



TO: City Council Neighborhoods and Planning Committee
FROM: Curt Upton, Senior City Planner
DATE: February 18, 2016
RE: Official Zoning Map Amendment Application #2015I-00101 18400 E. 64th Ave., 6004-6294 Rifle St., 6006-6106 Salida St., 6007-6208 Telluride Way & 6297 Tower Rd.

From: C-MU-10 with waivers and conditions AIO, C-MU-20 with waivers and conditions AIO, C-MU-30 with waivers and conditions UO-1 AIO

To: S-MX-8 AIO, S-MX-8A AIO, S-MX-12 AIO, C-MX-8 AIO, C-MX-12 AIO, and S-CC-5 AIO

Staff Report and Recommendation

Based on the criteria for review in the Denver Zoning Code, Staff recommends approval for Application #2015I-00101 for a rezoning from C-MU-10 with waivers and conditions AIO, C-MU-20 with waivers and conditions AIO, C-MU-30 with waivers and conditions UO-1 AIO to S-MX-8 AIO, S-MX-8A AIO, S-MX-12 AIO, C-MX-8 AIO, C-MX-12 AIO, and S-CC-5 AIO.

Request for Rezoning

Application: #2015I-00101
Address: 18400 E. 64th ., 6004-6294 Rifle St., 6006-6106 Salida St., 6007-6208 Telluride Way & 6297 Tower Rd.
Neighborhood/Council District: Gateway / Council District 11
RNOs: Denver Neighborhood Association, Inc.; Inter-Neighborhood Cooperation (INC)
Area of Property: 147.3 +/- Acres
Current Zoning: C-MU-10 with waivers and conditions AIO, C-MU-20 with waivers and conditions AIO, C-MU-30 with waivers and conditions UO-1 AIO
Proposed Zoning: S-MX-8 AIO, S-MX-8A AIO, S-MX-12 AIO, C-MX-8 AIO, C-MX-12 AIO, S-CC-5 AIO
Property Owner(s): Rail Stop, LLC; 61st Street Partners, LLLP
Owner Representative: Mark Throckmorton; Randy M. Schwartz

Summary of Rezoning Request

- The site is located in northeast Denver, in Council District 11, in the Gateway neighborhood, on the east side of the 61st and Peña commuter rail station, approximately 4 miles southwest of Denver International Airport.
- The rezoning area is approximately 147.3 acres of vacant land. The current zoning is a mix of Former Chapter 59 mixed use districts, including C-MU-10, C-MU-20, and C-MU-30. There are existing waivers and conditions which prohibit residential uses north of 62nd Avenue and

prohibit single unit residential between 62nd Avenue and 56th Avenue. In addition, the UO-1 Overlay applies to property zoned C-MU-30 in the area, which allows adult uses.

- All requested Zone Districts will be regulated by the Airport Influence Overlay Zone (AIO) which limits residential uses, prohibits surface parking as a primary use, and requires certain easements and rights of way for passage of aircraft. The following Zone Districts are requested:
 - C-MX-8 and C-MX-12 are requested close to the 61st and Peña station and stand for Urban Center-Mixed Use- 8 stories and 12 stories, respectively. C-MX districts are intended to encourage high intensity, mixed use, pedestrian oriented development and are generally applied to properties with good access to existing or planned multi-modal transportation facilities.
 - S-MX-8 and S-MX-12 are requested further from the 61st and Peña station and stand for Suburban-Mixed Use-8 stories and 12 stories, respectively. S-MX districts are intended to encourage mixed use development with more flexible standards that balance pedestrian and automobile-oriented design. S-MX is generally applied to properties with less access to multi-modal transportation facilities compared to Urban Neighborhood Contexts.
 - S-MX-8A is a hybrid between Suburban and Urban Neighborhood Contexts and allows some automobile oriented design flexibility while requiring pedestrian oriented design along Primary Streets. S-MX-8A is requested for certain properties along 60th and 61st Avenues, which are key pedestrian connections identified in the Station Area Plan.
 - S-CC-5 is requested for properties furthest from the 61st and Peña station near Tower Road, a major arterial street. S-CC-5 stands for Suburban-Commercial Corridor-5 stories. S-CC districts are intended to encourage commercial development with more flexible standards that balance pedestrian and automobile-oriented design. S-CC districts are generally applied to properties with less access to multi-modal transportation facilities and along automobile-dominated corridors.
 - Further details of the zone districts can be found in Articles 3, 7, and 9 of the Denver Zoning Code (DZC).

