



Portions of 601 South Bannock, 801
South Broadway, and 99 West
Kentucky
2015I-00136

From T-MU-30 Waivers and
Conditions UO-1 and I-B UO-2
To C-MX-16 UO-1 and C-MX-16
UO-2

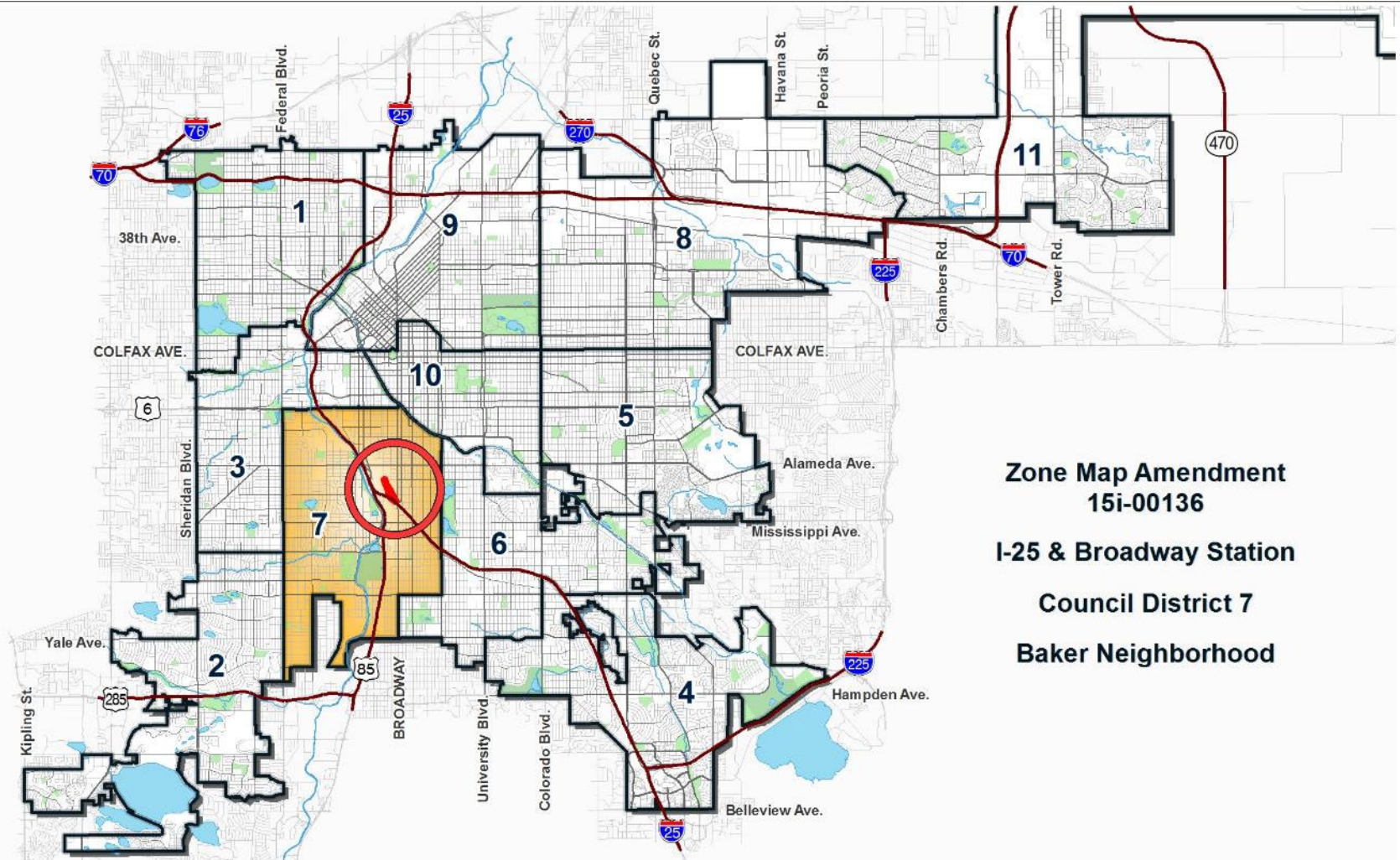
FOR CITY SERVICES VISIT DenverGov.org | CALL 311

