



DENVER
THE MILE HIGH CITY

Rezoning of Four DIA-Owned Parcels

2014I-00065: from OS-C/AIO to DIA/AIO

2014I-00066: from PUD-515 to DIA

2014I-00067: from PUD-319 to DIA

2014I-00068: from RX to DIA

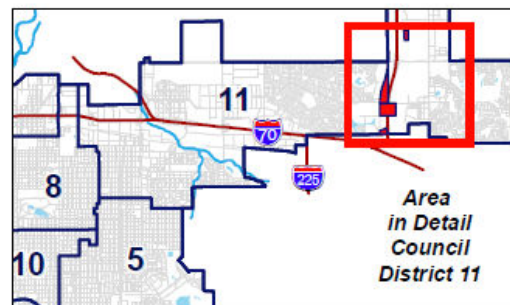
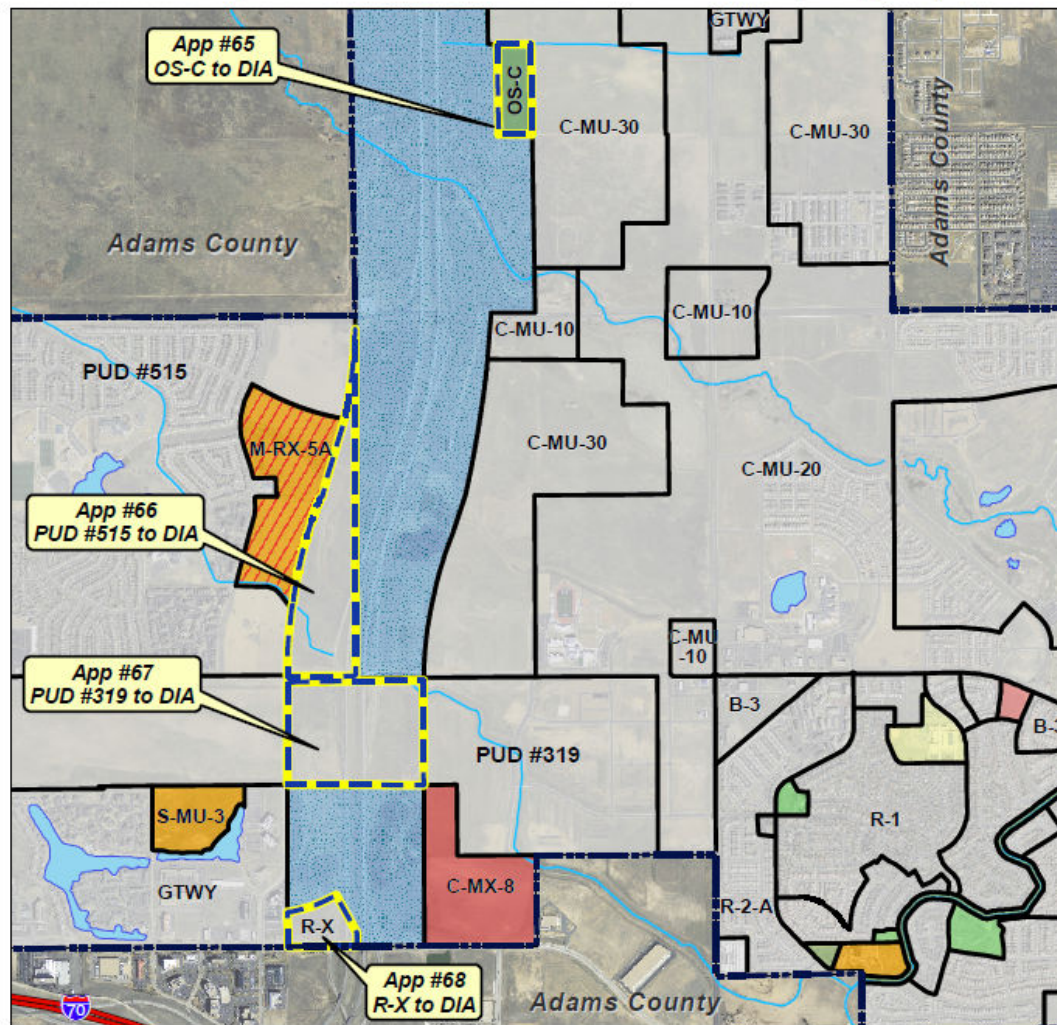
FOR CITY SERVICES VISIT | CALL
DenverGov.org | **311**

- The 4 Parcels:
 - All are in Council District #11
 - 3 are in the Gateway / Green Valley Ranch Neighborhood
 - 1 is in the DIA Neighborhood
 - Total combined acreage of all 4 Parcels = 162.53 acres



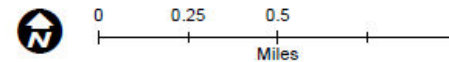
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Zone Map Amendment #2014i-00065, 66, 67, 68



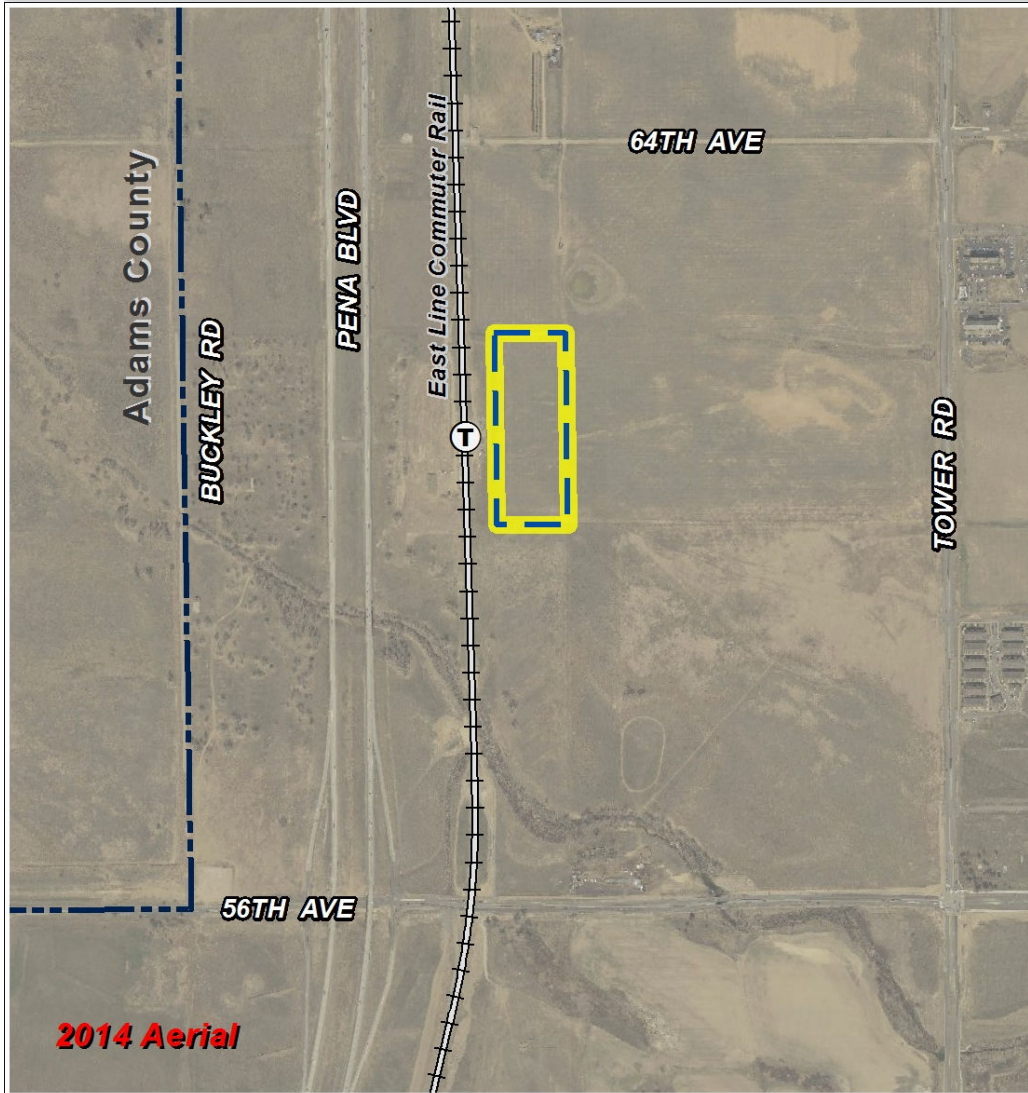
Application #2014i-00065, 66, 67, 68
Location: 4 Locations on Pena Blvd. Corridor