Existing Context

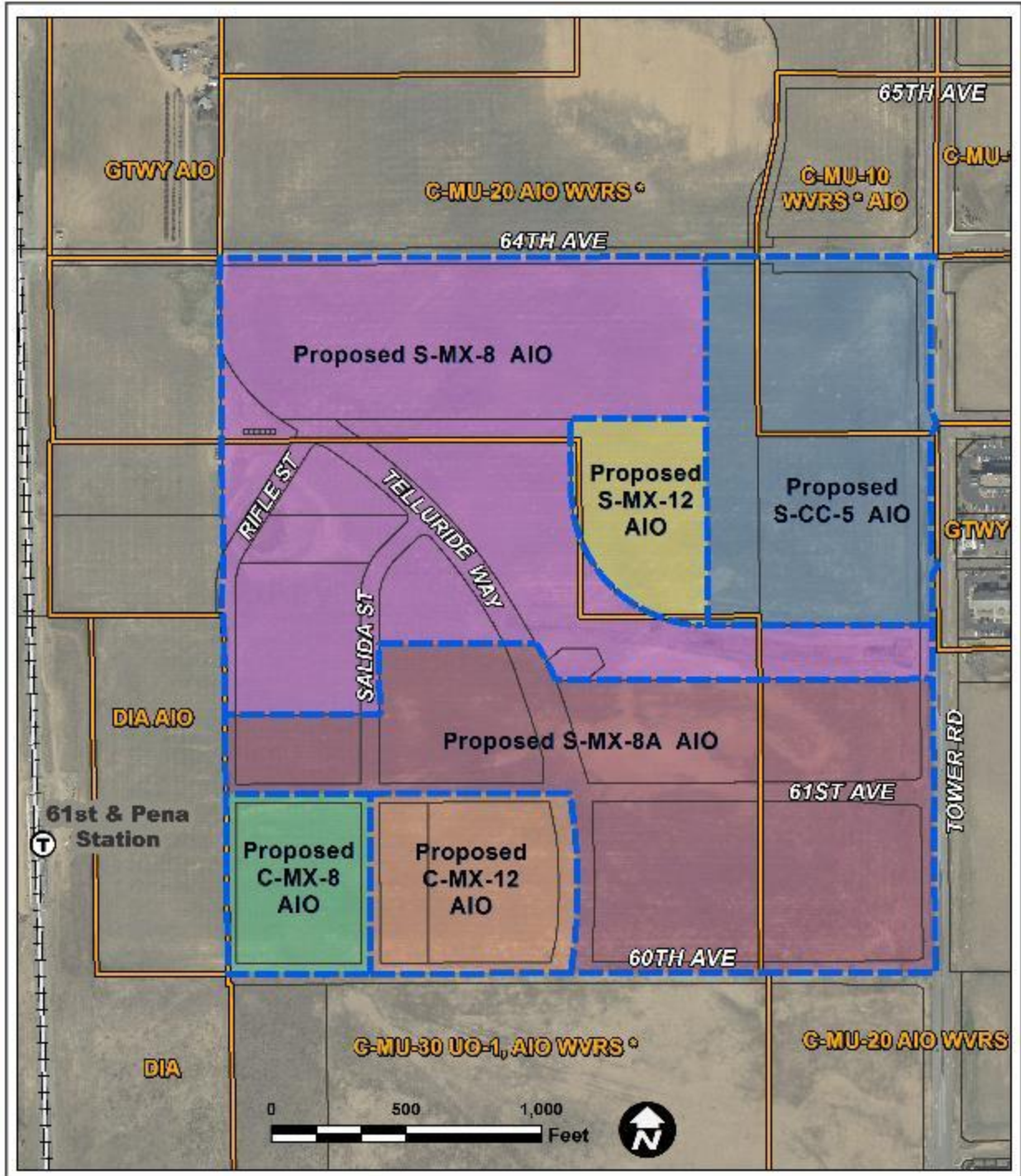
The site is located in a generally undeveloped area of northeast Denver approximately 4 miles southwest of Denver International Airport. The entire site is vacant land as is most of the surrounding area, with the exception of a rural single unit house to the north and a few conventional suburban hotels and a restaurant to the east. The University of Colorado A-Line commuter train is located to the west of the site, running parallel to Peña Blvd. A station is located at the 61st Avenue alignment, providing convenient public transit access when the service begins operating in the spring of this year.

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	C-MU-10 WVRS & CONDITIONS, C-MU-20 WVRS &	Vacant Land	Vacant Land	Vacant Land. Rectangular grid

	Existing Zoning	Existing Land Use	Existing Building Form/Scale	Existing Block, Lot, Street Pattern
	CONDITIONS, C-MU-30 WVRS AND CONDITIONS UO-1			developing in surrounding area.
North	C-MU-10, 20 WVRS AND CONDITIONS	Vacant Land, ranch	Vacant Land, 1 story single unit house	
South	C-MU-20, 30 WVRS AND CONDITIONS UO-1	Vacant Land	Vacant Land	
East	C-MU-10, 20, WVRS AND CONDITIONS GTWY	Hotels, restaurant	1-4 story automobile-oriented hotel and retail buildings	
West	DIA, C-MU-30 WVRS AND CONDITIONS UO-1	Vacant Land	Vacant Land	

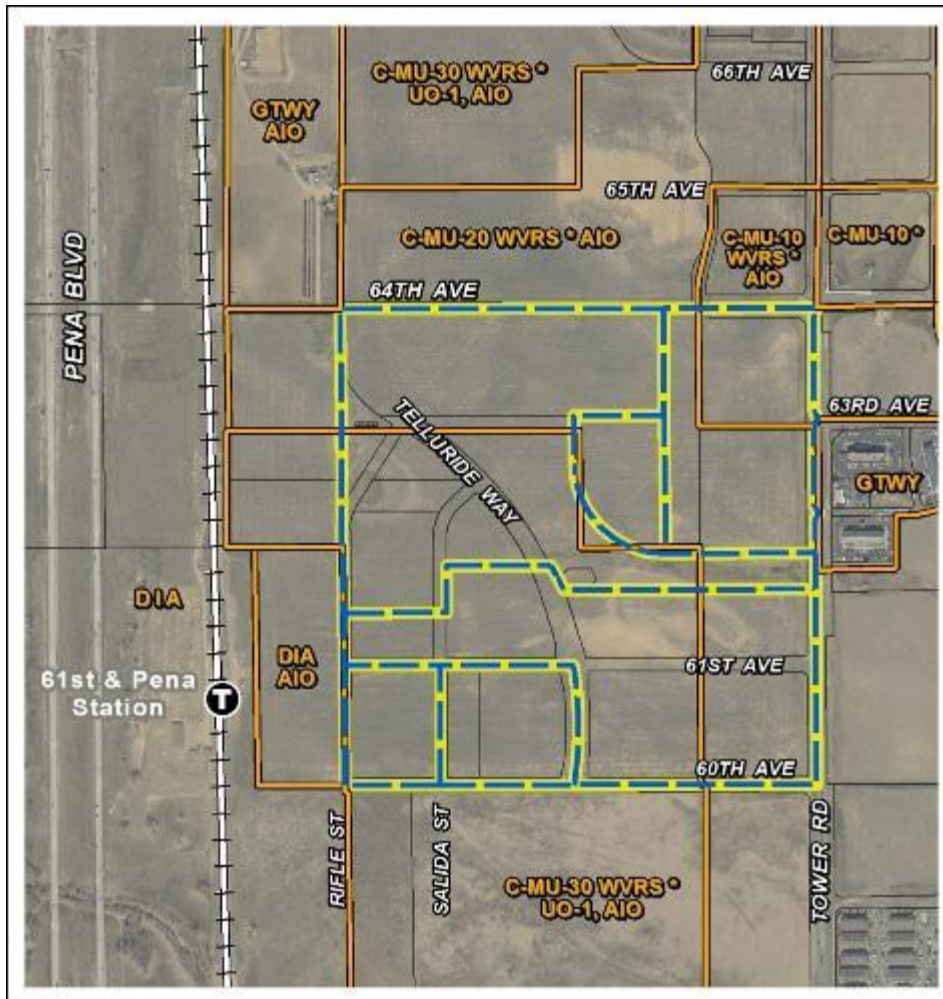
1. Proposed Rezoning



2. GDP

The 61st and Peña General Development Plan was approved in 2014 and provides a framework for infrastructure development, distribution of land uses, and strategies for enhanced urban design, parking management, and construction phasing. A key objective of the plan is to maximize access to the 61st and Peña commuter rail station. Some of the key planned improvements include the development of the Blue Grama Draw and First Creek open space corridors, a transit plaza and park with direct pedestrian and visual connections to the station, and a hierarchical system of connected streets that enable convenient circulation and specify key pedestrian corridors consistent with the Station Area Plan, such as 60th and 61st Avenues and Aviation Place.

