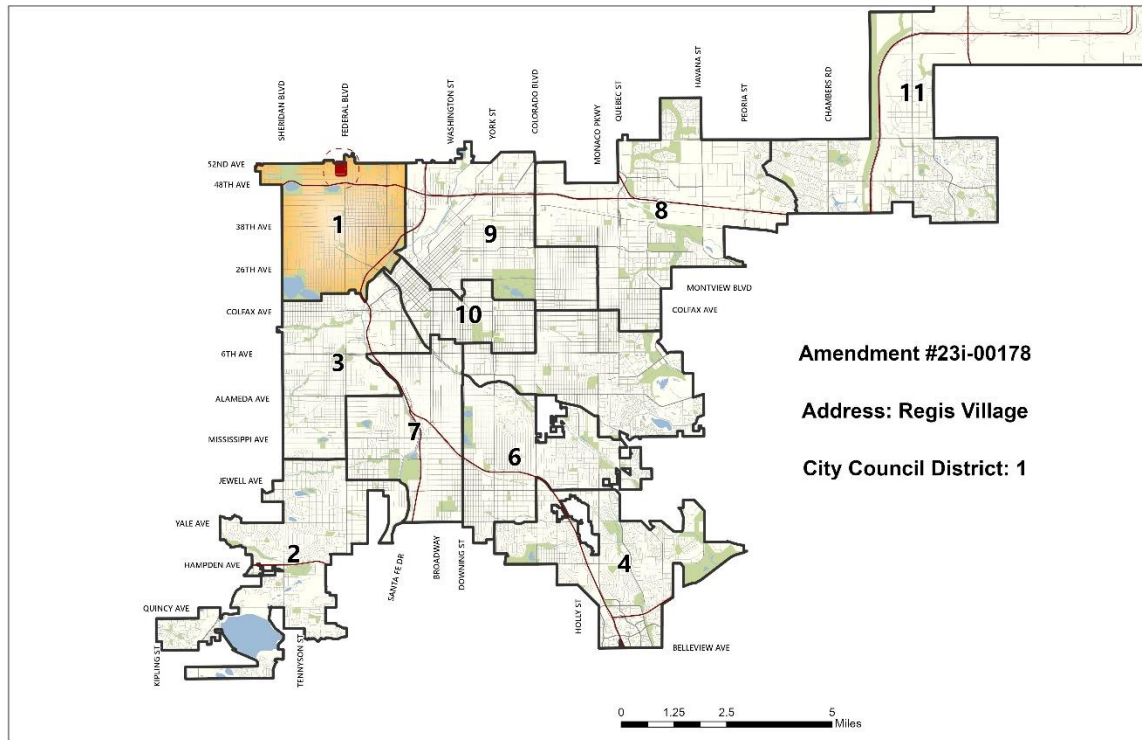
Request for Rezoning

Address: 3333 W Regis Boulevard and 5051-5115 N Federal Boulevard
Neighborhood/Council District and CM: Regis / Council District 1, Council President Sandoval
RNOs: Berkeley Regis United Neighbors; Chaffee Park Neighborhood Association; Inter-Neighborhood Cooperation
Area of Property: ~ 23 acres
Current Zoning: R-5; R-5 with conditions; B-3; and E-CC-3x
Proposed Zoning: PUD-G #37
Property Owner(s): Regis University
Owner Representative: Cory Rutz

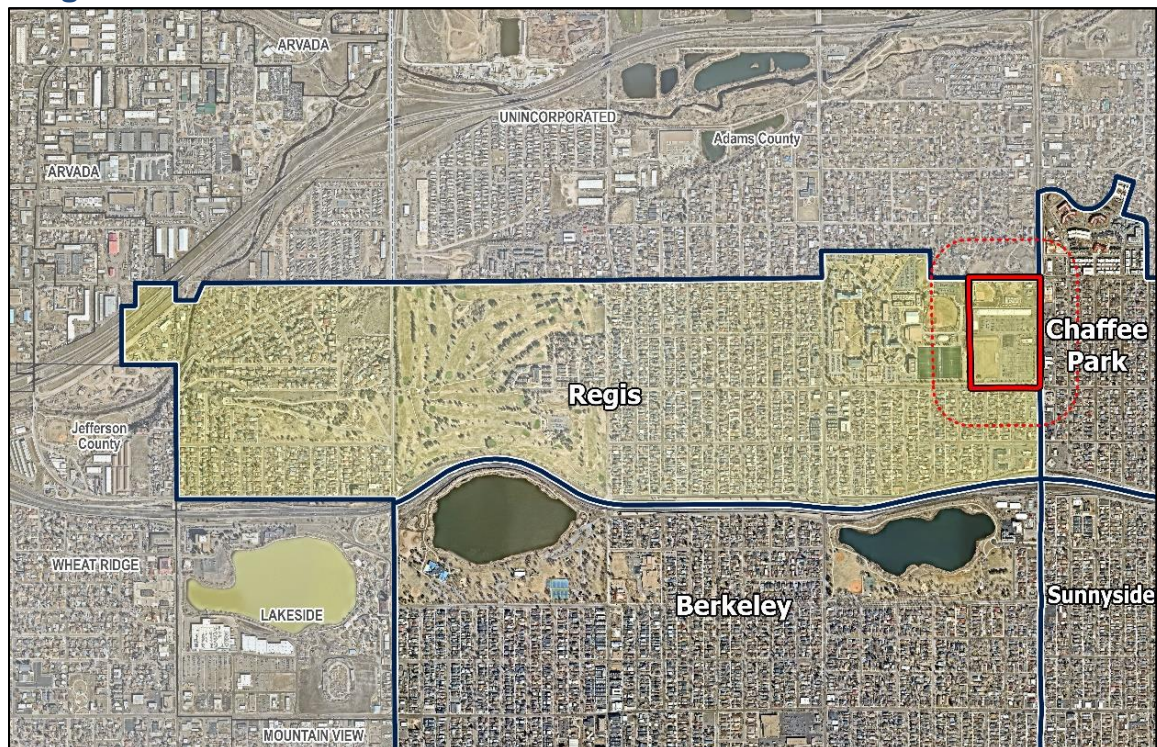
Summary of Rezoning Request

- The Regis University campus is located north of West 50th Avenue (also known as Regis Boulevard) between North Federal Boulevard and North Lowell Boulevard. The northern border of the campus is Adams County between West 52nd and 53rd Avenues. The historic core of the campus is limited to the western third of the site. The middle of the campus generally contains an athletic center, field house, and multiple sports fields. The site of the proposed rezoning is the eastern third of the campus ownership. This property is accessed from North Federal Boulevard and contains abundant surface parking for university events and strip-mall commercial including a school bookstore, a laundromat, and multiple fast-food restaurants.
- The existing R-5 zoning is a Former Chapter 59 institutional zone district allowing colleges, schools, churches, and other institutional uses. The existing B-3 zoning is a Former Chapter 59 shopping center district that provides for large scale retail along major arterial streets. The existing E-CC-3x (Urban Edge – Community Corridor – 3 stories) district is a commercial zone district with large setbacks and allowance for drive-thru and general building forms.
- The proposed zoning is a **Planned Unit Development (PUD-G) 37**. This is customized zoning based on the **Urban – Mixed-Use – 3 stories (U-MX-3)** zone district. The intent of the PUD is to allow for this portion of the Regis property to be developed in a similar manner as the plan guidance for the rest of the adjacent Federal Boulevard but blend in Campus allowances for flexible growth of the campus. Further details of the requested zone district can be found in the proposed zone district section of the staff report (below).