 Proposed Rezoning to DIA



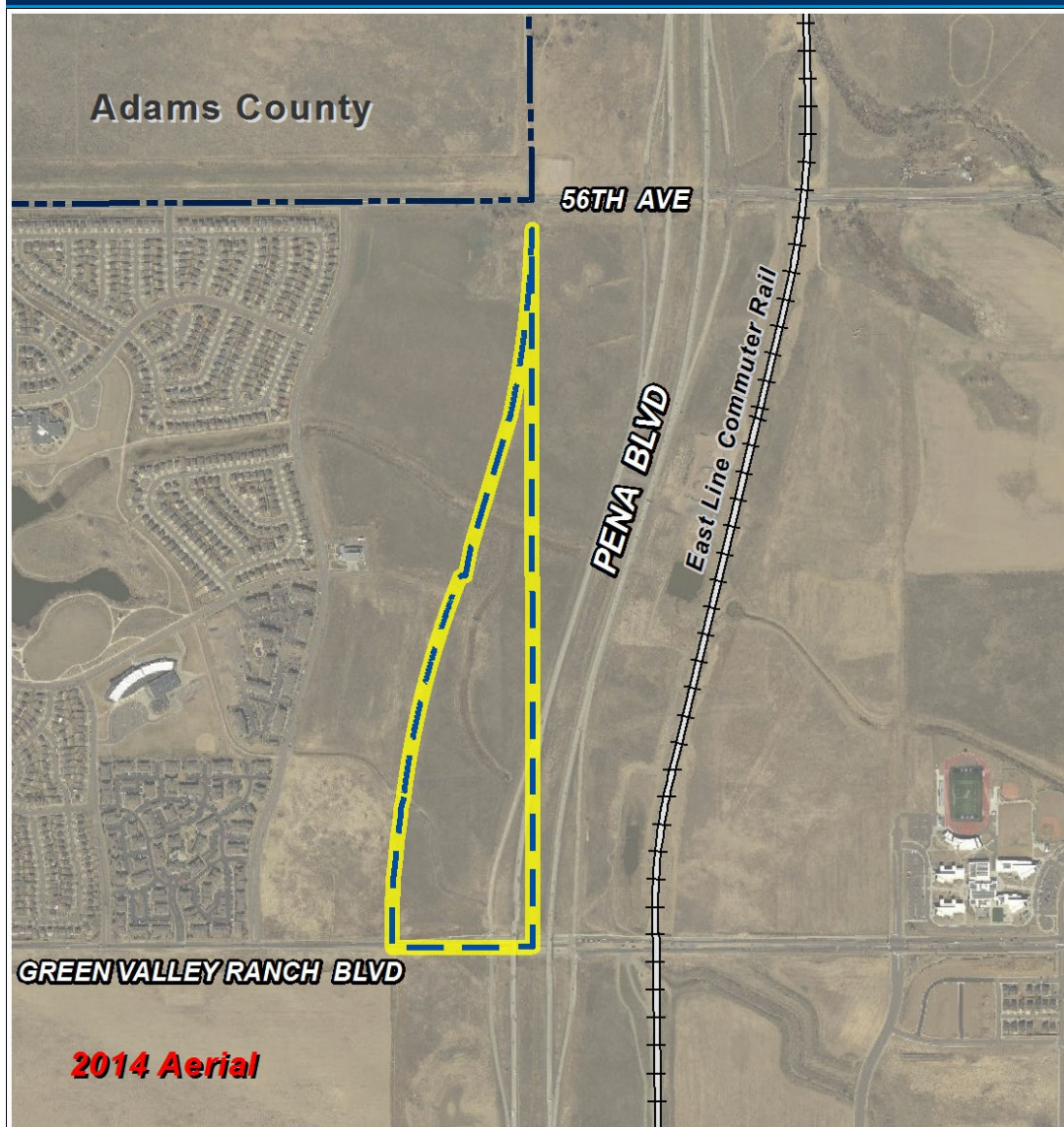
Map Date: 10/22/2014

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- Between Pena Boulevard and Tower Road
- North of 56th Avenue
- South of 64th Avenue

**60.10 Acres Northwest of the Intersection
of Pena Boulevard & Green Valley Ranch Boulevard**



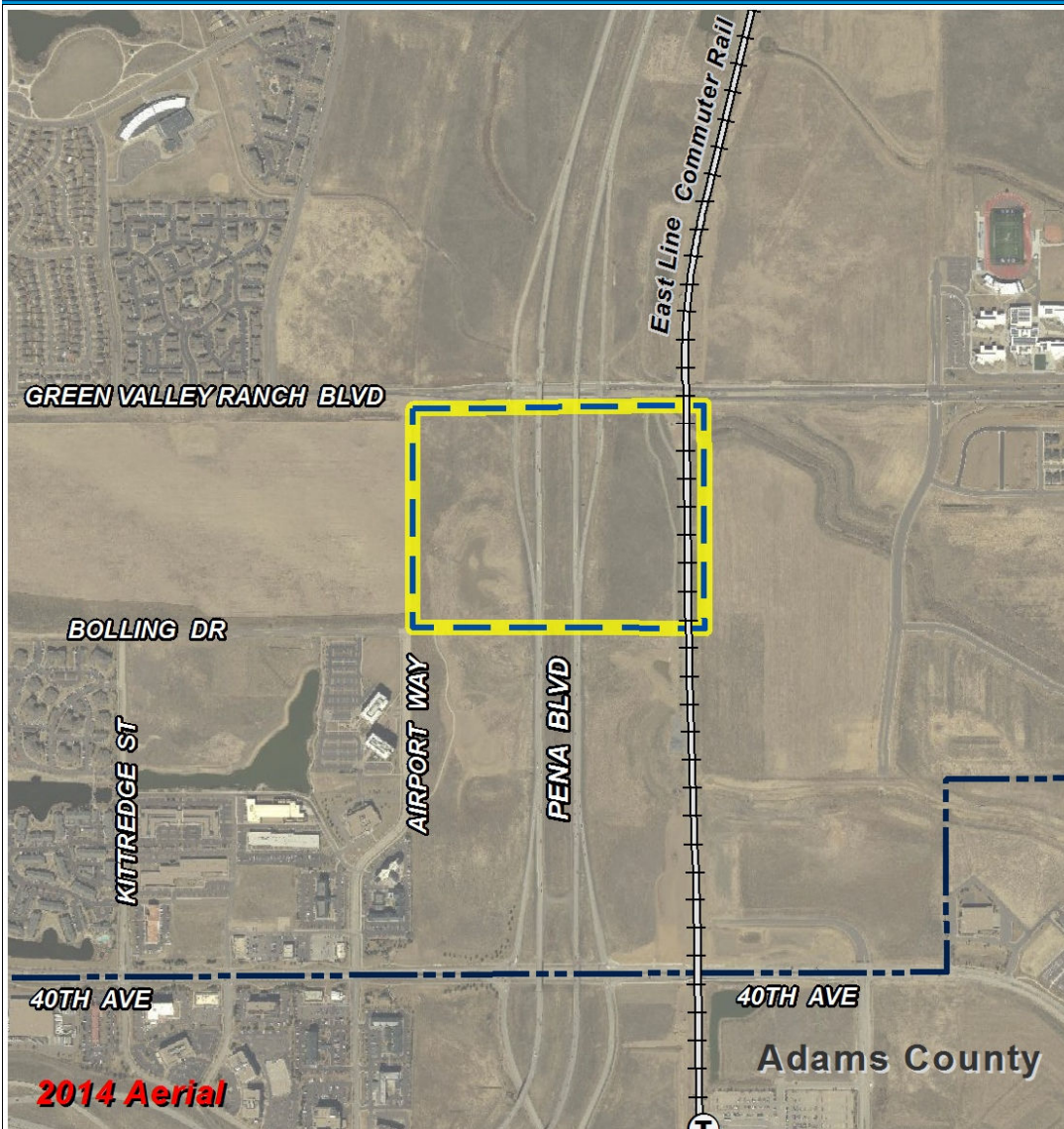
- West of Pena Boulevard
- Between Green Valley Ranch Blvd and 56th Ave
- Adjacent to Parkwood Community



