



Land Use, Transportation & Infrastructure Committee Summary Minutes

Tuesday, September 04, 2012 10:30 AM City & County Building, Room 391

Committee Members: Robb, Chair; Montero, Vice-Chair; Brown; Lehmann; López; Shepherd

Committee Staff: Gretchen Williams

Council Members Present: Brown, Lehmann, Montero, Robb, Herndon, Susman

Members Absent: Lopez, Shepherd

Bill Requests

BR12-0587 Changes the zoning classification of 4401 Sherman from OS-A (Open Space, City-owned) to E-SU-B (Urban Edge context, Single Unit) in Council District 9.

Deirdre Oss, Community Planning & Development

This vacant site is 6,184 square feet in size and has been used as parking for the nearby community center. Prior to the 2010 remapping under the new Denver Zoning Code, this parcel was zoned R-1 along with the rest of the immediate residential area.

During the early phases of developing the new zoning code and map, Parks & Recreation provided information to Community Planning & Development indicating that this site was within property maintained by Parks Dept. However, Parks has now confirmed that this specific parcel is outside of the parkland. The zoning is therefore no longer correct and needs to be changed. The applicants are the City's Division of Real Estate and Office of Economic Development.

The surrounding residential area is zoned E-SU-B, and CPD concluded that this is

the proper zoning classification for the parcel. One concern with this classification expressed by the potential purchaser of the community center building is that E-SU-B does not allow parking as a right. They will need that parking area to support the community center. CPD presents that the case can be made to prove that the site has historically been used as parking for the community facility, and parking can be permitted.

The staff determined that the proposed rezoning is compatible with adopted City plans.

Councilman Brown had questions about the sale of the community center, and Beth Truby, OED, stated that the property was not listed for sale. OED did a Request For Proposal process, has it has done with the other community centers the City has sold over the last few years. No appraisal was performed. The City bought the site in the 1960s for use as a community center. OED will bring a purchase and sale agreement through Council

Ms. Oss reminded the Committee that the property being rezoned is not the site of the building being sold but rather a near-by parcel used for parking.

At its meeting on July 18, the Planning Board recommended approval of this rezoning.

A motion offered by Councilmember Montero, duly seconded by Councilmember Brown, to file the bill carried by the following vote:

AYES: Brown, Lehmann, Montero, Robb(4)
NAYS: (None)
ABSENT: Lopez, Shepherd(2)
ABSTAIN: (None)

BR12-0626 Changes the zoning classification of 1850 Platte St. from R-MU-20 (former code designation, Residential Mixed Use, medium density) to C-MX-5 (Urban Center context, Mixed Use, max. 5 stories) in Council District 9.
Deirdre Oss, Community Planning & Development

This 4,908 square foot vacant parcel is used for parking and carries the former code's R-MU-20 with waivers zoning classification. Properties with waivers and/or conditions were not rezoned as part of the 2010 remapping. The owner proposes to update the zoning consistent with zoning on surrounding properties. The proposed zoning will allow development of an office use.

CPD finds that the proposed zoning will provide for redevelopment using the more flexible C-MS-5 zoning, which is compatible with the other uses in the area, such as the Platte River Rowing Club office building. Staff found that the proposed zoning is consistent with the adopted plans, including the Denver Comprehensive Plan, Blueprint Denver, the Downtown Area Plan, and the Central Platte Valley Plan.

At its meeting on Aug. 1, the Planning Board recommended approval of this rezoning.

A motion offered by Councilmember Montero, duly seconded by Councilmember Brown, to file the bill carried by the following vote:

AYES: Susman, Brown, Lehmann, Montero, Robb(5)
NAYS: (None)
ABSENT: Lopez, Shepherd(2)
ABSTAIN: (None)

BR12-0662 Adopts the Central Park Station Area Plan as a supplement to Denver Comprehensive Plan 2000.

Theresa Lucero and David Gaspers, Community Planning & Development

The Central Park Station Area Plan covers a half-mile around the planned RTD rail station, located at Smith Road and Uinta Street. Most of the area is within the boundaries of the Stapleton Redevelopment Plan area. The Stapleton Green Book identified a Transit-Oriented Development (TOD) area, and the core of that is in fact the current station area addressed in this plan.