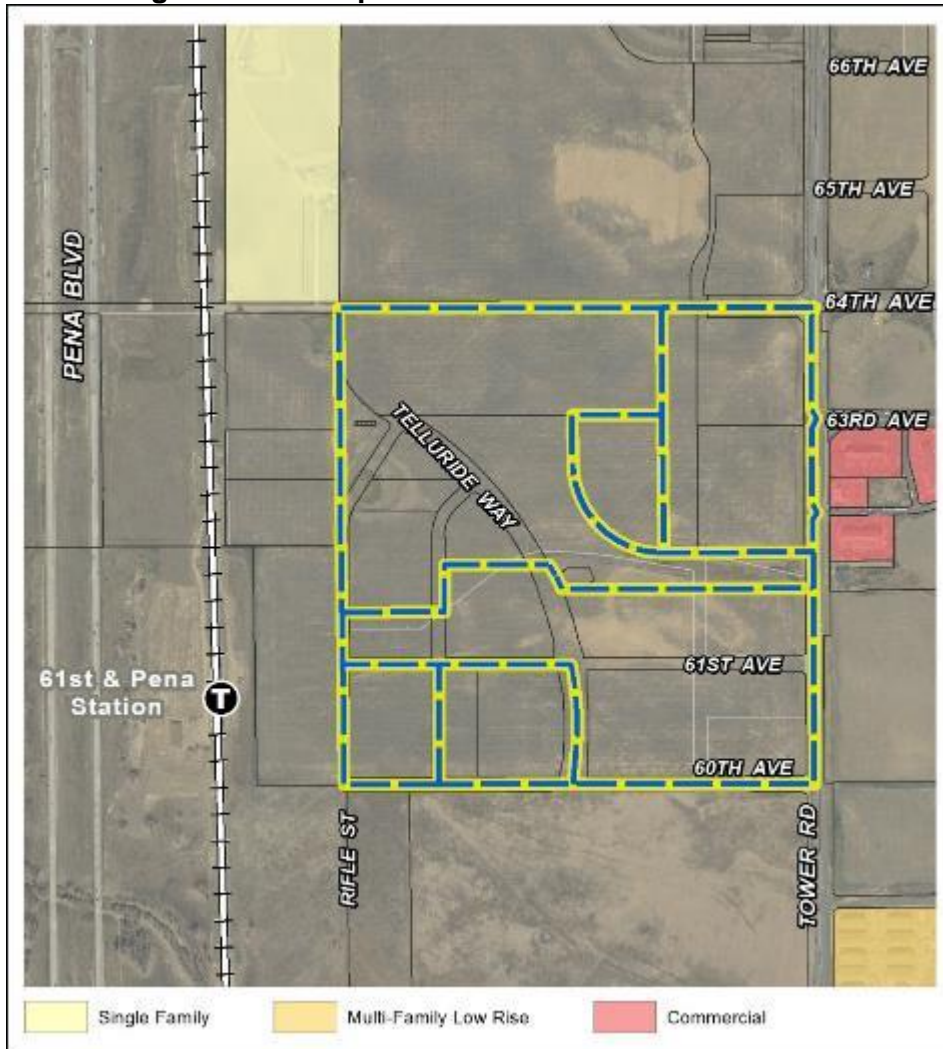
3. Existing Zoning



The site is currently zoned C-MU-10 with waivers and conditions AIO, C-MU-20 with waivers and conditions, and C-MU-30 with waivers and conditions UO-1 AIO. C-MU is a Former Chapter 59 zone district and stands for Commercial Mixed Use. C-MU-10 is intended to encourage more

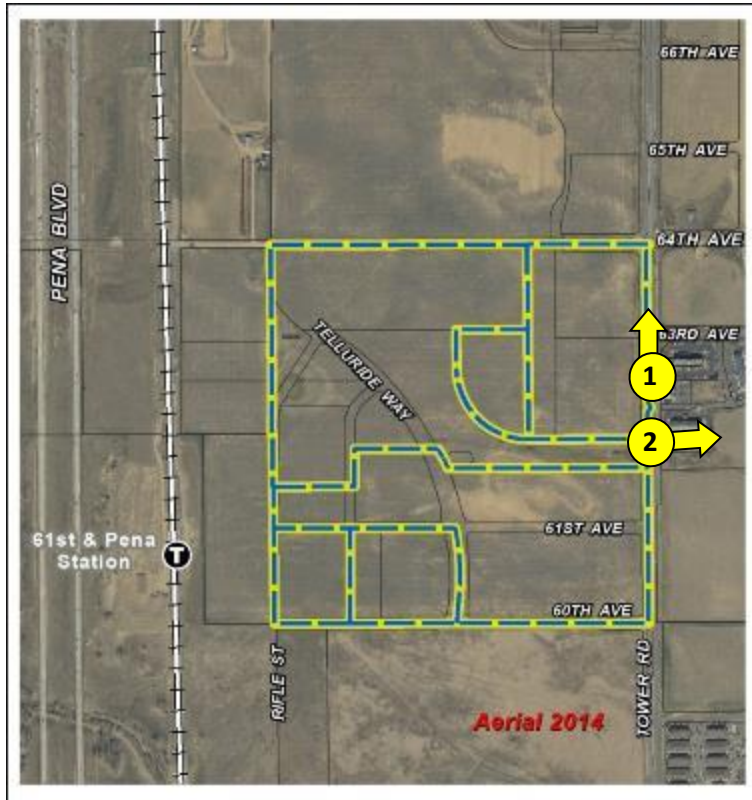
intensive and pedestrian oriented mixed use development compared to C-MU-20 and C-MU-30. C-MU-20 allows additional auto-oriented uses and C-MU-30 allows for an even wider range of uses. C-MU-10 permits a higher density of 2:1 Floor Area Ratio (F.A.R.) compared to 1:1 F.A.R. for the C-MU-20 and C-MU-30 Zone Districts. The waivers and conditions restrict residential uses in each Zone District due to the proximity of Denver International Airport. The UO-1 Overlay applies to the C-MU-30 district and allows adult oriented uses.