Neighborhoods and Planning
Committee
February 17, 2016



Location

T-MU-30 W/C UO-1 and I-B UO-2 to C-MX-16 UO-1 and C-MX-16 UO-2



**Zone Map Amendment
15i-00136**

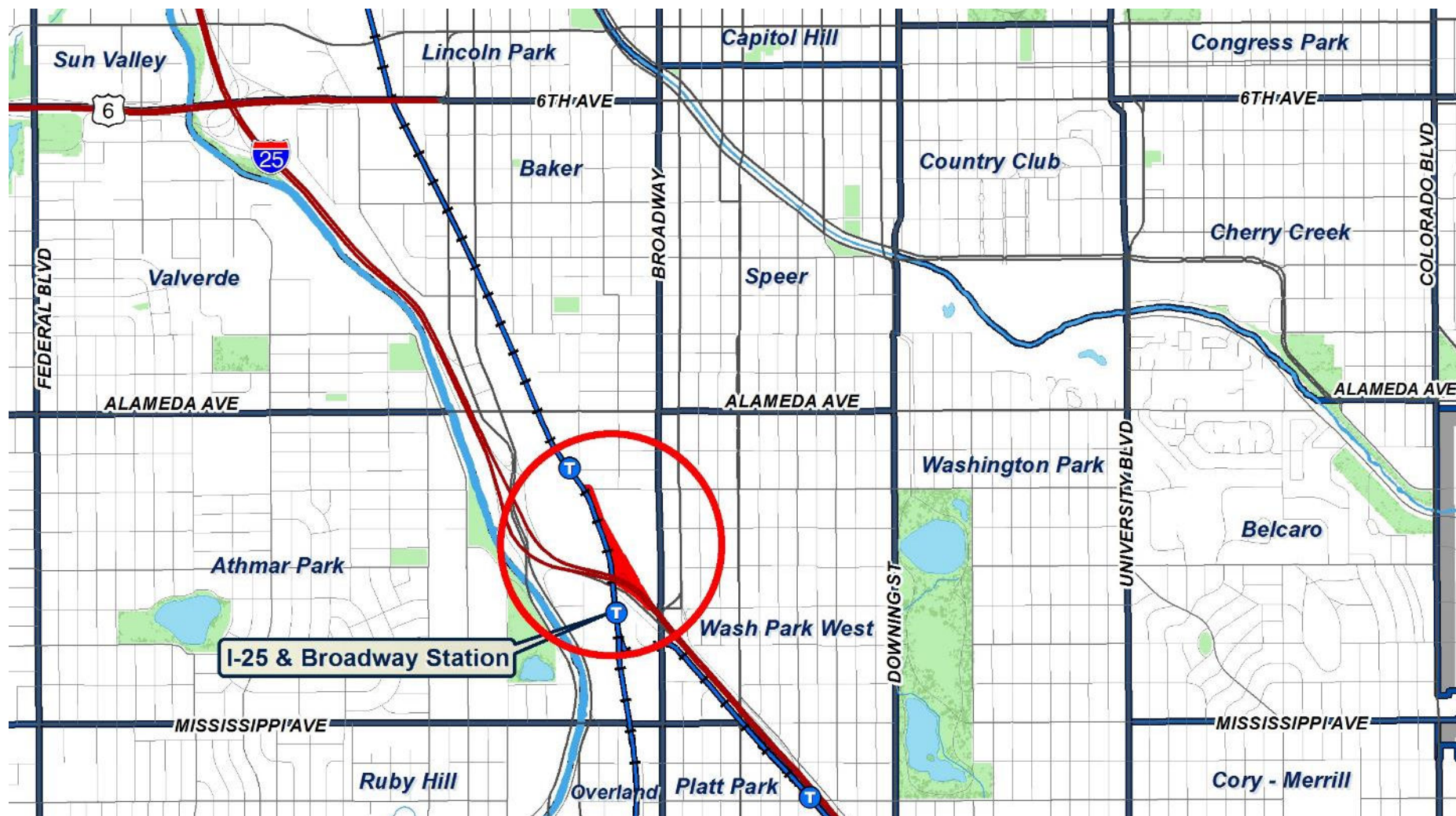
I-25 & Broadway Station

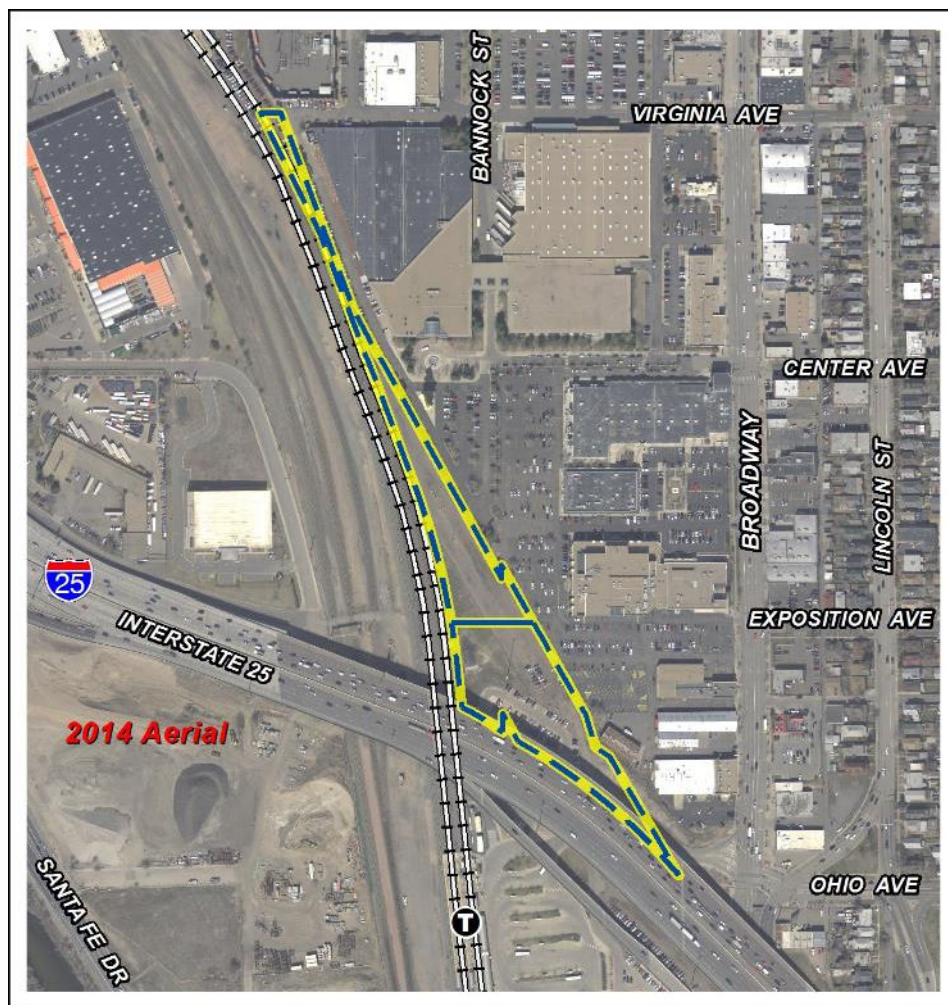
Council District 7

Baker Neighborhood



Baker Statistical Neighborhood





- Located at the intersection of Interstate 25 and the CML
- Between the Denver Design District and the CML
- Less than 1000' from two light rail stations – Alameda Station and I-25 and Broadway



- Property:
 - 4.52 acres
 - Surface parking and detention
- Property Owner:
 - Requesting rezoning to order to change the mix of uses allowed across the site and facilitate redevelopment
- Rezone from T-MU-30 W/C UO-1 and I-B UO-2 to C-MX-16 UO-1 and C-MX-16 UO-2

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

Request: C-MX-16

Urban Center Neighborhood Context – Mixed Use – 16 stories max. ht.