City Location



Neighborhood Location



1. Existing Context

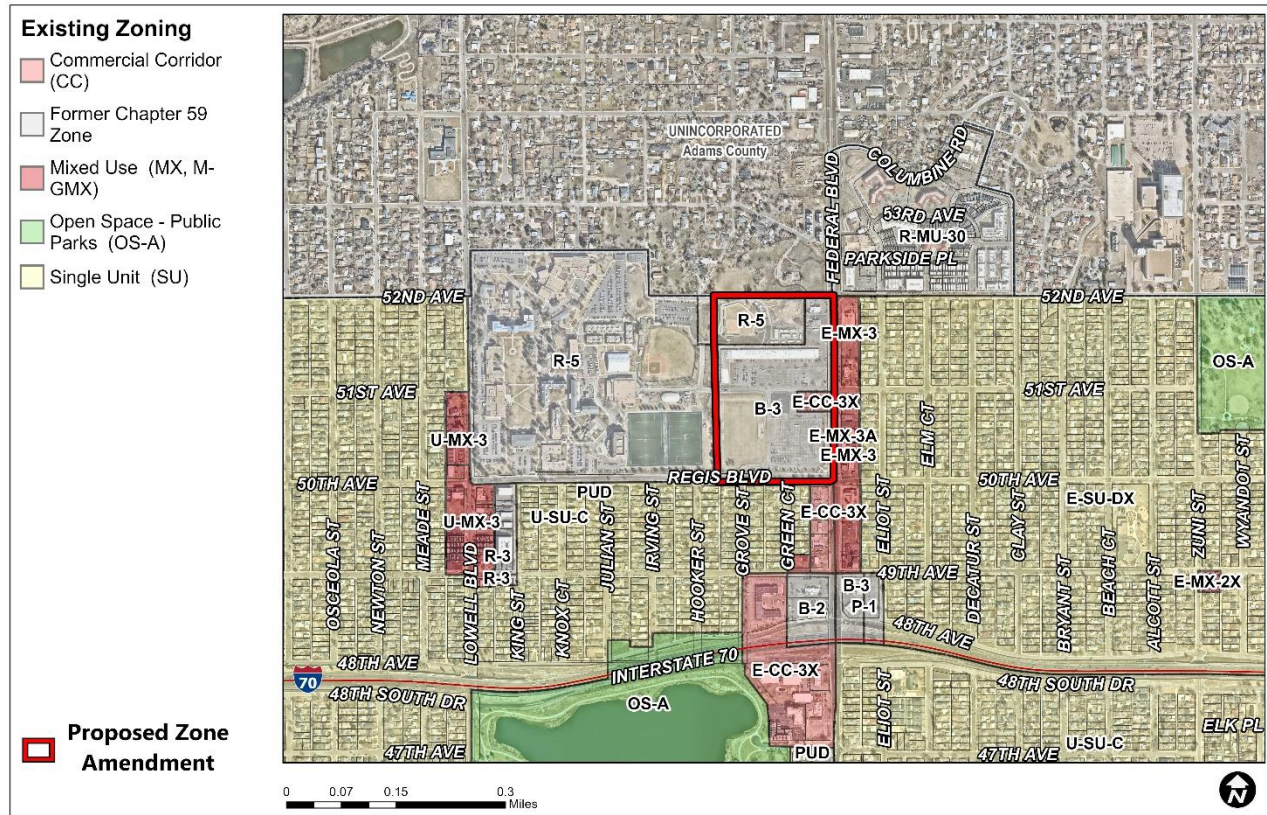


The campus is located in the northwest corner of the Regis neighborhood. The neighborhood is narrow, generally comprised of the four blocks between West 48th Avenue/Interstate 70 at the south and West 52nd Avenue at the north. The land use in the neighborhood is dominated by the presence of Regis University and the Willis Case Municipal Golf Course to the west. Aside from the commercial along North Federal Boulevard and in limited locations along North Lowell Boulevard, the neighborhood is largely comprised of low-scale single-unit residential properties. The only public park in the Regis neighborhood is Inspiration Point Park on the far western edge of the neighborhood making it difficult to access for most of the neighborhood as it is blocked by I-70 and the golf course. One half mile to the east, across Federal, in the Chaffee Park neighborhood, is Zuni Park. Rocky Mountain Lake Park is accessible to the south of I-70 via Federal Blvd. or Lowell Blvd. The neighborhood lacks any public schools or public libraries. One half mile to the southeast, across Federal, in the Chaffee Park neighborhood, is Beach Court Elementary School. The Regis University library offers free access and library cards to any Colorado resident aged 16 and older. Regis also offers paid memberships to access the Regis University Fitness Center. The site is served by the Regional Transportation District (RTD) 52 bus route which operates services east-west through the neighborhood between Arvada and downtown Denver with multiple stops along West 50th Avenue. The site is also served by the RTD 32 bus route which operates service north-south along Federal Boulevard from West 112th Avenue in the north to West Evans Avenue in the south. The Colorado Department of Transportation, in coordination with the Denver Department of Transportation and Infrastructure, is designing bus rapid transit along Federal Boulevard.

The following table summarizes the existing context proximate to the subject site:

	Existing Zoning	Existing Land Use	Existing Building Form/Scale	Existing Block, Lot, Street Pattern
Site	R-5; R-5 with conditions; B-3; and E-CC-3x	Public/Quasi-public; Commercial/Retail	Athletic fields associated with Regis University; one-story strip-mall with large surface parking between Federal Boulevard and the building.	The campus is a single large lot without through streets. The rest of the Regis and Chafee Park neighborhoods are characterized by an orthogonal grid of consistent streets with generally uniformly sized lots with alleys until interrupted by I-70 to the south. North Federal Boulevard is a major arterial separating the neighborhoods.
North	Adams County	Adams County	1-story house with large setbacks	
South	E-MX-3, DO-8 and U-SU-C	Commercial/Retail and Single-unit Residential	Across West 50 th Avenue, 1-story building with drive-thru located along North Federal Boulevard and 1-story house with alley access and strong setbacks from local streets.	
East	E-MX-3, DO-8	Commercial/Retail and Mixed-use	Multiple 1-story building with drive-thru fast food, a gas station, tavern, barbershop, and printer. Most of the frontage towards West 52 nd Avenue is vacant.	
West	R-5	Public/Quasi-public	Multiple brick university buildings with large footprints and between 2 and 4 stories. Open space and surface parking scattered throughout the site.	

2. Existing Zoning



The existing R-5 zone district is a Former Chapter 59 Institutional District that allows colleges, schools, churches, and other institutional uses. Maximum lot coverage for structures is 60% of the zone lot. Building height is controlled by bulk standards. For additional details of the zone district, see Former Chapter 59 Article IV, Division 4. The existing B-3 zone district is a Former Chapter 59 Shopping Center District that allows for large-scale retail located along major arterials. The existing E-CC-3x is a Commercial Corridor district that is intended for auto-dominated corridors where we anticipate large scale retail or drive thru uses with parking between the building and the street.

3. Parkway

Federal Boulevard is one of Denver's Designated Parkways which were originally designed as grand tree-lined avenues with park-like settings. As such, Federal Boulevard and any development along it is subject to the Designated Parkways and Boulevards Design Guidelines, Parkway Rules and Regulations, and Parkway Building Restrictions. Much of Federal from Colfax Avenue to northern city limits contains the same regulations and design guidelines with only West 25th to 26th Avenues being exempt, and the section adjacent the proposed rezoning, from West 50th to 52nd Avenues, having a smaller setback requirement. As part of the proposed rezoning the applicant is requesting to reestablish the parkway standard for this section of Federal Boulevard.