4. Existing Land Use Map



Areas with no color are vacant.

5. Existing Building Form and Scale



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:

Environmental Health: Approved. Comments: DEH concurs with the proposed zoning change.

General Notes: Most of Colorado is high risk for radon, a naturally occurring radioactive gas. Due to concern for potential radon gas intrusion into buildings, DEH suggests installation of a radon mitigation system in structures planned for human occupation or frequent use. It may be more cost effective to install a radon system during new construction rather than after construction is complete.

Denver's Noise Ordinance (Chapter 36–Noise Control, Denver Revised Municipal Code) identifies allowable levels of noise. Properties undergoing Re-Zoning may change the acoustic environment, but must maintain compliance with the Noise Ordinance. Compliance with the Noise Ordinance is based on the status of the receptor property (for example, adjacent Residential receptors), and not the status of the noise-generating property. Violations of the Noise Ordinance commonly result from, but are not limited to, the operation or improper placement of HV/AC units, generators, and loading docks. Construction noise is exempted from the Noise Ordinance during the following hours, 7am–9pm (Mon–Fri) and 8am–5pm (Sat & Sun). Variances for nighttime work are allowed, but the variance approval process requires 2 to 3 months. For variance requests or questions related to the Noise Ordinance, please contact Paul Riedesel, Denver Environmental Health (720-865-5410).

Scope & Limitations: DEH performed a limited search for information known to DEH regarding environmental conditions at the subject site. This review was not intended to conform to ASTM standard practice for Phase I site assessments, nor was it designed to identify all potential environmental conditions. In addition, the review was not intended to assess environmental conditions for any potential right-of-way or easement conveyance process. The City and County of Denver provides no representations or warranties regarding the accuracy, reliability, or completeness of the information provided.

Asset Management: Approve – No comments.

Parks: Approved

Development Services - Transportation: Approve Rezoning Only - Will require additional information at Site Plan Review

Public Works – City Surveyor: Approved with revised legal description.

Aviation:

1. Fulenwider has previously recorded avigation easements on their property during a prior rezoning effort in the 1990's. The areas covered include all of the land proposed to be rezoned by Fulenwider and Westfield. Because the easements run with the land they do not expire when the property is sold. Therefore, the existing avigation easements encumber all of the property proposed to be rezoned and DEN finds these sufficient for the purposes of the current rezoning effort. However, DEN will be modifying language to avigation easements going forward based

on a recent Colorado Court of Appeals case, Meadow Lake Airport Association v. Johnston Enterprises of Colorado Springs, LLC 12CA2189 (Dec. 3, 2015) to clarify its intent that the aviation easements are broadly intended for the use and benefit of DEN and all members of the general public who may use DIA and all other effects that may reasonably be caused by future development and/or expansion of DIA operations.

2. Due to the adjacency of the proposed development to Pena Boulevard, DIA requests that a traffic impact study be conducted and submitted for review that includes potential impacts to Peña Boulevard. DIA owns, operates and maintains Peña Boulevard as the Airport's primary access road and must ensure a high level of service for Airport passengers, employees and users.
3. The proposed development site is located approximately 19,330 feet from existing Runway 7L/25R. In addition, the proposed development site is located approximately 16,000 ft. southwest of proposed Future Runway 7R/25L centerline at DIA.
4. The proposed development site is located outside of the 65 DNL (or greater) noise contour at full build-out. However, due to its proximity to the airport, the property may be subject to frequent aircraft overflights, and noise levels (less than 65 DNL) associated with aircraft departures on Future Runway 7R/25L.
5. The proposed development underlies the Federal Aviation Administration (FAA)-promulgated 14 CFR part 77 navigable airspace associated with the DIA (see attachment). Any future building/structure to be situated on the subject property will be located within 20,000 ft. of an existing runway at DIA, and may be height restricted. As such, in accordance with 14 CFR Part 77, the Proponent will be required to file notice (via FAA Form 7460-1, *Notice of Proposed Construction or Alteration*) with the FAA for each and every building, structure or other tall objects that may penetrate a 100:1 slope that begins from the runway. See attached FAA Advisory Circular (AC) 70/7460-2K, *Proposed Construction or Alteration of Objects that May Affect the Navigable Airspace*, for further guidance. Should future development meet the notification criteria, this submittal should be made after a development plan has been submitted to the City and County of Denver. This submittal may be made via the FAA's Obstruction Evaluation website: <https://oeaaa.faa.gov>. Should the Proponent have any questions regarding the FAA Notice, please have them contact the DIA Planning Office at 303-342-4498.

Public Review Process

- CPD staff provided informational notice of receipt of the rezoning application to affected members of City Council and registered neighborhood organizations on January 20th, 2016.
- The property has been legally posted for a period of 15 days announcing the March 2nd, 2016 Denver Planning Board public hearing, and written notification of the hearing has been sent to all affected registered neighborhood organizations and City Council members.
- Following Planning Board review, the rezoning application will be referred to the Planning and Neighborhoods (PLAN) Committee of the City Council for review at a public meeting. The PLAN Committee meeting is tentatively scheduled for March 16th, 2016.
- Following PLAN committee review, the rezoning application is typically referred to the full City Council for final action at a public hearing.
- As of the date of this staff report, no comments from RNOs or the public have been received regarding this application.

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. Uniformity of District Regulations and Restrictions
3. Public Health, Safety and General Welfare

DZC Section 12.4.10.8

1. Justifying Circumstances
2. Consistency with Neighborhood Context Description, Zone District Purpose and Intent Statements

1. Consistency with Adopted Plans

The following adopted plans apply to this property:

- Denver Comprehensive Plan 2000
- Blueprint Denver (2002)
- 61st and Peña Station Area Plan (2014)

Denver Comprehensive Plan 2000

The proposal is consistent with many Denver Comprehensive Plan strategies, including:

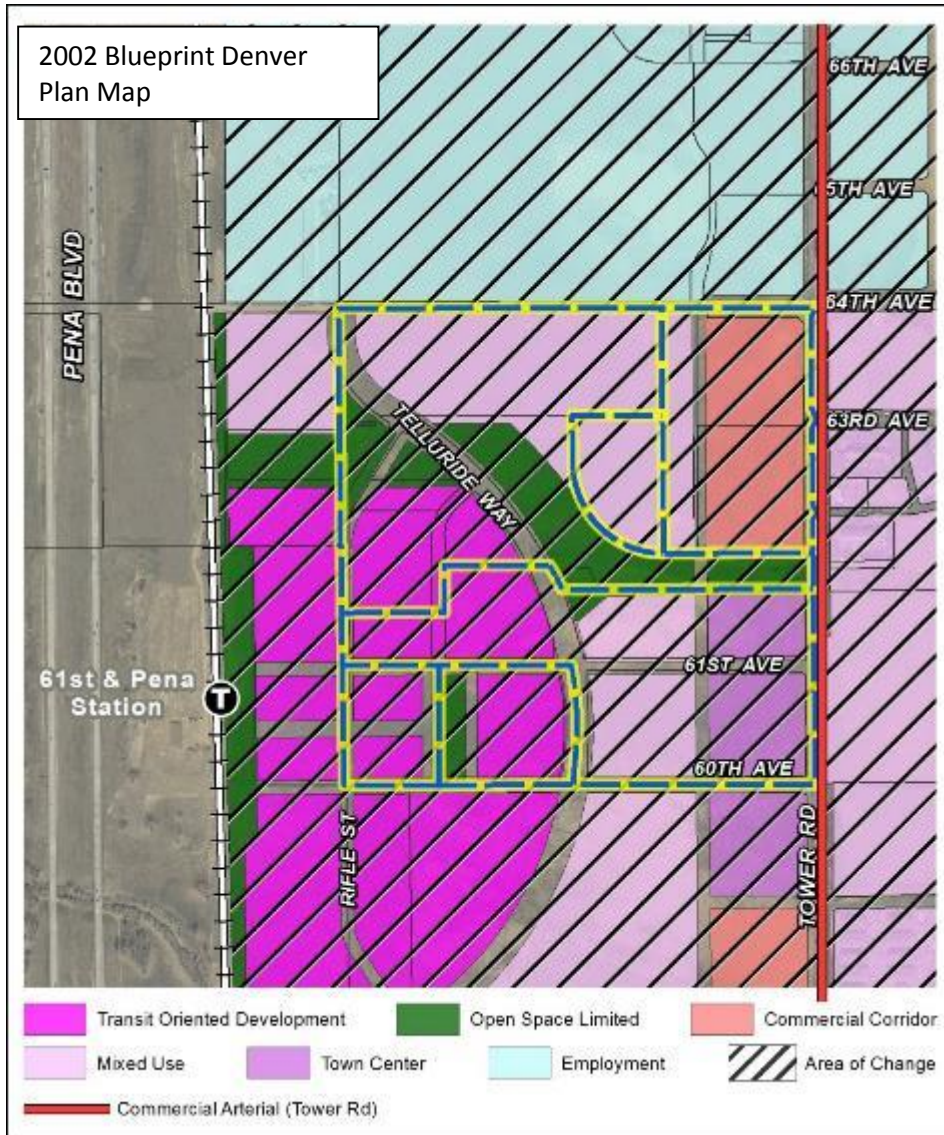
- Environment Strategy 2-B – *Protect and improve air quality Reducing vehicular pollution by expanding the use of transit and other travel alternatives, supporting telecommuting and home-based employment, increasing the mix of uses within neighborhoods, and expanding the use of alternative fuels.*
- 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*
- Land Use Strategy 4-B – *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.*
- Mobility Strategy 3-B – *Promote transit-oriented development (TOD) as an urban design framework for urban centers and development areas. Development at transit stations should provide both higher ridership to the transit system and viability and walkability in the area.*
- Mobility Strategy 4-E – *Continue to promote mixed-use development, which enables people to live near work, retail and services.*

The proposed map amendment will enable higher intensity, transit oriented development close to a commuter rail station, which will facilitate the increased use of public transportation, provide additional

mobility choices, and allow people to live closer to employment and services. As such, the requested rezoning is consistent with these plan recommendations.

Blueprint Denver

According to the 2002 Plan Map adopted in Blueprint Denver, this site has a concept land use of Transit Oriented Development, Open Space, and Mixed Use and is located in an Area of Change.



Future Land Use

Mixed Use areas have “a sizable employment base as well as housing. Intensity is higher in mixed-use areas than in other residential areas. Land uses are not necessarily mixed in each building or development or even within each block. But within the neighborhood, residential and non-residential

uses are within walking distance of one another.” (p.41) Transit Oriented Development provides “A balanced mix of uses (residential, retail, office, entertainment, public facilities and others), compact, mid- to high-density development in close proximity to transit, emphasizing a pedestrian-friendly and attractive pedestrian environment, and attractive, multi-story buildings facing the station and adjacent streets” (p. 44) The requested Zone Districts will encourage medium to high intensity mixed use and commercial development, reduce parking close to the commuter rail station, and contribute to a pedestrian friendly environment, especially along key multi-modal streets and close to the rail station. In addition, all proposed Zone Districts allow Open Space which will be provided in accordance with the approved General Development Plan at the time of Site Development Plan review.