2014-00067

16100 E. 56th Ave. and

16101 Green Valley Ranch Boulevard



- Straddles Pena Boulevard
- South of Green Valley Ranch Blvd

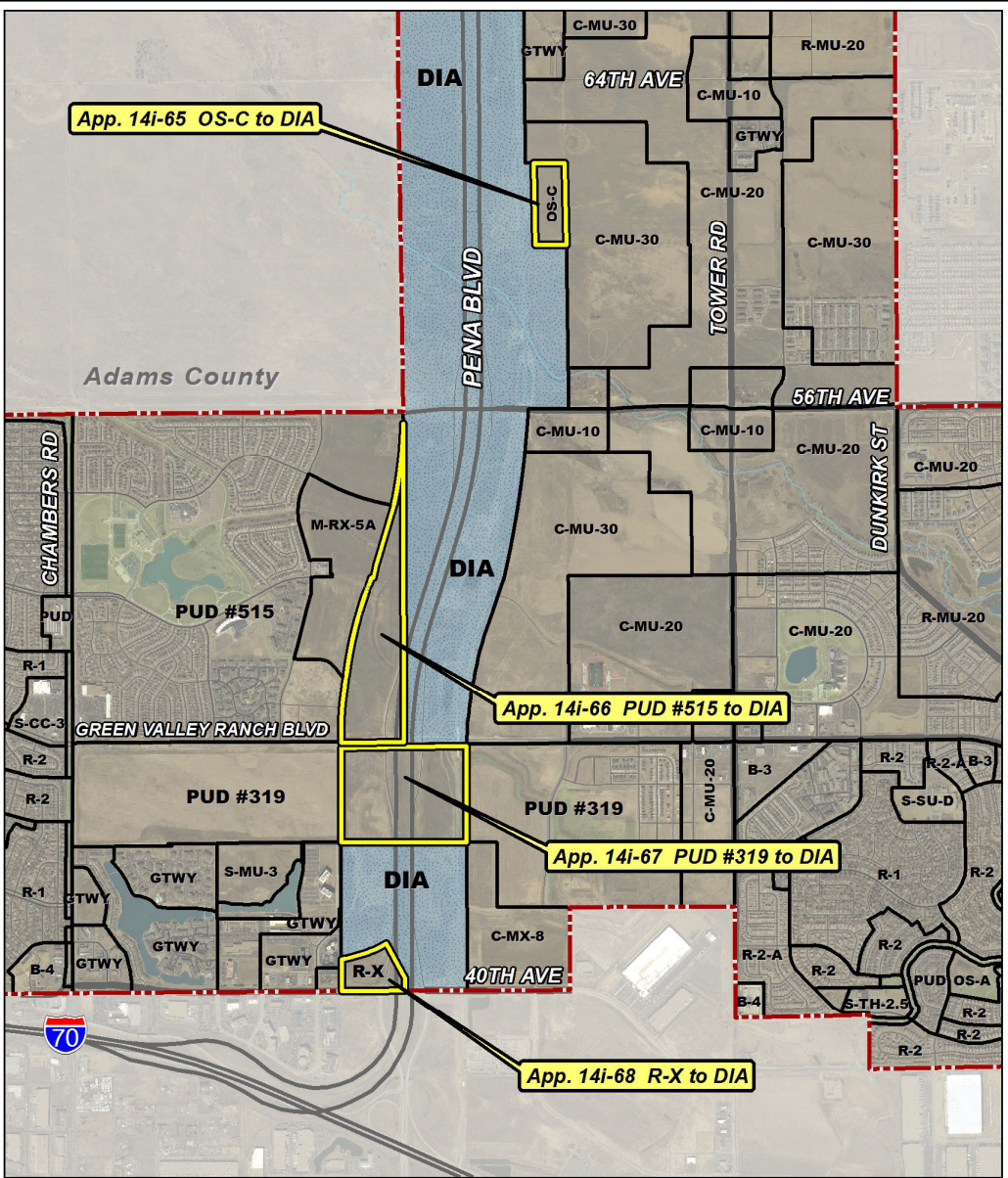
13.15 Acres Northwest of the
Intersection of Pena Boulevard & E. 40th Avenue



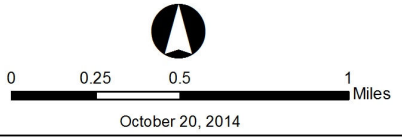
- West of Pena Boulevard
- North of 40th Avenue
- Just west of office/retail/MF between Airport Way & Kittridge St

Request

- Property – All 4 Parcels:
 - Vacant / Undeveloped
- Property Owner: DIA
 - To provide consistent zoning under DIA control in/near the Pena Boulevard corridor
- Rezone to DIA Zone District
- For #00065, Request Carries



Zone Map Amendments:
Four Parcels of Property Managed by DIA
To Denver International Airport Zone District (DIA)



Reminder: Approval of a rezoning is not approval of a proposed specific development



Zoning Request: Special Context - Denver International Airport (DIA) and DIA Influence Area Overlay (AIO)

Article 9, Special Contexts and Districts
Division 9.5 Denver International Airport Zone District and O-1 Zone District

Article 9, Special Contexts and Districts
Division 9.5 Denver International Airport Zone District and O-1 Zone District

DIVISION 9.5 DENVER INTERNATIONAL AIRPORT ZONE DISTRICTS AND O-1 ZONE DISTRICT

SECTION 9.5.1 DISTRICTS ESTABLISHED

To carry out the provisions of this Code, the following Zone Districts have been established and are applied to property as set forth on the Official Map.

DIA	Denver International Airport Zone
AIO	DIA Influence Area Overlay Zone
O-1	O-1 Zone District

9.5.1.1 Purpose

The following paragraphs explain the general purpose and intent of the individual Zone Districts.