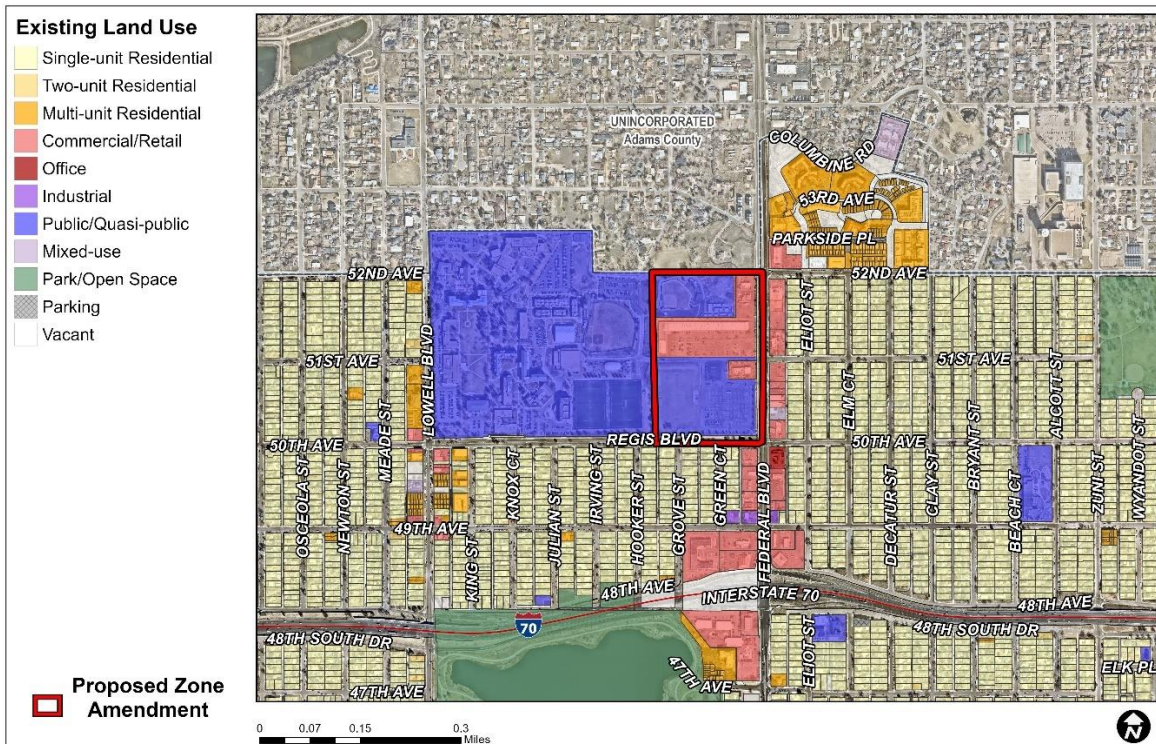
4. Large Development Review (LDR)

On November 2nd, 2021, a Pre-Application meeting was held to discuss the proposal for proposed redevelopment of the eastern third of the Regis University property ownership. Because Regis is only planning new development on the eastern third of the property, the Development Review Committee (DRC) determined that the LDR process was required but only for this eastern 23 acres where new infrastructure, rezoning, and an amendment to a Planned Building Group would be required. A required Community Information Meeting was held on Wednesday June 1st, 2022, and the Large Development Framework was completed in November of 2022.

5. High-Impact Development Compliance Plan (HIDCP)

The Expanding Housing Affordability (EHA) ordinance stipulates that a “high-impact development” requires a tailored housing outcome informed by community outreach. High-Impact Development is defined as 1) development of 10 acres or more; or 2) any development using a public financing tool. While the Department of Housing Stability (HOST) often negotiates HIDCPs for some large-scale rezonings, in this instance it was determined that the nature of the property owner as a non-profit educational institution and not a future vertical developer did not warrant negotiating a HIDCP at this time. Instead, a HIDCP would be negotiated at the time of development as required by the rules outlined in the Denver Revised Municipal Code (DRMC). Regis University submitted a signed memorandum of understanding as part of the application noting their understanding of the requirement for a future developer to complete a HIDCP, reinforcing the existing rules and anticipated outcomes.

6. Existing Land Use Map



7. Existing Building Form and Scale

All images from Google Maps Street View.



View of the site from the intersection of West 50th Avenue and North Federal Boulevard, looking northwest.



View of the site from North Federal Boulevard, looking west.



View of the commercial property to the south of the site, across West 50th Avenue, looking south.



View of the residential properties to the south of the site, across West 50th Avenue, looking south.



View of the commercial properties to the east of the site, across North Federal Boulevard, looking east.



View of the commercial properties to the east of the site, across North Federal Boulevard, looking east.



View onto the interior of the Regis University campus from West 51st Avenue, looking west.

Proposed Zoning

The applicant request for the site is PUD-G 37 per Denver Zoning Code Section 9.6.1. The purpose of the Planning Unit Development (PUD) district is to prove an alternative to conventional land use regulations, combining use, density, site plan and building form considerations into a single process, and submitting procedural protections for the more prescriptive requirements in the Code. A PUD district is intended to respond to unique and extraordinary circumstances, where more restrictive or flexible zoning than what is achievable through a standard zone district is desirable and multiple variances, waivers and conditions can be avoided.

Consistent with this purpose, the proposed zoning would allow for the continued growth of the existing campus with flexibility to match the anticipated development outcomes of the adjacent North Federal Boulevard. The PUD contains regulations based on the Urban – Mixed Use (U-MX) zone districts that allow for dense building locations, urban design that locates buildings closer to the street, requirements for ground floor active uses, and lowers the height from the recommended Campus heights of 150 feet down to 70 feet or 95 feet with incentives. PUD-G 37 creates a blend of Mixed-Use and Campus use allowances to provide Regis University flexibility to either expand some campus uses or allow for typical mixed-use housing, commercial, or office uses on-site. The PUD also reestablishes the Designated Parkway standards that apply to most of Federal Boulevard north of Colfax Avenue. In this way, the PUD creates a more diversified use of the land by combining the plan guidance for the property as a Campus with the guidance for the rest of North Federal Boulevard as a mixed-use Corridor.

Summary of City Agency Referral Comments

As part of the DZC review process, the rezoning application is referred to potentially affected city agencies and departments for comment. A summary of agency referral responses follows:

Assessor: Approved – No Response

Asset Management: Approved – No Comments

Denver Public Schools: Approved – No Response

Department of Public Health and Environment: Approved – No Comments

Denver Parks and Recreation: Approved – No Response

Department of Transportation and Infrastructure – R.O.W.- City Surveyor: Approved – No Comments

Development Services – Project Coordination: Approved – No Response

Development Services - Fire Protection: Approve Rezoning Only – Will require additional information at Site Plan Review.

Development Services – Transportation: Approved – No Response

Development Services- Wastewater: Approved – No Response

Public Review Process

	Date
Property legally posted for a period of 15 days within 10 days of the submission of a complete application and CPD informational notice of receipt of the rezoning application to all affected members of City Council, registered neighborhood organizations, property owners, and tenants:	5/5/25
Property legally posted for a period of 15 days and CPD written notice of the Planning Board public hearing sent to all affected members of City Council, registered neighborhood organizations, property owners, and tenants:	9/30/25
Planning Board Public Hearing:	10/15/25
CPD written notice of the City Council committee meeting sent to all affected members of City Council and registered neighborhood organizations, at least ten (10) working days before the meeting:	10/21/25 (tentative)
Community Planning and Housing Committee of the City Council:	11/4/25 (tentative)
Property legally posted for a period of 21 days and CPD notice of the City Council public hearing sent to all affected members of City Council and registered neighborhood organizations:	11/24/25 (tentative)
City Council Public Hearing:	12/15/25 (tentative)

- **Public Outreach and Input**

- **Registered Neighborhood Organizations (RNOs)**

As of the date of this staff report, CPD has received two letters from RNO. The Chaffee Park RNO submitted a letter of support. The BRUN RNO submitted a letter neither in opposition or support, but noting concern over a lack of definitive development.