The Transit-Oriented Development Strategic Plan (2006) identified this station TOD typology as “Urban Center” with a relatively dense mix of office, retail and residential uses. The Stapleton Station Conceptual Plan (2009) contains recommendations from the TOD plan, and many of these subsequently are reinforced in the Central Park Station Area Plan.

The public process was broad and extensive, with a Key Stakeholders Group, individual Stakeholder interviews, and two large public meetings. The Stakeholders group identified the Plan Principles as: Sustainable; Active; Accessible; and Destination.

Councilwoman Lehmann said we need to learn from the T-REX project. Providing a way for pedestrians to cross the tracks is important. This station may need a pedestrian bridge, especially with the freight line running parallel to the passenger line. Passengers need to be able to safely access the station from the north and to get from the station to the development to the

north. David Gaspers, Community Planning & Development, said that is an important point and the plan discusses the need to improve pedestrian access to and from the shopping center and employment centers.

Building heights are addressed in the plan. The core of the TOD area is zoned for 16 stories. Heights step down to 12 and then 8 stories outside of the core. A transition zone is identified on the south and part of the east side of the TOD Core, between it and the neighborhoods. This will enhance the step-down of heights. No transition is called for on other sides of the TOD area. On the west, the area transitions to a big box retail area (Quebec Square), so it does not need a transition. Central Park Parkway, with 150-foot right-of-way, is a major division between the TOD and neighborhoods on the east side.

The plan calls for enhanced accessibility, partially through multi-modal transportation opportunities. RTD should distribute its bus routes throughout the major street network. Smith and Uinta streets are the main bike streets. There is an opportunity to consider construction of protected bike lanes. Street widths and urban design issues are also important to accessibility.

The station will have 1500 surface parking spots on Day 1, and there is a possibility for structured parking later.

The plan identifies transformative concepts, including the design of Uinta Street, which could create a pedestrian-scaled public realm similar to Larimer Street, serving as the primary walking street and spine of the station area. Other concepts are:

- Improved street network
- Sand Creek Greenway Trail Connections
- Innovative station site design, including sizing parking lots and bus transfer area to accommodate future building footprints.
- Quebec Square redevelopment (20-30 years)
- An intermodal transportation center for bike rental, bike sharing, car sharing, taxi stand

The Planning Board found the proposed plan to be consistent with adopted plans; to have been an inclusive public process; and to take a long-term view.

The Planning Board action was a recommendation of approval by City Council with the condition that the staff meet with the Stakeholders Group and neighbors to discuss the conceptual land use designation for the RK Mechanical site. Neighbors expected this area becoming residential in future, even though there is an operational industrial/office use on the site. The Stakeholders met on August 1.

The current zoning on this parcel is C-MU-30. Blueprint Denver designates it as an Area of Change but with a conceptual land use of single family residential. The proposal is for Area of

Change with a conceptual use of Industrial-Mixed-Use.

The revised description of Mixed-Use Conceptual Land Use for this site states that any future re-zoning will be mixed-use but "primarily residential with the potential for a small amount of neighborhood serving retail. Any redevelopment plan should acknowledge the adjacent residential uses and utilize appropriate transitions."

Councilman Herndon said there were multiple, lengthy meetings with the residents and Stakeholders Group on this issue. CPD staff did a fine job of working through the issue, respecting the rights of RK Mechanical but also the residential property owners, who unfortunately were given mis-information earlier.

Councilwoman Montero asked the staff to talk about the health impact assessment.

Mr. Gaspers said the Stapleton Foundation was interested in this planning process. It wanted a station area plan in place so it could participate in RTD's Transit-Oriented Communities Pilot Program. Simultaneously, the Foundation's Be Well Healthy Living Initiative commissioned a health assessment. Many of the recommendations of the ideas from that health impact assessment were incorporated into this plan. Notable findings included the accessibility of the station; access to healthy food options; and promoting healthy life styles.

A motion offered by Councilmember Susman, duly seconded by Councilmember Lehmann, to file the bill carried by the following vote:

AYES: Susman, Lehmann, Montero, Robb(4)
NAYS: (None)
ABSENT: Lopez, Shepherd(2)
ABSTAIN: (None)