A. Denver International Airport Zone (DIA)

The Denver International Airport (DIA) encompasses 53 square miles of land. This large land area is designed to limit the impacts of airport activity on the airport's neighbors and provides room for the airport to expand and grow. The enormous potential of DIA to serve a prominent role in the global aviation system is due primarily to the airport's room to grow. With this ability to grow in a city that is otherwise landlocked, development within the DIA Zone District provides a path to markets around the world and providing a stimulus for economic growth in the region. Accordingly, the intent of the DIA Zone District is to:

1. Ensure public safety and security.
2. Reduce exposure of residential and other sensitive land uses to airport operations.
3. Minimize noise impacts of the airport on residential or sensitive land uses in the DIA Influence Area
4. Maintain consistency with DIA's vision, mission and goals
5. Maintain consistent and coordinated development patterns that match City and regional development plans
6. Minimize impacts to airport operations
7. Optimize airport operational efficiency and flexibility
8. Allow the airport to respond to the changing needs of a dynamic aviation industry
9. Continue to support DIA's role as the key economic engine for the region and the state
10. Reserve and maintain land uses on and near the airport to permit logical, phased development that is both flexible and responsive to airport and public needs

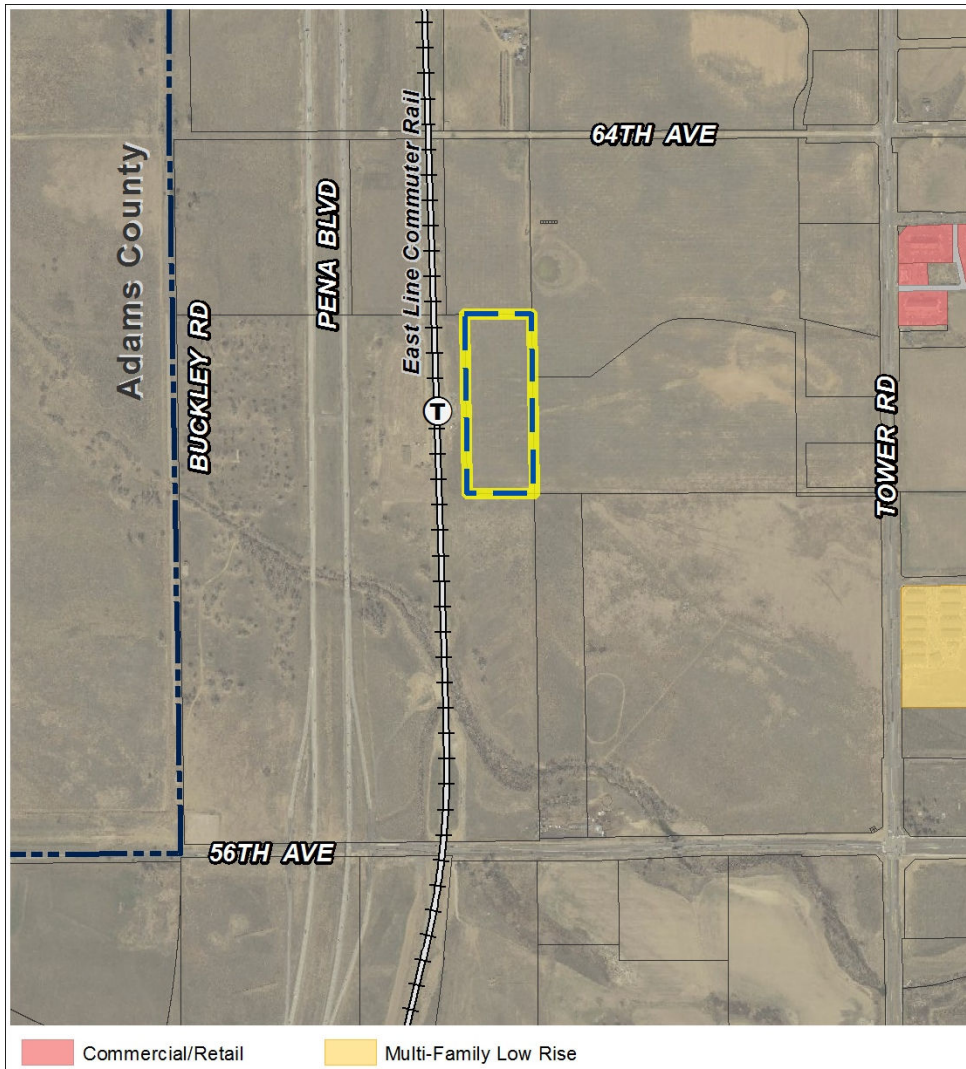
B. DIA Influence Area Overlay Zone (-AIO)

The Denver International Airport is the largest airport in North America. This large land area is designed to limit the impacts of airport activity on the airport's neighbors and provides room for the airport to expand and grow. However, even at its extensive size, the influence of the airport extends beyond the property owned as part of the airport itself (see the Denver International Airport Zone District). Accordingly, the intent of the DIA Influence Area Overlay Zone is to:

1. Reduce exposure of residential and other sensitive land uses to airport operations.
2. Minimize noise impacts of the airport on residential or sensitive land uses in the DIA Influence Area.

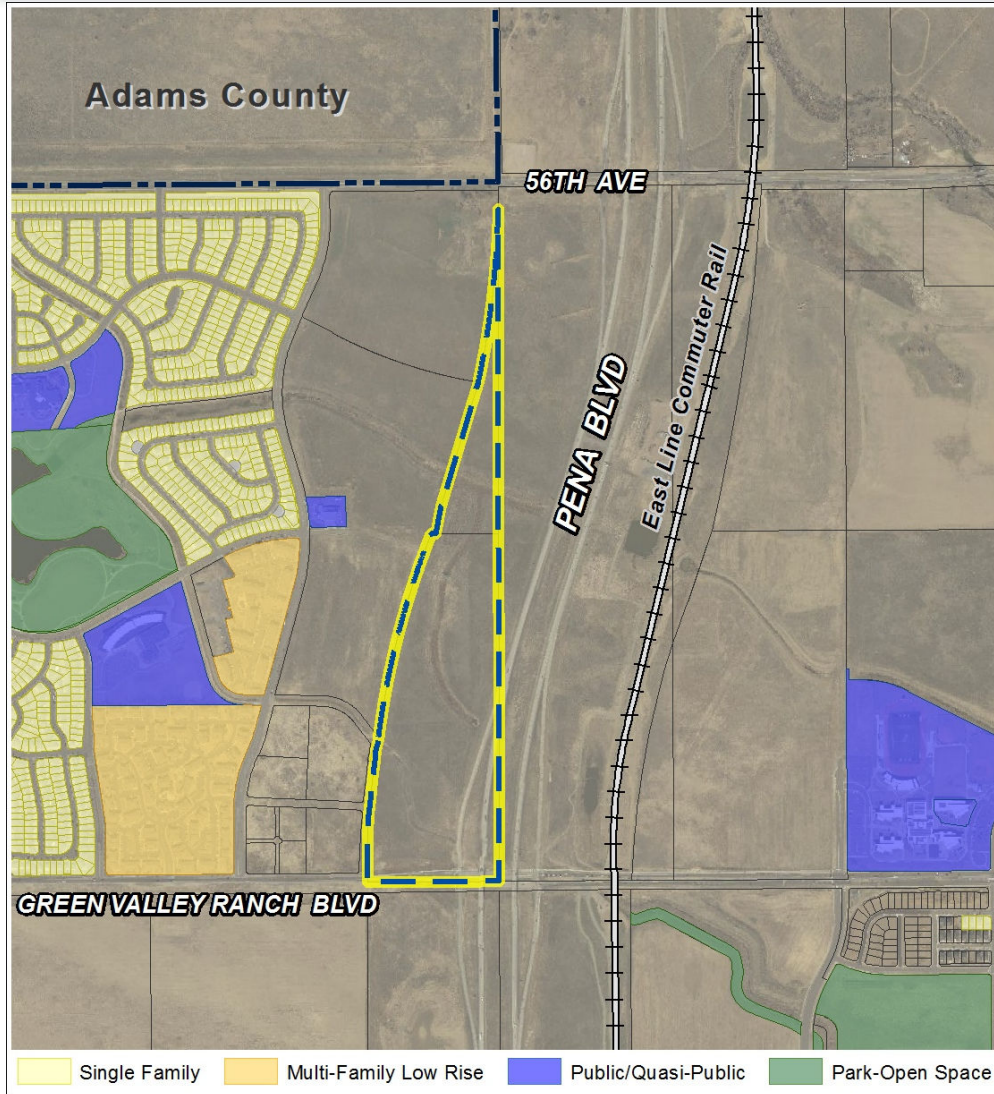
- Zoning
- Land Use
- Building Form/Scale
- Pena Boulevard Transportation Corridor