Area of Change

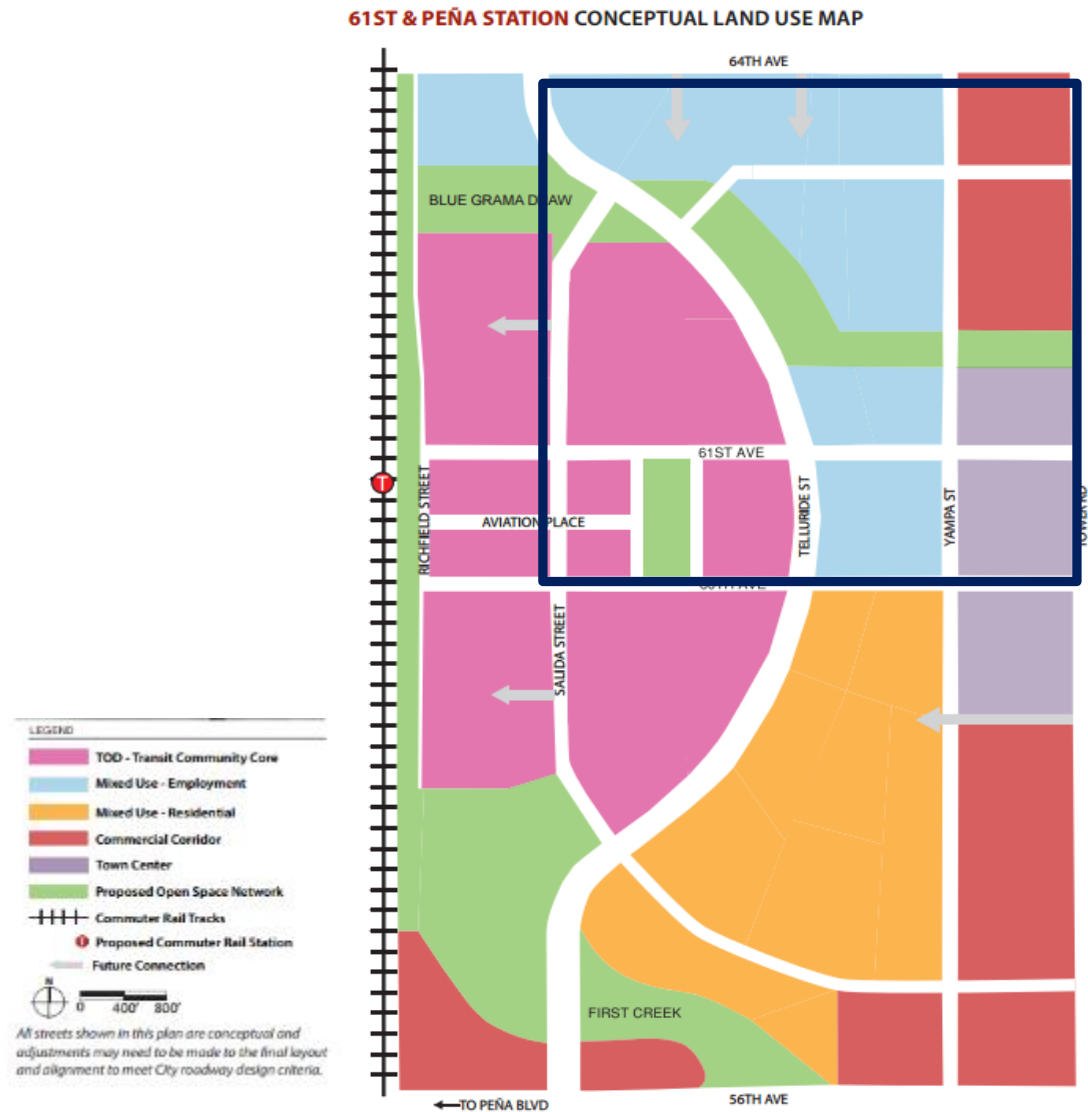
As noted, the site is in an Area of Change. In general, “The goal for Areas of Change is to channel growth where it will be beneficial and can best improve access to jobs, housing and services with fewer and shorter auto trips” (p. 127). The rezoning application is consistent with the Blueprint Denver Area of Change recommendations. Access to jobs, housing, and services can improve in higher intensity, mixed use, and commercial Zone Districts such as those requested. In addition this site has good access to the 61st / Peña University of Colorado A-Line commuter rail station which further warrants the requested high intensity Zone Districts.

Street Classifications

Blueprint Denver classifies Tower Road as a Commercial Arterial. According to Blueprint Denver, “arterials typically serve commercial areas that contain many small retail strip centers with buildings set back behind front parking lots. Because of this, strip commercial arterials have many intersections and driveways that provide access to adjacent businesses.” (p. 58) Consistent with this description, the requested S-MX-8A and S-CC-5 zone districts will facilitate retail and commercial uses and allow for flexible parking configurations along Tower Road.

Small Area Plan: 61st and Peña Station Area Plan

The 61st and Peña Station Area Plan, adopted by City Council in 2014, applies to the subject property. The Plan establishes a long range vision for the development of the station area as a vibrant, walkable, and transit-oriented community. The plan includes recommendations for land use, building heights, urban design, pedestrian and bicycle improvements, open space, and other elements.



Land Use Recommendations (p. 12)

Four Land Use Types are recommended for the requested rezoning area:

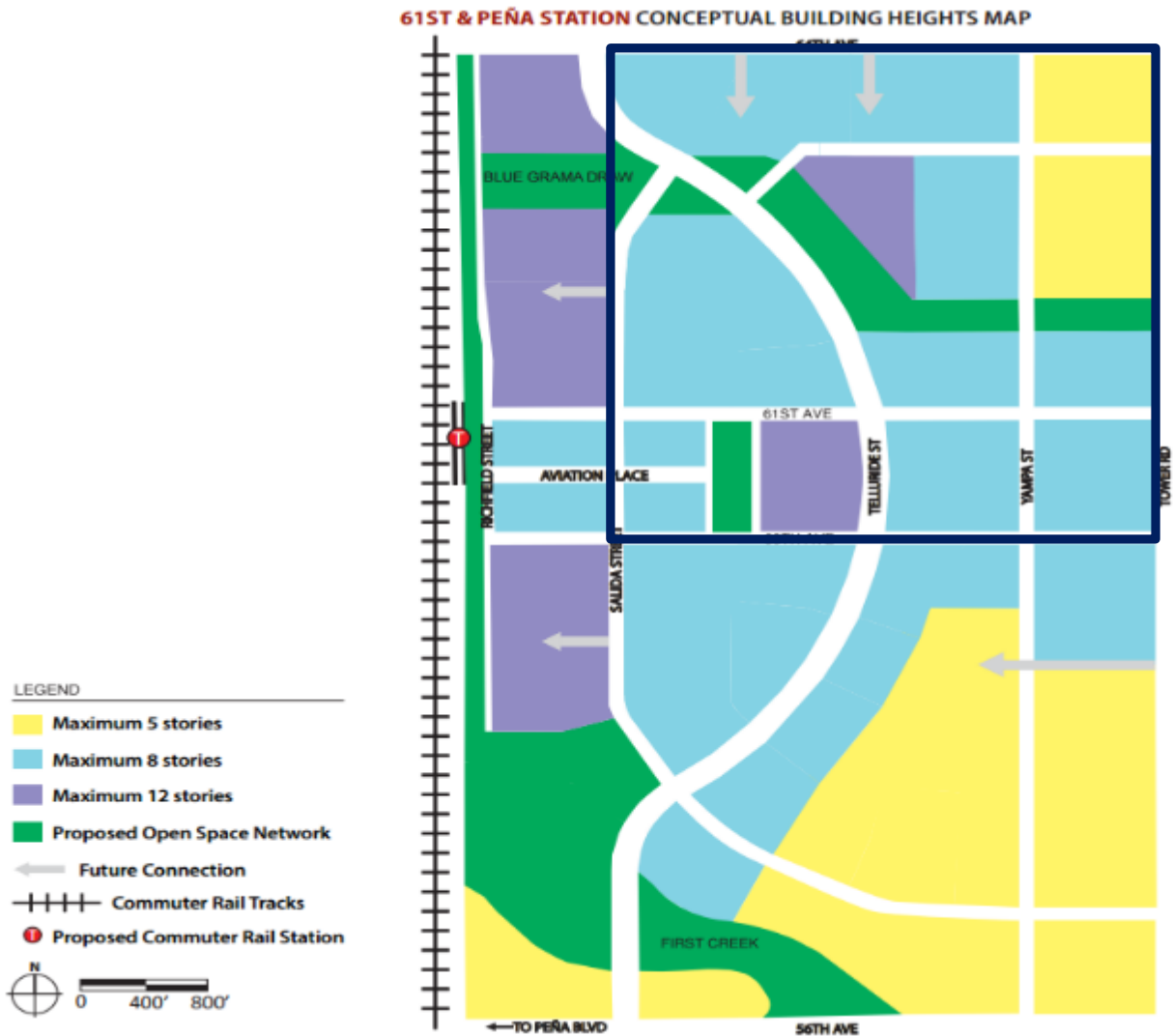
- Transit Community Core: shows the greatest attention to urban design within the station area, providing housing, hospitality services, and employment opportunities for a diverse population in a configuration that facilitates pedestrian and transit access.