Article 7. Urban Center Neighborhood Context
Division 7.1 Districts

7.2.2.2 Specific Intent

- A. Mixed Use C-MX-3 building
- B. Mixed Use C-MX-3 building
- C. Mixed Use C-MX-3 building
- D. Mixed Use C-MX-3 building
- E. Mixed Use C-MX-3 building

SECTION 7.1 NEIGHBORHOOD CONTEXT DESCRIPTION

Article 7. Urban Center Neighborhood Context
Division 7.1 Districts



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

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

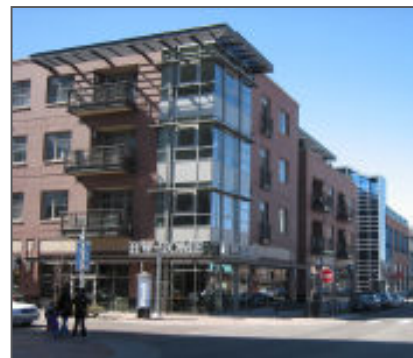
SECTION 7.1.3 BUILDING PLACEMENT AND LOCATION
All building typically have consistent orientation and shallow front setbacks with parking at the rear and/or side of the building.

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

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

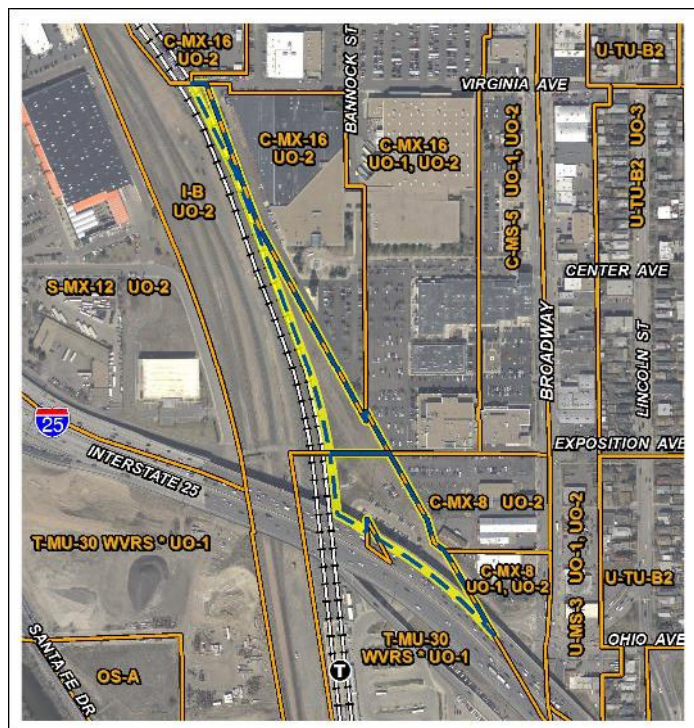
DENVER ZONING CODE