Existing Context – Land Use Application #2014I-00065



- Subject Property is Vacant
- Surrounding properties mostly vacant
- Hotel and Multi-Family uses along Tower Road to east of subject

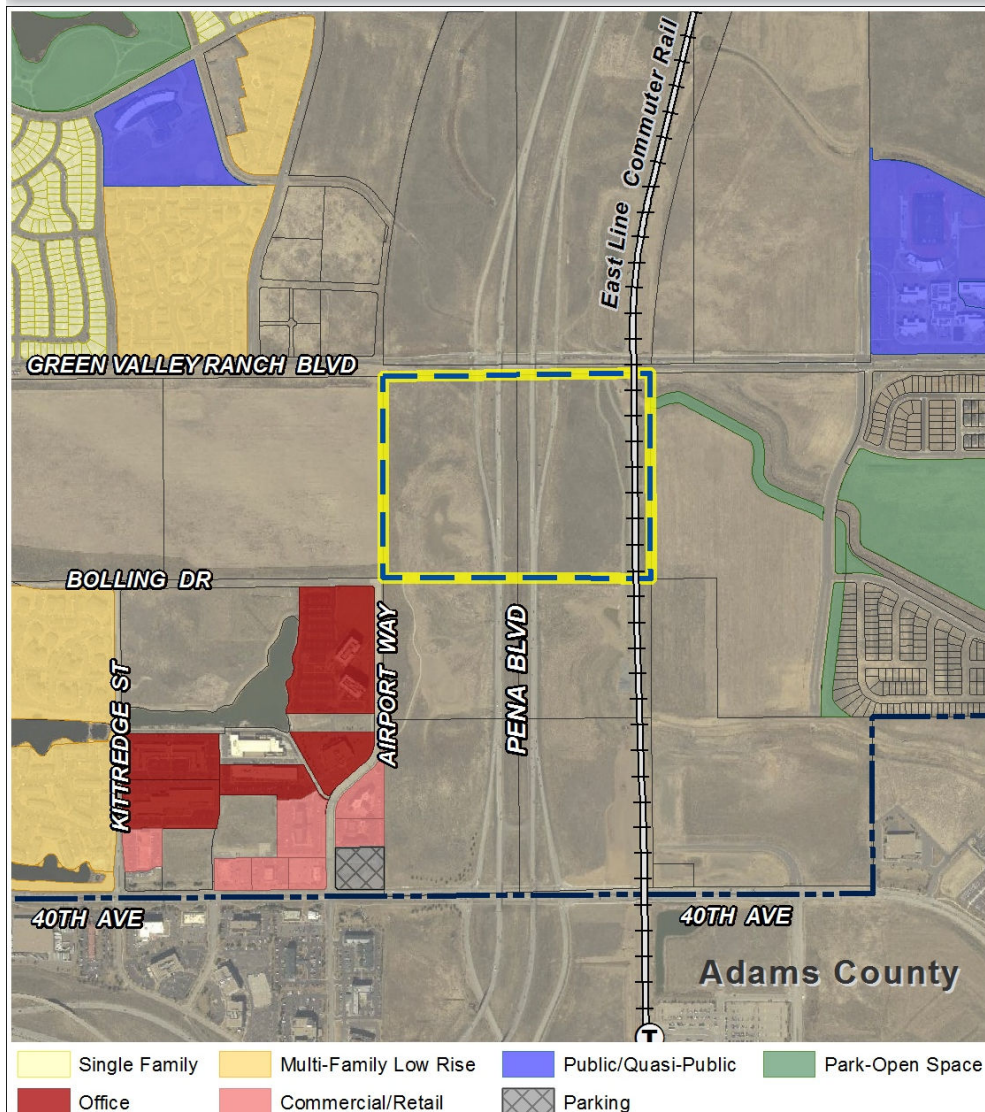
Existing Context – Land Use Application #2014I-00066



- Subject Property is Vacant
- Immediately surrounding properties vacant
- Parkfield community to west: Single-unit, multi-unit, civic/park (schools) uses
- DSST school campus, newly developed single-unit to west

Existing Context – Land Use

Application #2014I-00067



- Subject Property is Vacant
- Surrounding properties mostly vacant
- Office, retail and multi-unit uses southwest of subject along Airport Way & Kittredge St.

Existing Context – Land Use Application #2014I-00068



- Subject Property is Vacant
- Surrounding properties mostly vacant
- Office, retail and multi-unit uses west of subject along Airport Way & Kittredge St.
- Office/hotel uses south of 40th Avenue in Aurora



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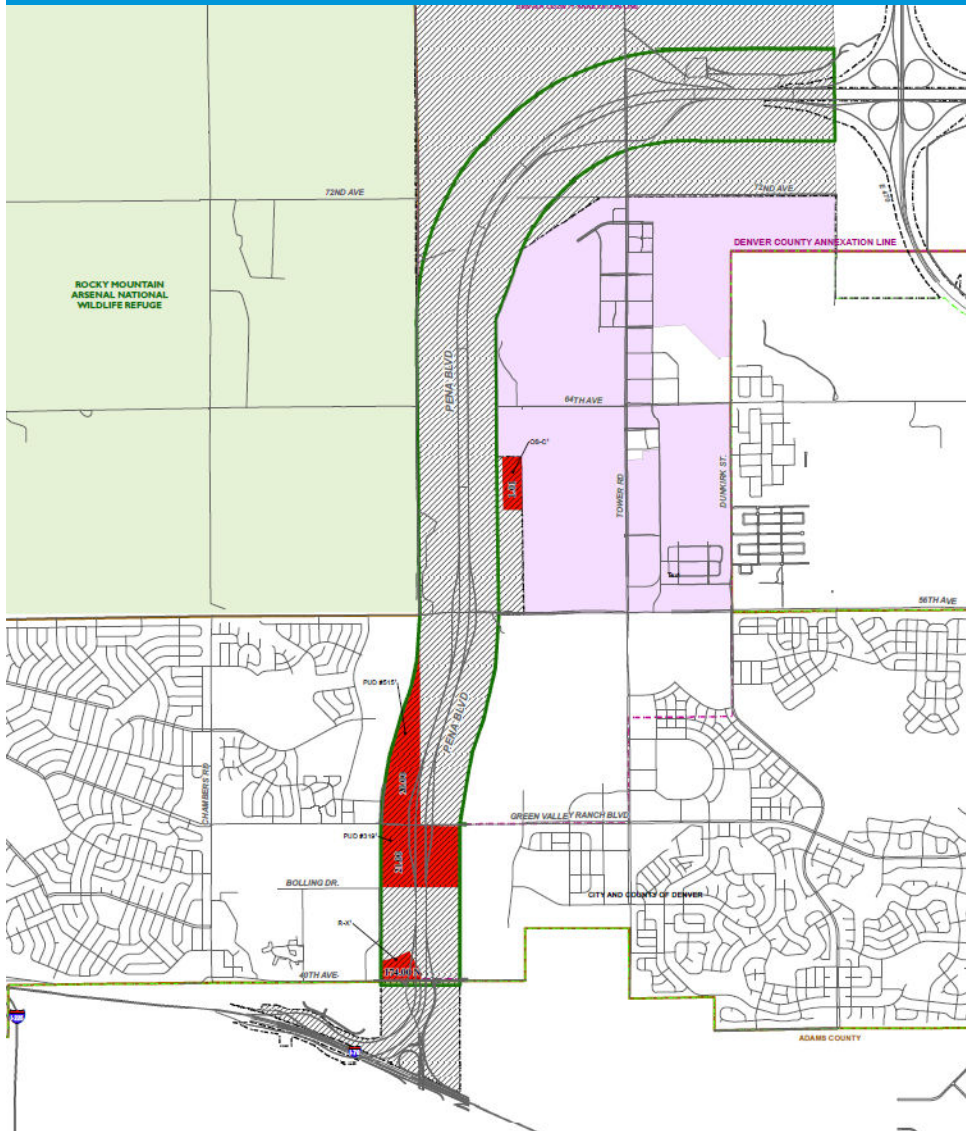
Existing Context – Building Form/Scale