The C-MX-8, C-MX-12, S-MX-8A, and S-MX-8 Zone Districts are requested within this Land Use Type and are consistent with the description. Each of these Zone Districts encourages mixed use development, including housing, hospitality, and employment as well as pedestrian oriented design.

- **Mixed-Use – Employment:** predominately office and commercial employment uses with a variety of building forms. The opportunity for compatible multi-family uses with strong station connectivity also exists. The S-MX-12, S-MX-8, and S-MX-8A Zone Districts are requested within this and Use type and are consistent with the description. Each of these Zone Districts encourage mixed use, office, and commercial employment with a variety of building forms.

- **Town Center:** a variety of shopping, entertainment, service, and employment needs provided at a scale that can serve several nearby neighborhoods and should be a focal point of the corridor with design features that identify the area as a gateway to the station area.
The S-MX-8A Zone District is requested within this Land Use Type and is consistent with the description. The Zone District encourages retail, entertainment, service and employment as well as pedestrian oriented frontages that will contribute to the establishment of a gateway entrance to the station area.

- **Commercial Corridor:** is influenced by the presence of one or more major arterials on the boundary of the station area and generally more than one-half mile from the rail platform. Greater flexibility in use and form is expected in the commercial corridor areas, providing visual and physical access to a variety of uses at different scales and accommodating auto traffic, major bus routes, and pedestrian activity.
The S-CC-5 Zone District is requested within this Land Use Type and is consistent with the description. The Zone District is intended to be applied along major arterials and provides greater flexibility to accommodate a higher degree of vehicular traffic.

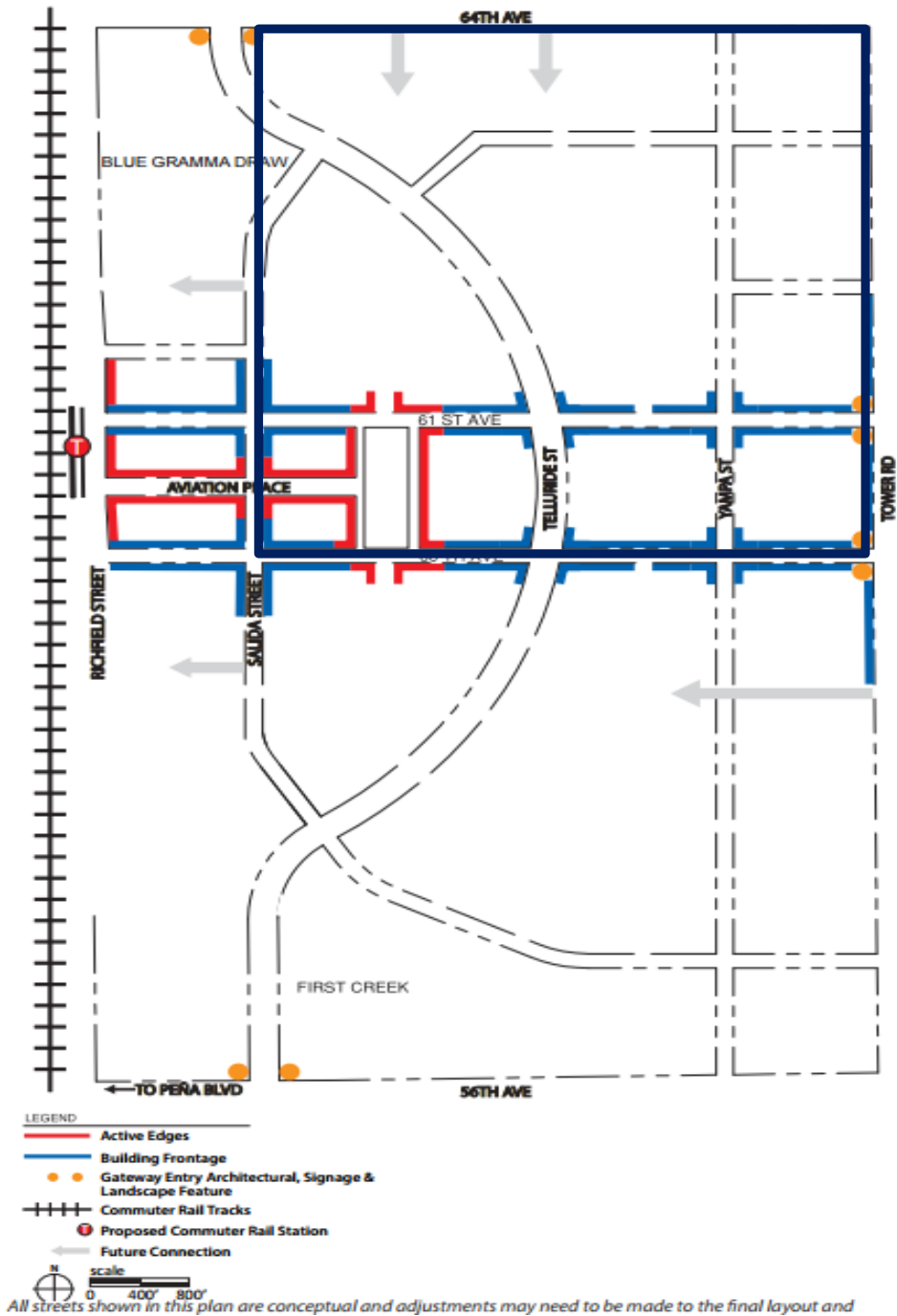


Building Height Recommendations: (p. 13)

- “Allow taller building forms with higher densities and greater emphasis on pedestrian orientation near the station. As development densities decrease further from the station, allow a wider range of building forms in the mixed-use areas.”
- “Promote varied building heights throughout the station area while capitalizing on the best locations to site prominent buildings with greater intensities.”