- **General Public Comments**

As of the date of this staff report, CPD has received ten letters of support from the general public noting the potential for improvements to the corridor around safety, access to commercial, and jobs. Many comments come from the general public, but some are from nearby institutional uses including Arrupe Jesuit High School and the Superintendent of Westminster Public Schools.

Criteria for Review / Staff Evaluation

The criteria for review of this rezoning application are found in DZC, Sections 12.4.10.7 and 12.4.10.8, as follows:

DZC Section 12.4.10.7

1. Consistency with Adopted Plans
2. Public Interest
3. Consistency with Neighborhood Context Description, Zone District Purpose and Intent Statements

DZC Section 12.4.10.8

1. The PUD District is consistent with the intent and purpose of such districts stated in Article 9, Division 9.6 (Planned Unit Development) of this Code;
2. The PUD District and the PUD District Plan comply with all applicable standards and criteria stated in Division 9.6;
3. The development proposed on the subject property is not feasible under any other zone districts, and would require an unreasonable number of variances or waivers and conditions;
4. The PUD District and the PUD District Plan establish permitted uses that are compatible with existing land uses adjacent to the subject property; and
5. The PUD District and the PUD District Plan establish permitted building forms that are compatible with the adjacent building forms, or which are made compatible through appropriate transitions at the boundaries of the PUD District Plan (e.g., through decreases in building height; through significant distance or separation by rights-of-way, landscaping or similar features; or through innovative building design.

1. Consistency with Adopted Plans

The following adopted plans apply to this property:

- *Denver Comprehensive Plan 2040* (2019)
- *Blueprint Denver* (2019)

Denver Comprehensive Plan 2040

The proposed rezoning is consistent with many of the adopted *Denver Comprehensive Plan 2040* strategies, which are organized by vision element.

The proposed map amendment would allow for flexibility of the site to be both a campus and a new mixed-use development adjacent a future BRT corridor, consistent with the following strategies from the Equitable, Affordable, and Inclusive vision element (p. 26-31):

- Goal 1 – Ensure all Denver residents have safe, convenient, and affordable access to basic services and a variety of amenities.
 - Strategy A – Increase development of housing units close to transit and mixed-use developments.

- Goal 2 – Build housing as a continuum to serve residents across a range of incomes, ages, and needs.
 - Strategy A – Create a greater mix of housing options in every neighborhood for all individuals and families.
- Goal 3 – Develop housing that is affordable to residents of all income levels.
 - Strategy B – Use land use regulations to enable and encourage the private development of affordable, missing middle, and mixed-income housing, especially where close to transit.

The proposed map amendment would allow for continued growth of North Federal Boulevard as a mixed-use corridor, consistent with the following strategies from the Strong and Authentic Neighborhoods vision element (p. 34-35):

- Goal 1 – Create a city of complete neighborhoods.
 - Strategy A – Build a network of well-connected, vibrant, mixed-use centers and corridors.
 - Strategy B – Ensure neighborhoods offer a mix of housing types and services for a diverse population.
 - Strategy D – Encourage quality infill development that is consistent with the surrounding neighborhood and offers opportunities for increased amenities.

The proposed map amendment would allow for the construction of new roads through a large superblock and reestablish the Parkway standards associated with the rest of Federal Boulevard, consistent with the following strategies from the Connected, Safe, and Accessible vision element (p. 40-42):

- Goal 3 – Maximize the public right-of-way to create great places.
 - Strategy C – Protect, enhance, and expand Denver’s legacy pathways: its historic parkways, boulevards, greenways, and trails.
- Goal 8 – Strengthen multimodal connections in mixed-use centers and focus growth near transit.
 - Strategy B – Promote transit-oriented development and encourage higher density development, including affordable housing, near transit to support ridership.

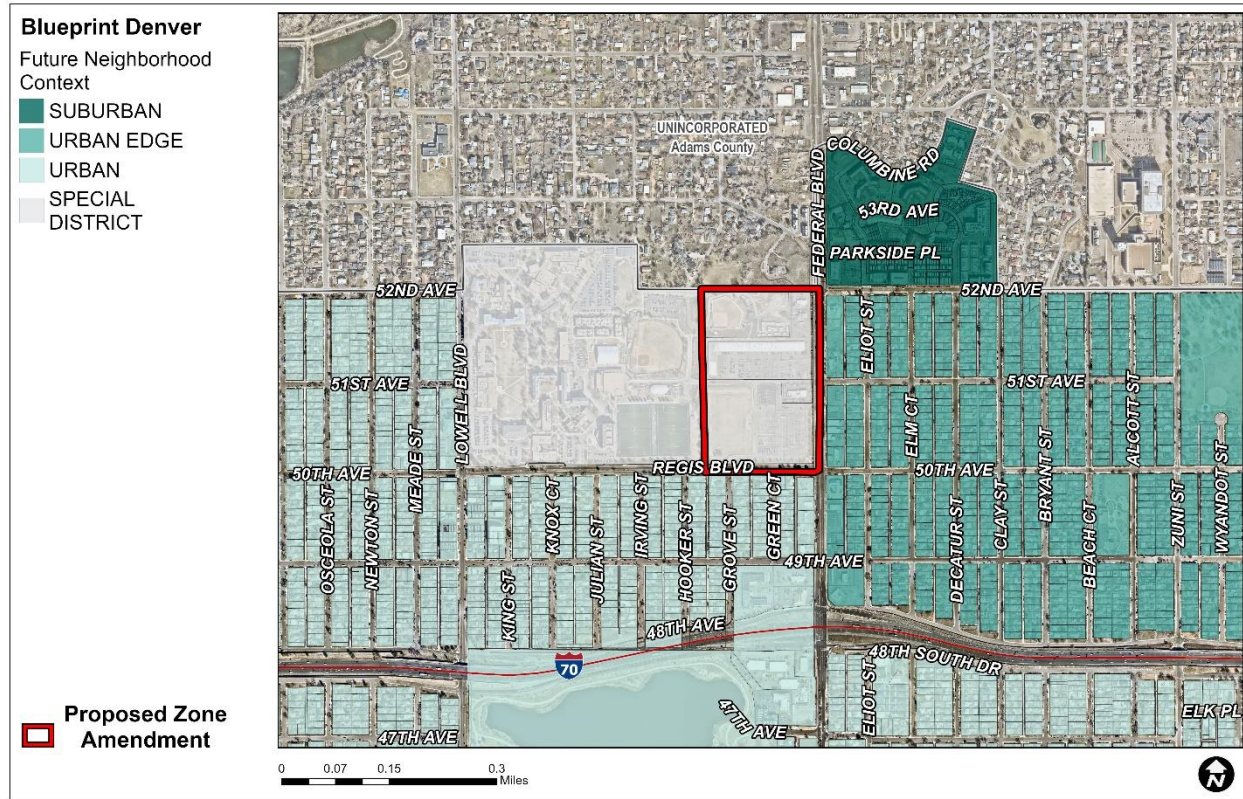
The proposed map amendment would be consistent with the following strategy from the Environmentally Resilient vision element (p. 52-54):

- Goal 6 – Protect and expand Denver’s green infrastructure network.
 - Strategy B – Connect parks, open spaces, trails, river corridors, parkways, and street trees into an integrated green infrastructure network.