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Pena Boulevard Transportation Corridor & Scenic Buffer





Legend


 DIA Parcels in Peña Blvd Transportation Corridor that need rezoning to "Denver International Airport Zone District" (DIA)

Administrative Boundary

 Denver County Annexation Line


 DIA Property Line


 Aurora Municipal Boundary


 County Boundary

 Road

IGA Land Category

 "Scenic Buffer" (IGA 2.4) is a sub-part of the Transportation Corridor extending 1,000 feet on either side of the centerline of Peña Boulevard "which shall be preserved as open space." No residential, commercial, or Industrial development can occur here.

 Transportation Corridor - (IGA 2.44) DIA-owned Property that is annexed into Denver but outside the New Airport Site. Property north or west of or within the Scenic Buffer cannot be developed. (IGA 7.2) Small portions of DIA land south of 72nd Ave, and south and east of the Scenic Buffer are part of the Gateway Area where residential, commercial, or industrial development shall be permitted.

 DIA Influence Area Overlay Zone (AIO) is defined as the land area located north of 56th Avenue and east of Peña Blvd in the City & County of Denver's DIA statistical neighborhood. Single unit and two unit dwellings are not permitted in this overlay zone. Multiple-unit dwellings, mixed use dwellings, live/work dwellings, all uses categorized as group living uses in this code, hospitals, bed & breakfasts, and all educational uses that include residential accommodations are not permitted in this overlay zone north of 62nd Avenue.

- Planning Board – November 19, 2014
 - Recommended approval 10-1 on 2014I-00065
 - Recommended approval 11-0 on 2014I-00066 through 68
- **Neighborhoods and Planning Committee**
 - **December 10, 2014**
- City Council
 - Public hearing: January 12, 2014
- Public Outreach
 - RNOs:
 - Alliance for Justice
 - Denver Neighborhood Association, Inc.
 - Montbello 2020
 - Northern Corridor Coalition
 - Green Valley Ranch Citizen's Advisory Board
 - Inter-Neighborhood Cooperation (INC)
 - Notification signs posted on property for PB hearing on November 4th

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

Denver Zoning Code Review Criteria

1. Consistency with Adopted Plans

- Comprehensive Plan 2000
- Blueprint Denver: A Land Use and Transportation Plan
- Gateway Concept Plan (1990)
- 61st & Pena Station Area Plan (2014)
- 61st & Pena Station General Development Plan (2014)

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



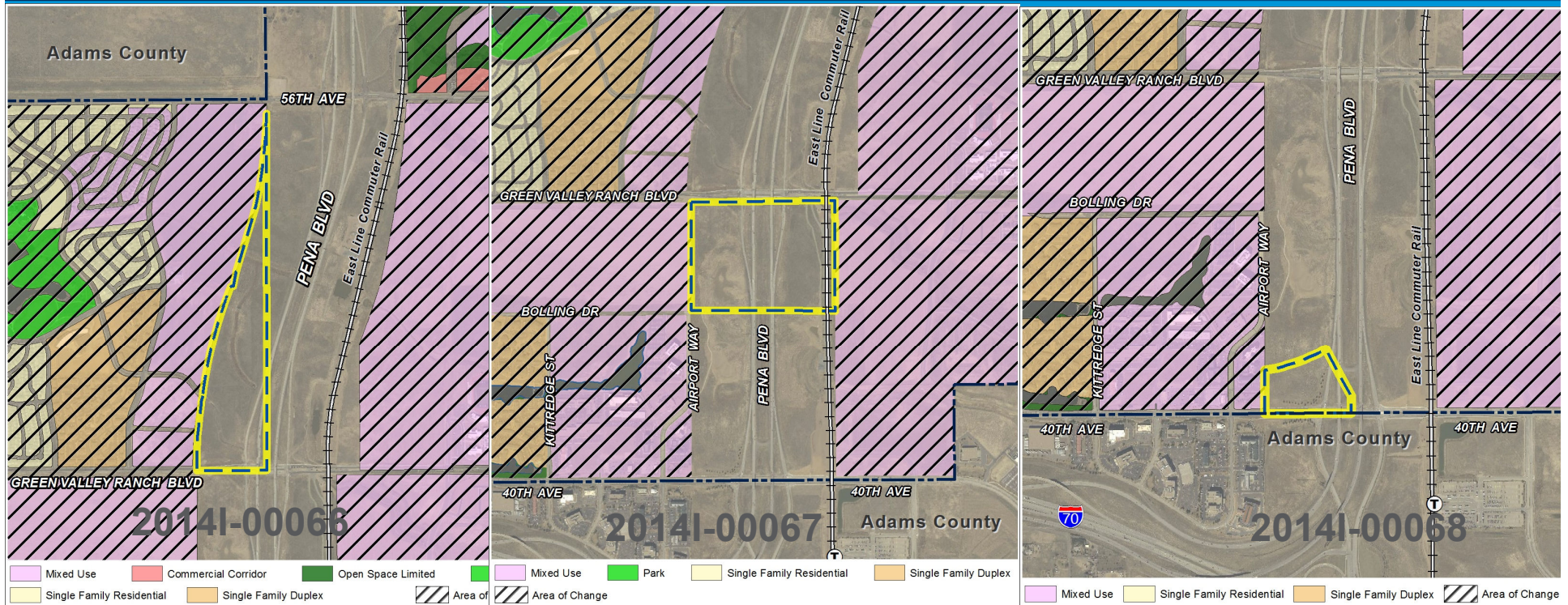
Review Criteria:

Consistency with Comprehensive Plan

- Staff finds consistency of all 4 applications with the following Comp Plan objectives/strategies:
 - **Mobility Objective 10 – Air Transportation** – Provide residents and visitors using DIA with **an airport that is a leader in** service, efficiency, innovative practices, safety, convenience and **aesthetics**.
- In addition, Staff finds App #2014I-00065 (OS-C/AIO to DIA/AIO) consistent with the following Comp Plan objectives/strategies:
 - **Land Use Strategy 4-A – Encourage mixed-use, transit-oriented development** that makes effective use of existing (and planned) transportation infrastructure, supports transit stations, increases transit patronage, reduces impacts on the environment, and encourages vibrant urban centers and neighborhoods.
 - **Mobility Strategy 3-A – Strengthen multimodal connections** and transportation improvements within and between existing and potential urban centers, including Downtown, DIA/Gateway, Stapleton, and the Denver Tech Center.
 - **Mobility Strategy 4-E** – Continue to **promote mixed-use development**, which enables people to live near work, retail and services.
 - **Denver’s Legacies Strategy 3-A** – Identify areas in which **increased density** and new uses are desirable and can be accommodated.
 - **Housing Strategy 6-E** – Identify and capitalize on opportunities to **develop housing along transit lines**.