June 26, 2010

7.2-21 | 7.1.1



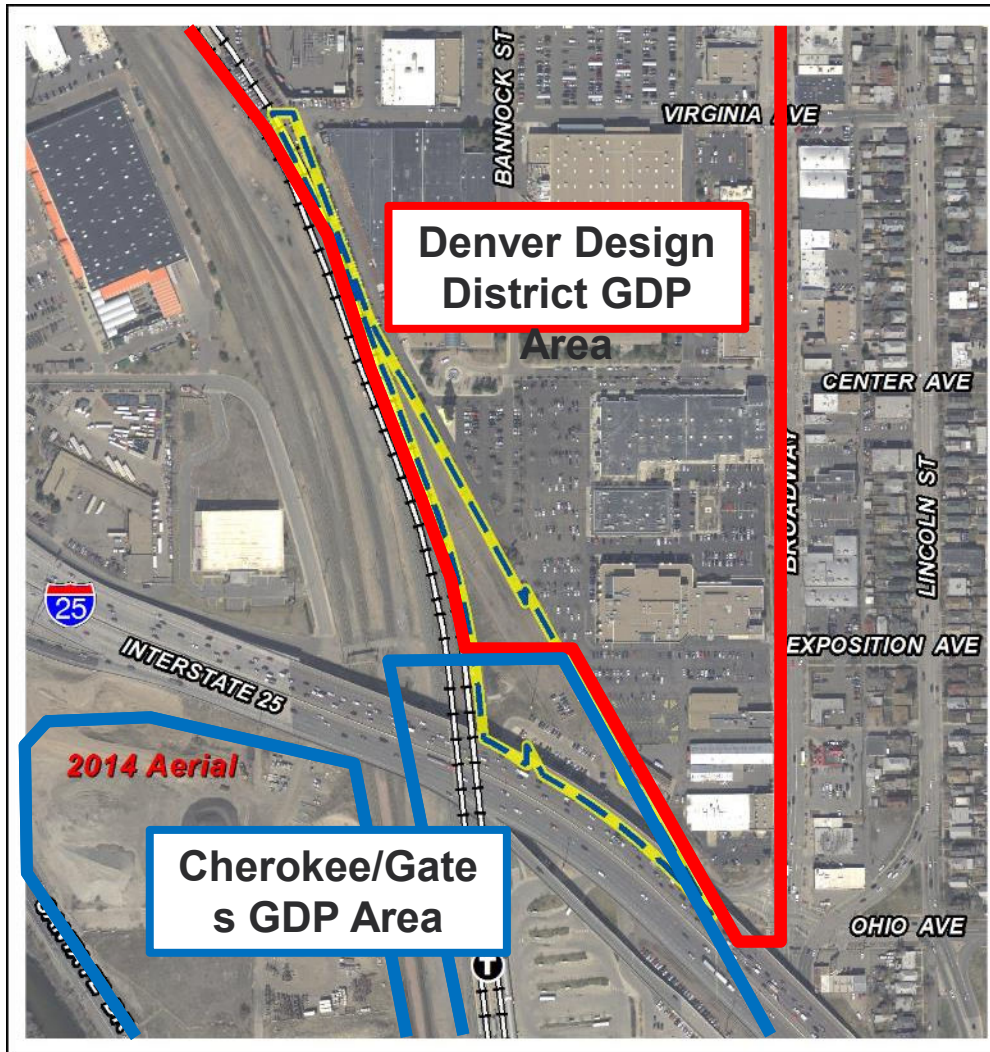
- Zoning
- General Development Plans
- Urban Design Standards and Guidelines
- View Plane
- Land Use
- Building Form/Scale

Existing Context – Zoning



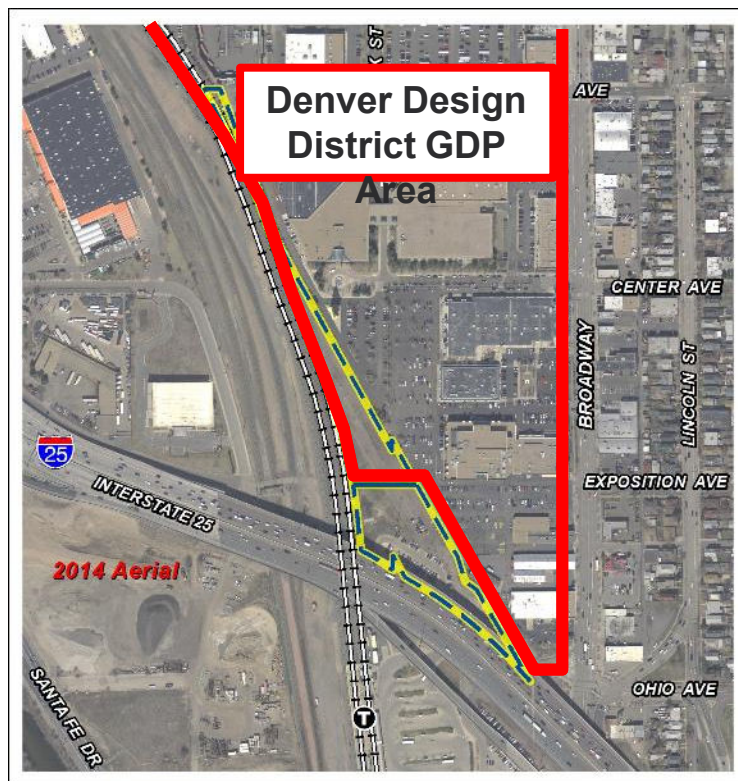
- Current Zoning:
 - T-MU-30 Waivers and Conditions UO-1
 - FAR: 5:1
 - Height: 220 feet
 - Waivers:
 - Waived Reduction of Off-Street Parking Spaces
 - Different process for Special Plan for Shared Parking
 - Specified different required parking ratios
 - Conditions
 - Infrastructure Master Plan included with GDP
 - TRES and I-25 improvements could proceed prior to approval of GDP
 - UO-1
 - Adult uses allowed along with distance and spacing requirements
 - I-B UO-2
 - General Industrial
 - UO-2
 - Off-site advertising allowed with distance and spacing requirements and availability of a permit