Blueprint Denver

Blueprint Denver was adopted in 2019 as a supplement to *Comprehensive Plan 2040* and establishes an integrated framework for the city's land use and transportation decisions. *Blueprint Denver* identifies the subject property as a Campus future place within a Districts neighborhood context and provides guidance from the future growth strategy for the city.

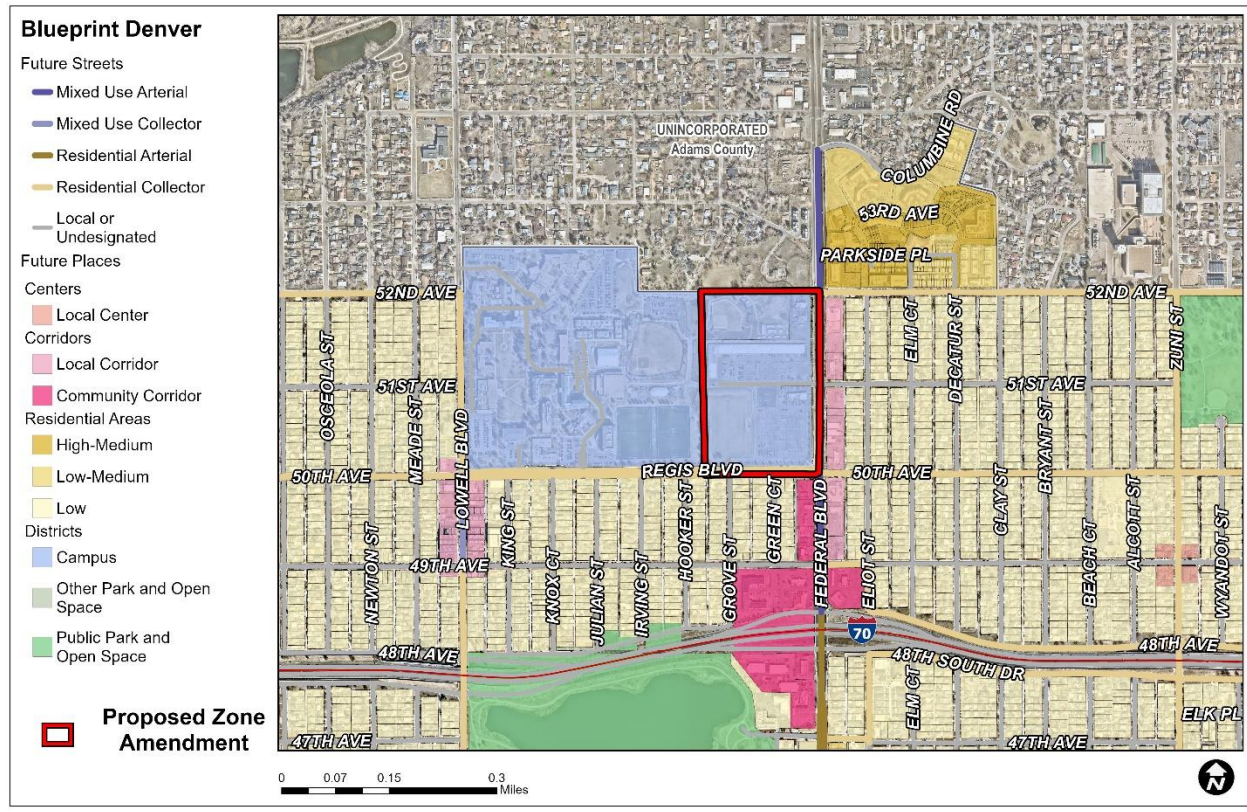
Blueprint Denver Future Neighborhood Context



In *Blueprint Denver*, future neighborhood contexts are used to help understand differences between land use, built form, and mobility at a high scale, between neighborhoods. The site is shown on the context map as within the Districts context, described as, “unique contexts with an important role in how the city feels and functions” and “with a specially designed purpose, such as educational campuses” (p. 280). Furthermore, Districts are, “important job centers providing a wide variety of middle and high skill employment opportunities”, “provide large scale public open space and community gathering areas”, and often “require significant amount of land”. *Blueprint Denver* provides additional applicable guidance on how to apply plan direction on neighborhood context to rezonings stating, “The mapping of neighborhood context is at the citywide scale, so the boundaries of the context may be interpreted with limited flexibility if the request furthers the goals of *Blueprint Denver* and is consistent with the overall intent of the neighborhood context map” (p. 66). The proposed PUD attempts to blend the plan recommendation of the site with that of the adjacent neighborhood which is classified as Urban context. The Urban neighborhood context is described as, “varying from multi-unit development to compact single-unit homes” and “offer residents a mix of uses, with good street activation and connectivity” (p.

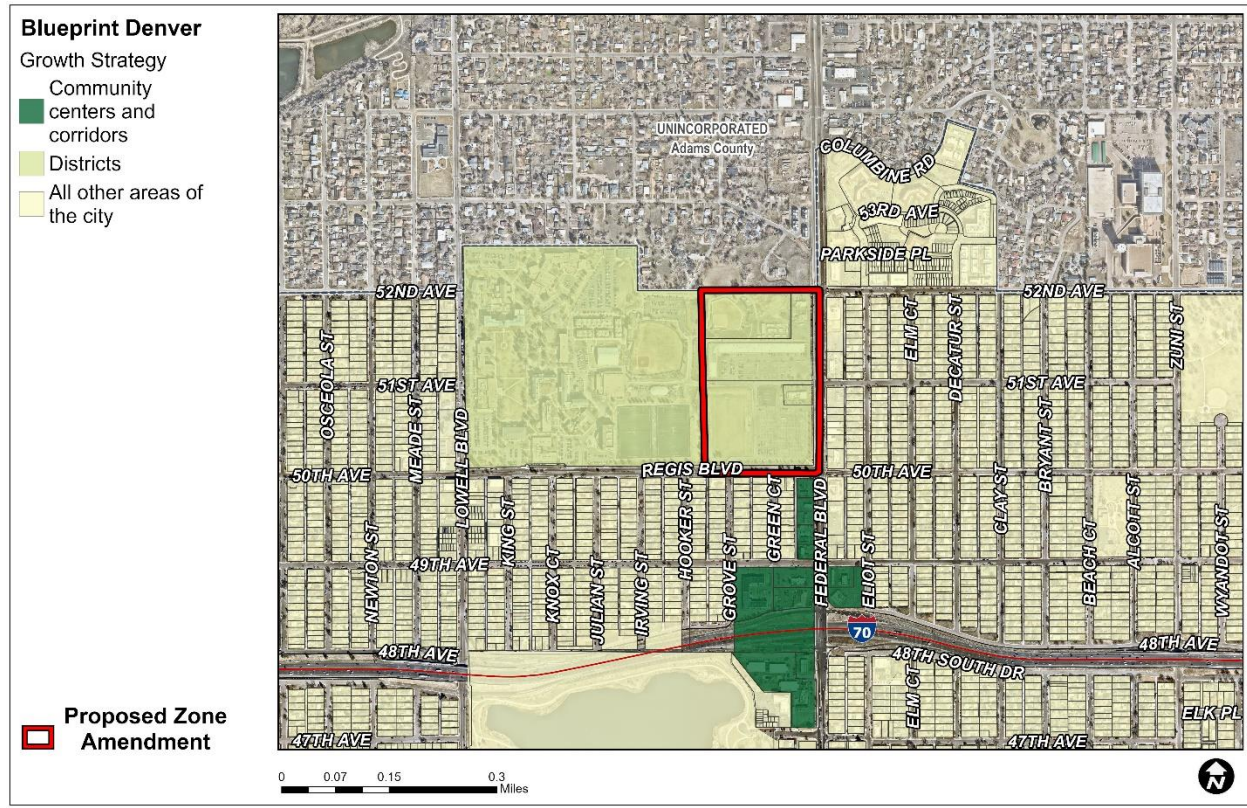
221). The Urban context is also walkable, with a predictable street grid and the availability of transit (p. 221). The proposed PUD, along with the associated LDF and Infrastructure Master Plan (IMP) would require the creation of new streets on a predictable grid, requirements for a mix of uses, and good street activation, all of which is consistent with the Urban context.