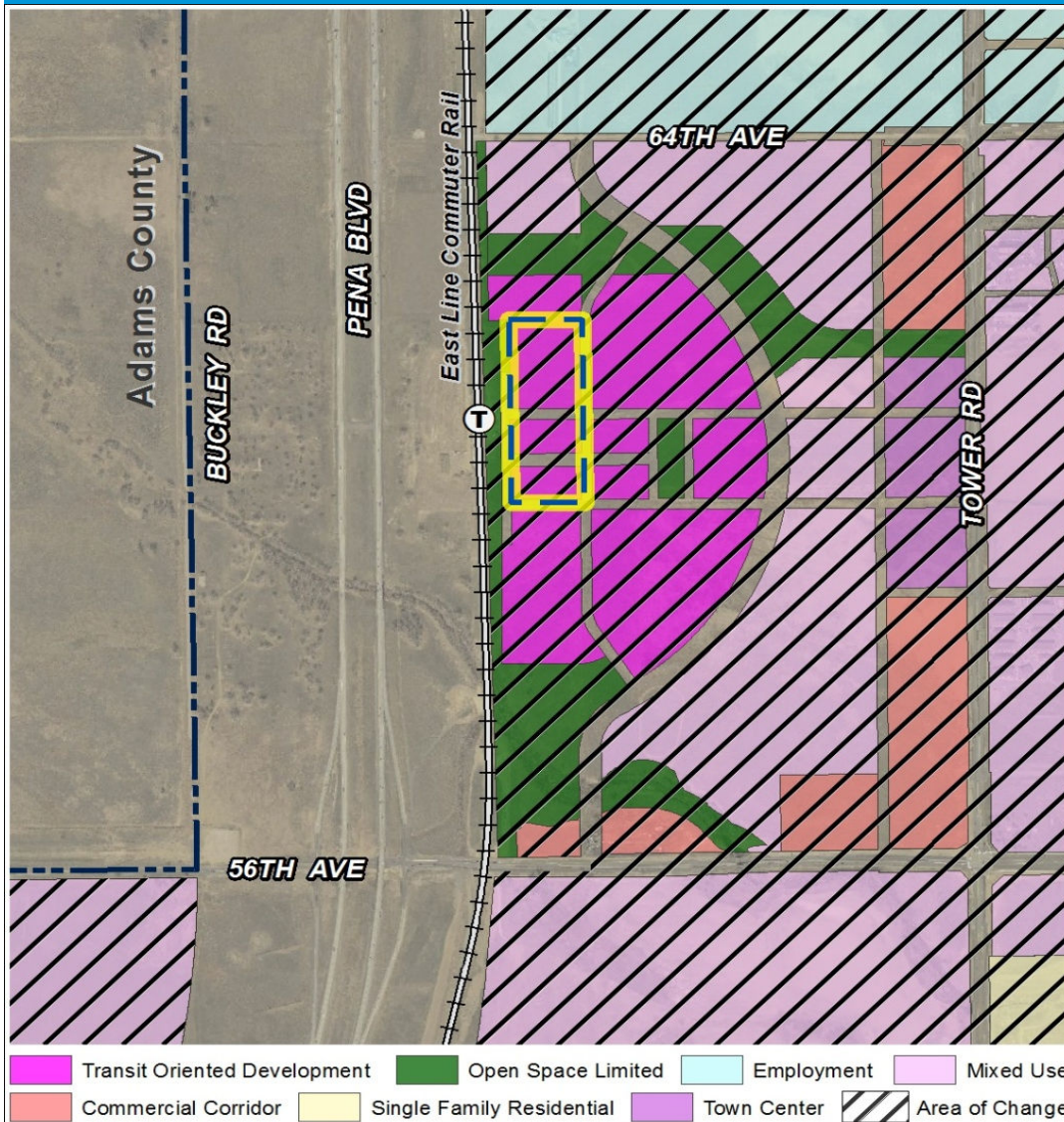
Review Criteria: Consistency with Blueprint Denver (2002)



No Blueprint Denver future land use designations for Apps #2014I-00066 thru - 00068

- Adjacent to Area of Change in “DIA/Gateway” area
- Absence of land use recommendation supports intent of these properties to be considered a part of the Pena Boulevard Transportation Corridor and remain undeveloped to serve their “Scenic Buffer” function

Review Criteria: Consistency with Blueprint Denver



App# 2014-00065

- Future Land Use Recommendation = Transit Oriented Development
- Area of Change



Review Criteria: Consistency with Blueprint Denver

- Blueprint Denver (2002) Future Street Classifications:
 - Pena Blvd: Undesignated Arterial
 - Green Valley Ranch Blvd: Mixed Use Arterial
 - 60th & 61st Avenues east of Pena: Mixed Use Collectors
 - Aviation Place: Main Street Local
- Proposed DIA/AIO zoning will enable the type of mixed-use development planned along “mixed-use” and “main street” streets (2014I-00065)
- Proposed DIA zoning will also enable DIA to conserve scenic buffer/open lands immediately adjacent to Pena Boulevard within the corridor (2014I-00066 thru -00068)



Review Criteria: Consistency with 61st & Pena Station Area Plan

Applicable to App. #2014I-00065 (OSC/AIO to DIA/AIO)

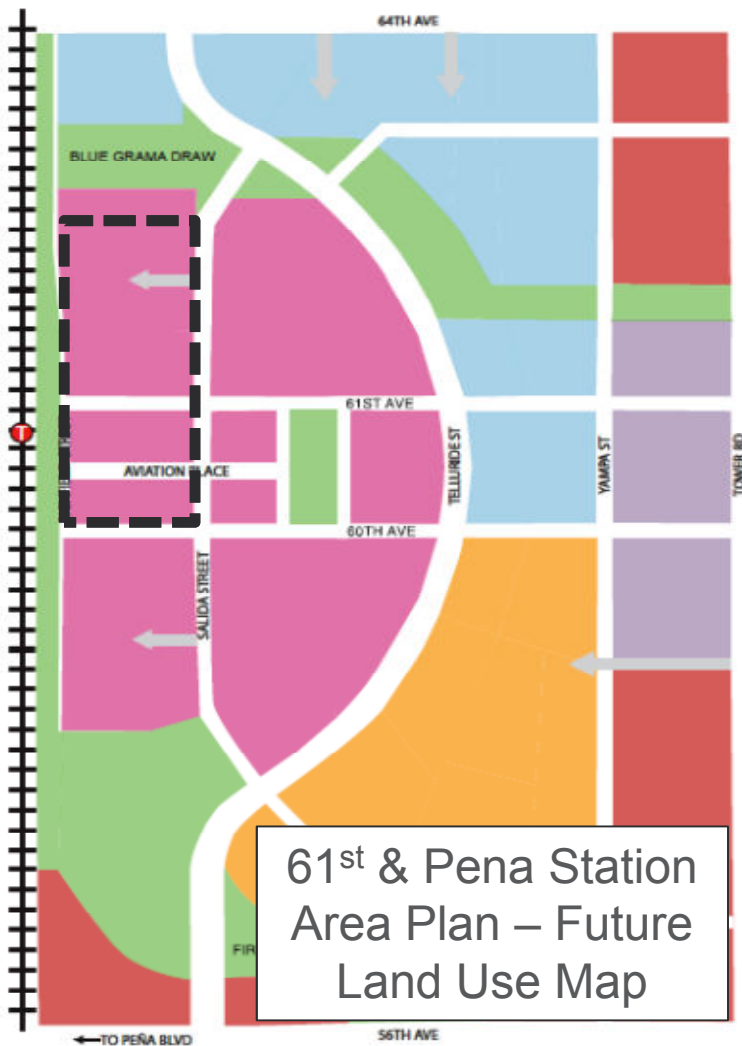
- Overall Vision = Encourage “development of a vibrant urban center and compact, transit-oriented community.”
- Four plan principles that establish this framework:
 - *Transit Community*: Building neighborhoods with a rich mix of uses and urban character
 - *Connected*: The multi-modal lifestyle
 - *Vibrant*: Place-making with urban design, parks, and public space