The C-MX-8, C-MX-12, S-MX-12, S-MX-8, S-MX-8A, and S-CC-5 Zone Districts are consistent with the building height recommendations, as they provide a variety of building heights, require a heightened pedestrian orientation closer to the station, and allow greater flexibility further from the station. The zone districts are also proposed to be mapped consistent with the recommended building heights map in the station area plan.

61ST & PEÑA STATION ACTIVE EDGES AND BUILDING FRONTAGES



Urban Design Recommendations: (p. 24)

“Buildings with active edges may include the following elements:

- Prominent, street-facing entries
- Ground floor windows and entrances

- Pedestrian-oriented design emphasizing pedestrian comfort, safety, scale and amenities
- Building entrances that meet the sidewalk
- Entries and active uses in situations where parking is on the ground floor
- Stoops, raised porches, terraces, and small quasi-public open space in lower density residential areas may be appropriate

Building Frontages: A fundamental urban design principle is to have continuous building fronts define the vital public realm. This urban design principle is applicable on key streets throughout the station area and is considered vital to the overall pedestrian experience. As the street grid is extended in the station area, continuous building fronts should be considered on key streets.

Building frontages may contain the following elements:

- Building edges within a build-to zone
- No surface parking between the primary structure and the street
- Scaling elements to break up the appearance of tall buildings and continuous street edges”

The C-MX-8, C-MX-12 and S-MX--A are the requested zone districts adjacent to the identified Active Edge and Building Frontage corridors and are consistent with their recommended design elements. Each Zone District requires pedestrian oriented frontages along the identified corridors.

2. Uniformity of District Regulations and Restrictions

The proposed rezoning to S-MX-8 AIO, S-MX-8A AIO, S-MX-12 AIO, C-MX-8 AIO, C-MX-12 AIO, and S-CC-5 AIO will result in the uniform application of zone district building form, use and design regulations.

3. Public Health, Safety and General Welfare

The proposed official map amendment furthers the public health, safety, and general welfare of the City primarily through implementation of the city’s adopted land use plans.

4. Justifying Circumstance

The application identifies several changed or changing conditions as the Justifying Circumstance under DZC Section 12.4.10.8.A.4, “The land or its surrounding environs has changed or is changing to such a degree that it is in the public interest to encourage a redevelopment of the area or to recognize the changed character of the area.” As discussed above, many adopted plan recommendations state that redevelopment of the area is desired. The recently adopted 61st and Peña Station Area Plan promotes changing conditions, specifically encouraging the conversion of vacant land to intensive transit oriented development. The University of Colorado A-Line commuter rail project connecting Denver International Airport to Denver Union Station is currently under construction and a station will serve the proposed rezoning area. The station will encourage additional changes in the form of more intensive development. This is an appropriate justifying circumstance for the proposed rezoning.

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

The requested C-MX-8 and C-MX-5 zone districts are within the Urban Center Neighborhood Context. The Neighborhood Context generally consists of multi-unit residential and mixed-use commercial strips and commercial centers (DZC, Division 7.1). The requested S-MX-12, S-MX-8, S-MX-8A, and S-CC-5 are within the Suburban Neighborhood Context. The neighborhood context generally consists of single and multi-unit residential, commercial strips and centers and office parks (DZC, Division 3.1)

The Urban Center Mixed Use Zone Districts are intended to promote safe, active, and pedestrian-scaled, diverse areas through the use of town house, row house, apartment, and shopfront building forms that clearly define and activate the public street edge. C-MX-8 applies to areas or intersections served primarily by arterial streets where a building scale of 2 to 8 stories is desired. C-MX-12 applies to areas or intersections served primarily by major arterial streets where a building scale of 3 to 12 stories is desired. The requested rezoning is consistent with this intent, as the Zone Districts are intended to provide a mix of uses with a pedestrian oriented design and are requested in locations served by Telluride Road, a major arterial street.

The Suburban Mixed Use Zone Districts are intended to promote safe, active, pedestrian-scaled, diverse areas and enhance the convenience and ease of walking, shopping and public gathering within and around the city's neighborhoods. S-MX-8 applies to areas or intersections served primarily by arterial streets where a building scale of 1 to 8 stories is desired. S-MX-12 applies to areas or intersections served primarily by major arterial streets where a building scale of 1 to 12 stories is desired. The requested rezoning is consistent with this intent, as the Zone Districts are intended to provide a mix of uses with pedestrian oriented design and are requested in locations served by Telluride Way and Tower Road, which are major arterial streets.

The Commercial Corridor Zone Districts are intended to balance the need for safe, active, and pedestrian-scaled, diverse areas with the need for convenient automobile access. S-CC-5 applies primarily to auto-oriented arterial street corridors where a building scale of 1 to 5 stories is desired. The requested rezoning is consistent with this intent, as the Zone District is intended to provide a balance of pedestrian and automobile oriented design and is requested adjacent to Tower Road, an auto dominated arterial street.

Staff Recommendation

Based on the analysis set forth above, CPD staff finds that the application for rezoning the property located at 18400 E. 64th Ave., 6004-6294 Rifle St., 6006-6106 Salida St., 6007-6208 Telluride Way & 6297 Tower Rd. to S-MX-8 AIO, S-MX-8A AIO, S-MX-12 AIO, C-MX-8 AIO, C-MX-12 AIO, and S-CC-5 AIO zone districts meets the requisite review criteria. Accordingly, staff recommends that the Denver Planning Board recommend approval to the Denver City Council.

Planning Board Recommendation

Rezoning Application #2015I-00101

18400 E. 64th ., 6004-6294 Rifle St., 6006-6106 Salida St., 6007-6208 Telluride Way & 6297 Tower Rd.

5/2/16

Page 19

Following the public hearing, the Planning Board Voted to recommend that the Denver City Council approve the rezoning application.

Attachments

1. Application
2. Waivers and conditions ordinances