Blueprint Denver Future Places



The Future Places Map shows the subject property as part of a Campus. *Blueprint Denver* describes the aspirational characteristics of Campus as having, “a primary purpose such as education or medical services” and providing “retail, restaurants, offices, and residential uses to support the primary use and serve the surrounding neighborhoods” (p. 291). Campuses are also noted for being typically dominated by a single, large institutional user, with internal circulation networks, and significant green infrastructure, plazas, and gathering areas. As stated previously, the PUD seeks to blend the recommended Campus place with the adjacent Community Corridor found to the south along North Federal Boulevard. Urban Community Corridors are described as providing a, “mix of office, commercial, and residential uses” with “a wide customer draw both of local residents from surrounding neighborhoods and from other parts of the city” (p. 228). Additionally, Community Corridors have, “social spaces, such as patios and plazas...along the street or within deeper building setbacks” in which “public spaces are flexible to benefit different types of users and daily activities throughout the year” (p. 228). The proposed PUD largely aligns with the recommendations for Community Corridors by providing for a mix of uses and active ground floors but also provides some flexibility for locating Campus uses within an otherwise urban mixed-use environment.

Blueprint Denver Growth Strategy

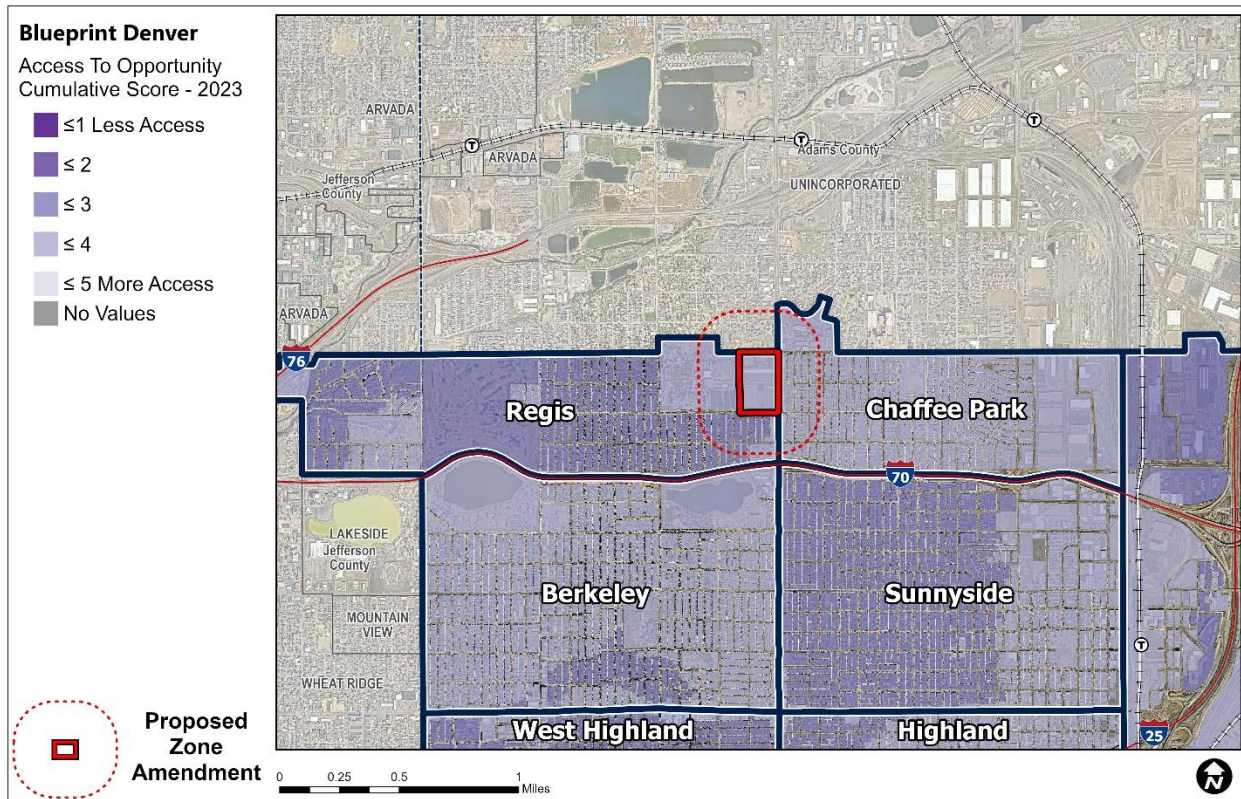


Blueprint Denver's growth strategy map is a version of the future places map, showing the aspiration for distributing future growth in Denver (p. 51). The subject property is part of a District. Districts are anticipated to see around 5% of housing growth and 15% of job growth by 2040. The adjacent Federal Boulevard corridor to the south is noted as a Community Centers and Corridors growth strategy which anticipates 25% of housing growth and 20% of employment growth by 2040. The proposed PUD allows for the Regis property to take on additional growth than was anticipated but is consistent with the Federal Boulevard corridor.

Blueprint Denver Equity Concepts

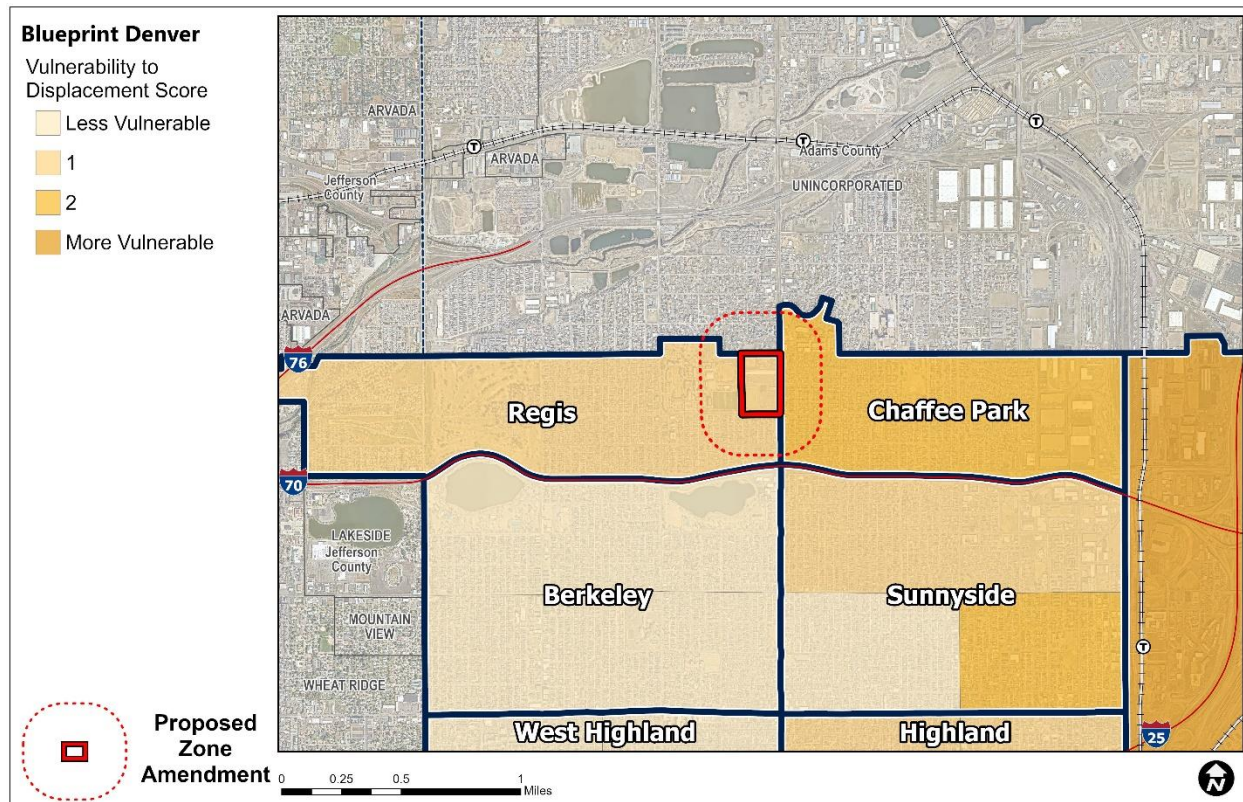
Blueprint Denver contains three equity concepts to help guide change to benefit everyone. Each equity concept has associated measurements that helps inform implementation actions through large rezonings along with other implementation actions. Although they cannot be effectively applied to small-scale rezonings, they are helpful in showing patterns across large areas, particularly in areas vulnerable to involuntary displacement.