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Review Criteria: Consistency with 61st & Pena Station Area Plan

61ST & PEÑA STATION CONCEPTUAL LAND USE MAP



61st & Pena Station
Area Plan – Future
Land Use Map



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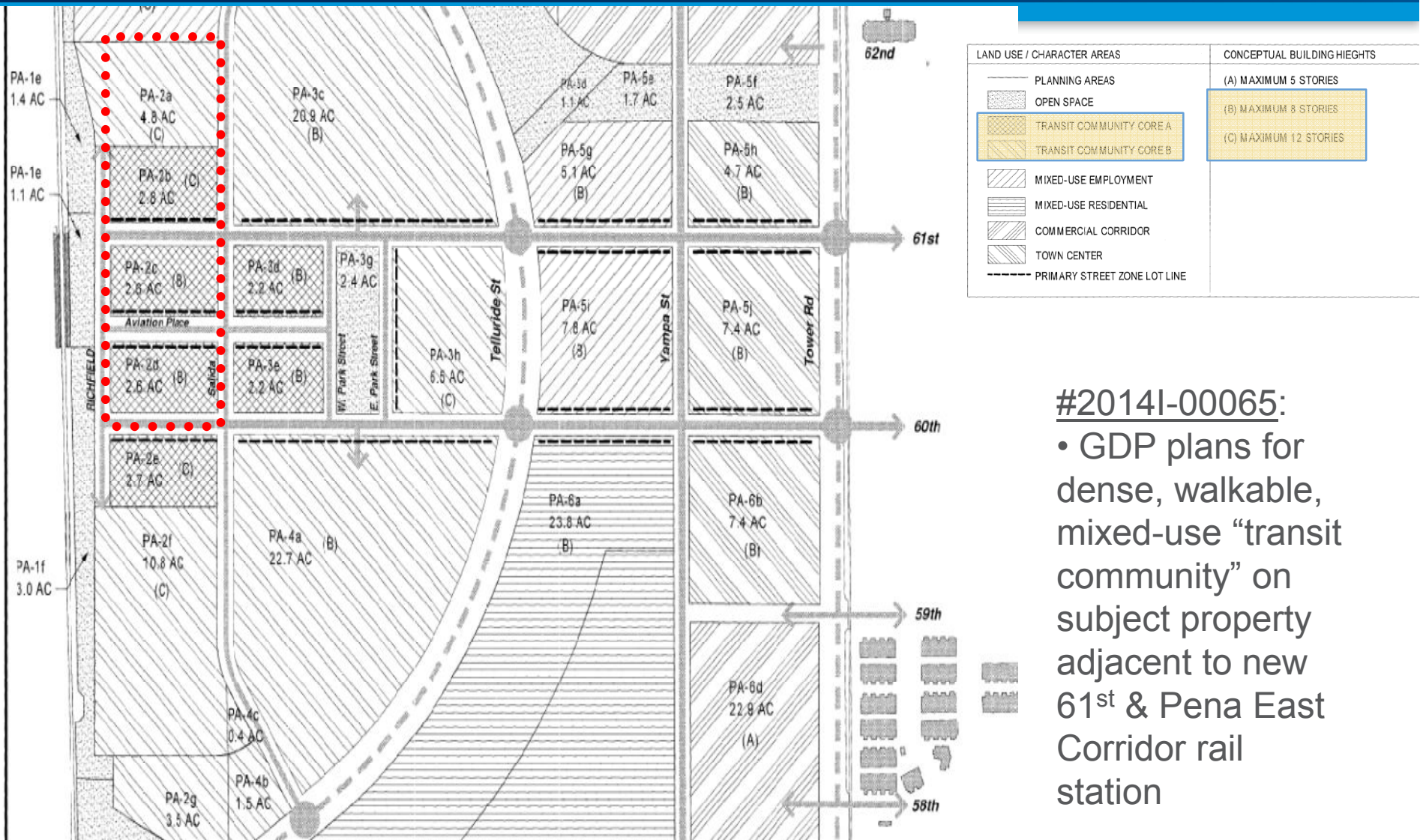
- TOD - Transit Community Core
- Mixed Use - Employment
- Mixed Use - Residential
- Commercial Corridor
- Town Center
- Proposed Open Space Network
- Commuter Rail Tracks
- Proposed Commuter Rail Station
- Future Connection

0 400' 800'

All streets shown in this plan are conceptual and adjustments may need to be made to the final layout and alignment to meet City roadway design criteria.

- Subject property = “TOD - Transit Community Core” land uses
- Mixed-use residential, employment, & town center uses at relatively high densities/intensities and varying scales (8-12 story building height recommended closest to the station)

61st & Pena Station General Development Plan



#2014I-00065:

- GDP plans for dense, walkable, mixed-use “transit community” on subject property adjacent to new 61st & Pena East Corridor rail station

Denver Zoning Code Review Criteria

1. Consistency with Adopted Plans

- CPD finds the rezoning is consistent with Comprehensive Plan 2000, Blueprint Denver, the 61st & Pena Station Area Plan and the 61st & Pena Station GDP

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

Justifying Circumstances for Applications #2014I-00066 thru 00068:

“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.”

- Airport has opened since these properties were zoned
- DIA needs to maintain lands as Scenic Buffer under IGA
- Easier to ensure airport goals if all DIA-owned lands in Corridor’s Scenic Buffer are zoned the same district
- The DIA zone district was created by the City in 2010 for just this purpose



Review Criteria Justifying Circumstances

Justifying Circumstances for Application #2014I-00065:

“The existing zoning of the land was based on a mistake of fact.”

- City intended all lands zoned O-2 and owned by DIA to be rezoned to “DIA” zone district in 2010
- Mistake in fact was information City relied on that excluded this property from list of O-2 lands DIA owned
- Property’s current OS-C/AIO zoning is the result of this mistake in fact
- If there had been no mistake, property would have been zoned to “DIA/AIO” in 2010



Review Criteria – Consistency with Context & Zone District Purpose/Intent

Consistency with Neighborhood Context, Zone District Purpose and Intent

- No description of special Airport context
- Clear DIA zone district purpose:
 - Zoning acknowledges special character of 53 square miles owned by DIA in support of goals for the airport and its environs
 - Zoning allows DIA manager to control overall use and development of airport lands consistent with airport master plans and legal obligations, such as IGA



CPD Recommendation

1. CPD recommends **APPROVAL** of **Application #2014I-00065** to rezone 17601 East 60th Avenue from OS-C/AIO to DIA/AIO Zone District, based on finding all review criteria have been met.



CPD Recommendation

2. CPD recommends **APPROVAL** of **Application #2014I-00066**, to rezone 60.10 Acres Northwest of the Intersection of Pena Boulevard & Green Valley Ranch Boulevard from PUD-#515 to DIA Zone District, based on finding all review criteria have been met.



CPD Recommendation

3. CPD recommends **APPROVAL** of **Application #2014I-00067** to rezone 16100 E. 56th Ave. & 16101 Green Valley Ranch Boulevard, from PUD-#319 to the DIA Zone District, based on finding all review criteria have been met.



CPD Recommendation

4. CPD recommends **APPROVAL** of **Application #2014I-00068**, to rezone 13.15 Acres Northwest of the Intersection of Pena Boulevard & E. 40th Avenue from RX to DIA Zone District, based on finding all review criteria have been met.