Existing Context – General Development Plans



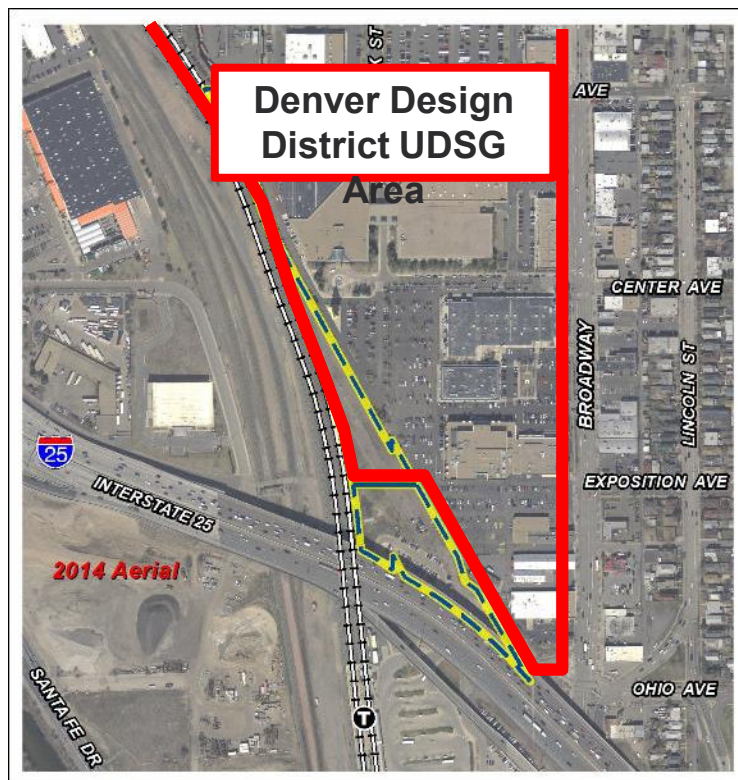
- Two General Development Plans apply to the subject site:
 - Denver Design District GDP (2009)
 - Cherokee Redevelopment of the Former Gates Rubber Factory GDP (2005)

Denver Design District GDP



- Approximately 80 acres
- Transform the auto-oriented commercial context into a pedestrian-friendly, mixed-use TOD
- Goals and Strategies:
 - Streetscapes and Open Space
 - Higher density with proper controls
 - Balancing modes of transportation
 - Mix of uses