I. Access to Opportunity



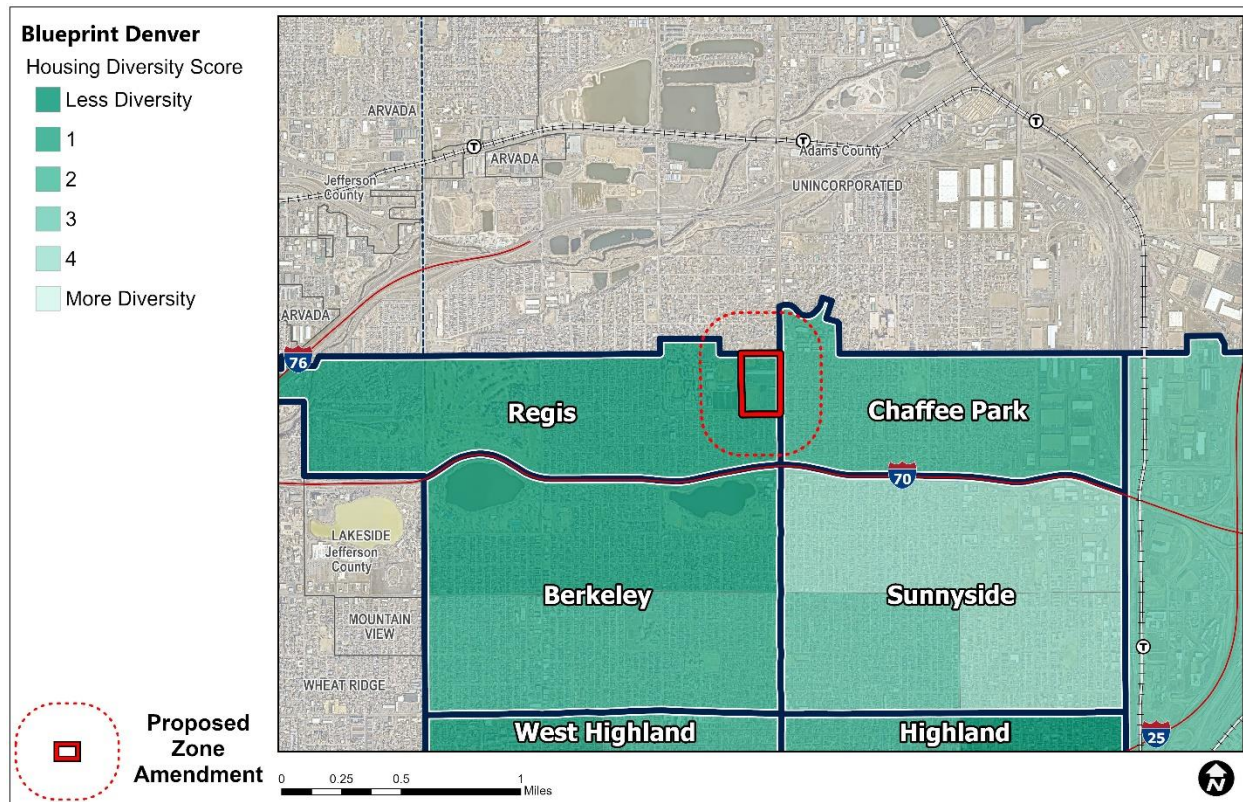
The site has slightly higher-than-average access to opportunity. The site and neighborhood at large have lower access to parks, low access to fresh food, and low access to frequent transit. While not captured in the equity analysis, the campus contains many open green spaces which are accessible to the public and while not a perfect replacement for neighborhood parks, they do serve to bolster neighborhood access to open space. The potential development under the proposed PUD would allow for the growth in neighborhood retail and open space which would bolster the areas access to opportunity. Additionally, the effort to locate density along a future BRT line is consistent with the city's goals.

II. Vulnerability to Involuntary Displacement



The area contains a score of 1 out of 3 for vulnerability to involuntary displacement, with a lower-than-average percentage of adults without a college degree (51% to the citywide average of 46%). The proposed PUD can help improve scores related to vulnerability to displacement by providing additional housing units which can reduce the burden on the existing housing stock and can increase the availability of jobs for diverse educational backgrounds.

III. Expanding Housing Diversity



The area scored 2 out of 5 for housing diversity, signaling that there is a lack of housing diversity in the area. It scored as diverse in terms of housing cost and bedroom counts. What this area lacks in terms of diversifying housing is missing middle housing, income-restricted units, and rental units. The PUD would allow for the growth of missing middle housing by allowing for densities different from the predominant single-unit zoning in the area. Additionally, the future HIDCP will require the construction of income restricted units. The HIDCP is also crafted in response to equity data and therefore could require a high percentage of for-rent multi-bedroom units.

Climate

The proposed zoning would help meet numerous climate goals by, promoting infill development where infrastructure and services are already in place and encouraging growth along a future Bus Rapid Transit (BRT) corridor. The proposed mixed-use settings where people live, work, and find entertainment all within a walkable human-scaled environment is consistent with the city's climate goals.

Other Blueprint Denver Strategies

The proposed rezoning also helps further the following *Blueprint Denver* policies:

Land Use and Built Form – General (pgs. 70-79)

- Policy 1 – Promote and anticipate planned growth in major centers and corridors and key residential areas connected by rail service and transit priority streets.
 - Strategy A – Use zoning and land use regulations to encourage higher-density, mixed-use development in transit rich areas including community corridors where transit priority streets are planned.
 - Strategy B – Implement regulatory land use changes in coordination with transit investments. For example, rezoning to support transit-oriented development should be closely times with the implementation of transit priority streets.
- Policy 2 – Incentivize or require efficient development of land, especially in transit-rich areas.
 - Strategy B – In transit-rich areas, including downtown, revise the zoning code to limit auto-oriented commercial uses that do not contribute positively to activating the public realm, such as mini-storage, drive throughs, and car washes. This may also apply to other desired mixed-use areas of the city, such as transit priority streets.
- Policy 3 – Ensure the Denver Zoning Code continues to respond to the needs of the city, while remaining modern and flexible.
 - Strategy A – Rezone properties from the Former Chapter 59 zoning code so that the entire city is covered by the DZC, including continuing to incentivize owners to come out of the old code.
- Policy 6 – Implement zoning code revisions to facilitate compatible redevelopment of institutional sites within the neighborhoods.
 - Strategy C – Until a citywide approach is implemented, individual rezonings of these sites may be an opportunity for more intense residential uses or limited neighborhood services to be provided if done in a way that minimizes impacts to surrounding character.
- Policy 9 – Promote coordinated development on large infill sites to ensure new development integrates with its surroundings and provides appropriate community benefits.
 - Strategy A - Consider zoning flexibility for redevelopment of large infill sites that lack a clear adopted neighborhood plan vision yet may provide an opportunity for compatible development that integrates with the area's existing streets, blocks, and/or open space.
 - Strategy B - Use large development review, or similar tools, to coordinate infrastructure and open space on large infill sites while minimizing and mitigating negative impacts on surrounding communities.

Land Use and Built Form – Housing (pgs. 82-87)

- Policy 8 – Capture 80 percent of new housing growth in regional centers, community centers and corridors, high-intensity residential areas, greenfield residential areas, innovation flex districts, and university campus districts.

Land Use and Built Form – Design Quality & Preservation (pgs. 98-105)

- Policy 3 – Create exceptional design outcomes in key centers and corridors.
 - Strategy E – Revise the zoning code to provide standards for new mixed-use development that better responds to the surrounding context. Standards to examine for improvement include build-to ranges, transparency minimums, lot coverage, and entry features.
- Policy 4 – Ensure an active and pedestrian-friendly environment that provides a true mixed-use character in centers and corridors.
 - Policy A - Require strong street-level active use standards for local centers and corridors. This may include a prohibition on residential units for a portion of the street level building. Given the intent of these small-scale places to provide services embedded in the neighborhood, it is important for them to provide more than residential uses.

Mobility (pgs. 108-115)

- Policy 1 - Encourage mode-shift — more trips by walking and rolling, biking and transit — through efficient land use and infrastructure improvements.
 - Strategy D - Increase the number of services and amenities that are available by walking, rolling and biking by integrating more local centers and corridors into residential areas, especially for areas that score low in Access to Opportunity.
- Policy 2 - Align the impacts of private development with transportation infrastructure and promote development that creates walkable, transit-friendly communities.

Quality-of-Life Infrastructure (pgs. 118-125)

- Policy 6 - Preserve and rehabilitate Denver’s designated parkways and boulevards.

2. Public Interest

The proposed official map amendment furthers the Public Interest through implementation of the city’s adopted land use plans by fostering a walkable, mixed-use, transit-oriented development area, while also fostering the ability for an established Campus to grow as-needed.

3. Consistency with Neighborhood Context Description, Zone District Purpose and Intent Statements

The proposed PUD-G #37 is based on the Urban neighborhood context, described as offering a mix of uses, with good street activation and connectivity. Residents living in this context have access to varied transit options and amenities (p. 221). The proposed PUD contains design requirements that allow some continued use as a Campus but ultimately require design standards similar to those of the Urban context with a mix of uses, good street activation and connectivity.

For analysis on consistency of this rezoning with the PUD zone district purpose and intent statements, see below.

4. Additional Review Criteria for Rezoning to a PUD District (12.4.10.8)

a. The PUD District is consistent with the intent and purpose of such districts stated in Article 9, Division 9.6 (Planned Unit Development) of this Code

- Denver Zoning Code Section 9.6.1.1 states that the general purpose of a PUD District is to provide an alternative to conventional land use regulations, combining use, density, site plan and building form considerations into a single process, and substituting procedural protections. A PUD is intended to respond to unique and extraordinary circumstances, where more flexible zoning than what is achievable through a standard zone district is desirable and multiple variances, waivers, and conditions can be avoided.

PUD-G #37 is consistent with the intent and purpose of a PUD district because the subject site has special characteristics related to the scale of the development project and demands a more customized zoning approach to achieve a successful phased development aligned with adopted plan guidance. While the adopted plans continued Campus zoning for this site, utilizing *Blueprint Denver's* guidance to interpret the context and place maps with limited flexibility to achieve city goals leads staff to believe that the efforts to combine Urban-Mixed use zoning with flexibility for Campus uses will result in a more economically and socially beneficial development for the community.

To address these unique circumstances, the proposed PUD district uses the U-MX-3 zone district with customized provisions that align moderately with the CMP district standards allowing for publicly accessible open spaces, Campus uses, and heights higher than allowed in U-MX-3 but lower than CMP.

- DZC Section 9.6.1.1.C states that a PUD District is not intended as either a vehicle to develop a site inconsistent with the applicable neighborhood context and character, or solely as a vehicle to enhance a proposed development's economic feasibility.

PUD-G #37 is consistent with the Urban neighborhood context and character as noted above. The PUD is intended as a mechanism to ensure that development is consistent with adopted plans, not as a vehicle to enhance the proposed development's economic feasibility. The proposed mix of uses, including residential, commercial, and office is allowed in the CMP districts, but without the strong urban requirements associated with the rest of the Federal Boulevard corridor. Thus the proposed PUD aligns with the Campus and Community Corridor plan guidance for this area.

- According to DZC Section 9.6.1.1.D., in return for the flexibility in site design a PUD District should provide significant public benefit not achievable through application of a standard zone district, including but not limited to diversification in the use of land; innovation in development; more efficient use of land and energy; exemplary pedestrian connections, amenities, and considerations; and development patterns compatible in character and design with nearby areas and with the goals and objectives of the Comprehensive Plan.

PUD-G #37 provides significant public benefit not achievable through application of a standard zone district, including 1) diversification of land use while maintaining defining characteristics of the surrounding neighborhood context, 2) exemplary pedestrian amenities through the design standards of the PUD and its location adjacent a future BRT corridor, 3) development patterns consistent with the character and design of nearby areas, and 4) advancement of numerous city goals.

b. The PUD District and the PUD District Plan comply with all applicable standards and criteria stated in Division 9.6

The PUD District complies with all standards and criteria stated in Division 9.6.

c. The development proposed on the subject property is not feasible under any other zone districts, and would require an unreasonable number of variances or waivers and conditions

The PUD District is necessary because there is no standard zone district available that applies appropriate standards to this unique location and development. An unreasonable number of variances or waivers and conditions would be required to achieve the tailored approach in the PUD.

d. The PUD District and the PUD District Plan establish permitted uses that are compatible with existing land uses adjacent to the subject property

The PUD District establishes uses associated with both the adjacent Campus and Mixed-Use districts.

e. The PUD District and the PUD District Plan establish permitted building forms that are compatible with adjacent existing building forms, or which are made compatible through appropriate transitions at the boundaries of the PUD District Plan (e.g., through decreases in building height; through significant distance or separation by rights-of-way, landscaping or similar features; or through innovative building design.)

The PUD provides tailored building form standards to directly address appropriate transitions to neighboring properties and areas, including:

- Maximum height that is lower than the standards allowed by a Campus district.
- Consistency with the protected district standards along the southern frontage across from low-scale single-unit residential.
- Custom setback standards that enable development like that of the Urban neighborhood context.
- Transparency and Street Level Active Use requirements like that of the Urban – Mixed-Use zone districts and the Design Overlay 8.

The PUD therefore establishes permitted building forms that are compatible with adjacent existing building forms through appropriate design standards.

Attachments

1. Application
2. Public Comments

3. Engagement Outline
4. Equity Analysis