Denver Design District UDSG



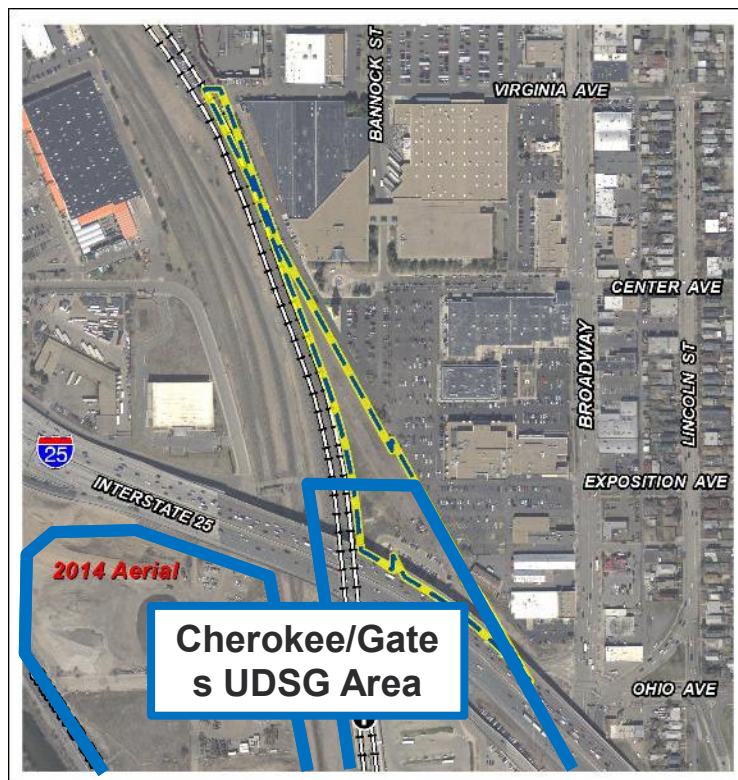
- Create high-quality, TOD that integrates with the surrounding community and restores the urban fabric
- Portion of subject site within Sub-Area 5: Office District
 - Commercial core of the area
 - High-intensity office use with mix of other uses
 - Gateway connects to I-25 and Broadway with multimodal trail

Cherokee/Gates GDP



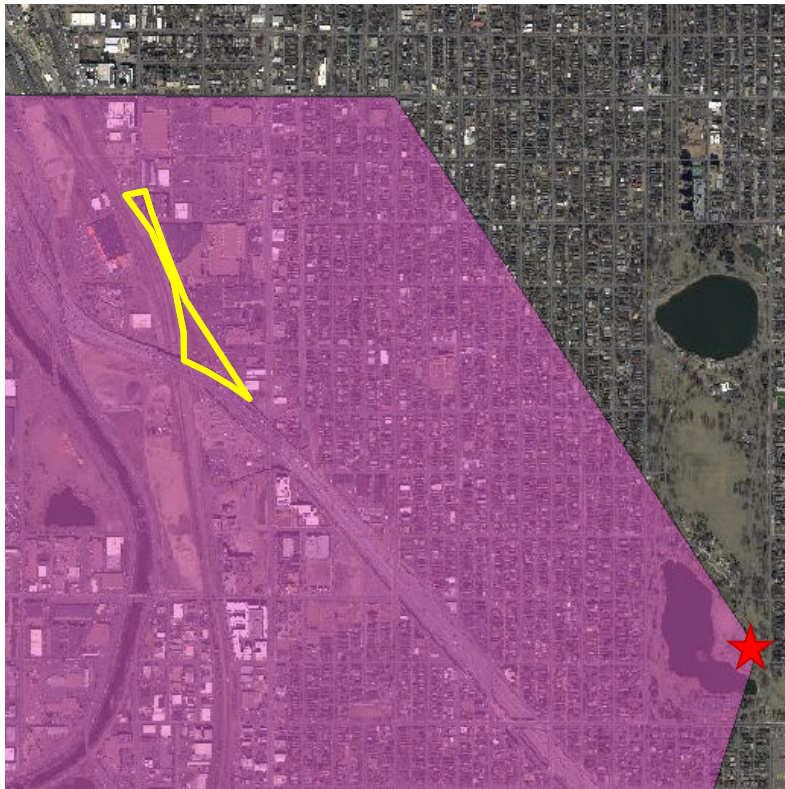
- Approximately 69 acres
- Guide redevelopment of the site into mixed-use TOD to create thriving urban environment
- Recommends:
 - Multimodal street connections
 - Pedestrian and bicycle bridges and trails
 - Open Space
 - Range and mix of uses

Cherokee/Gates UDSG



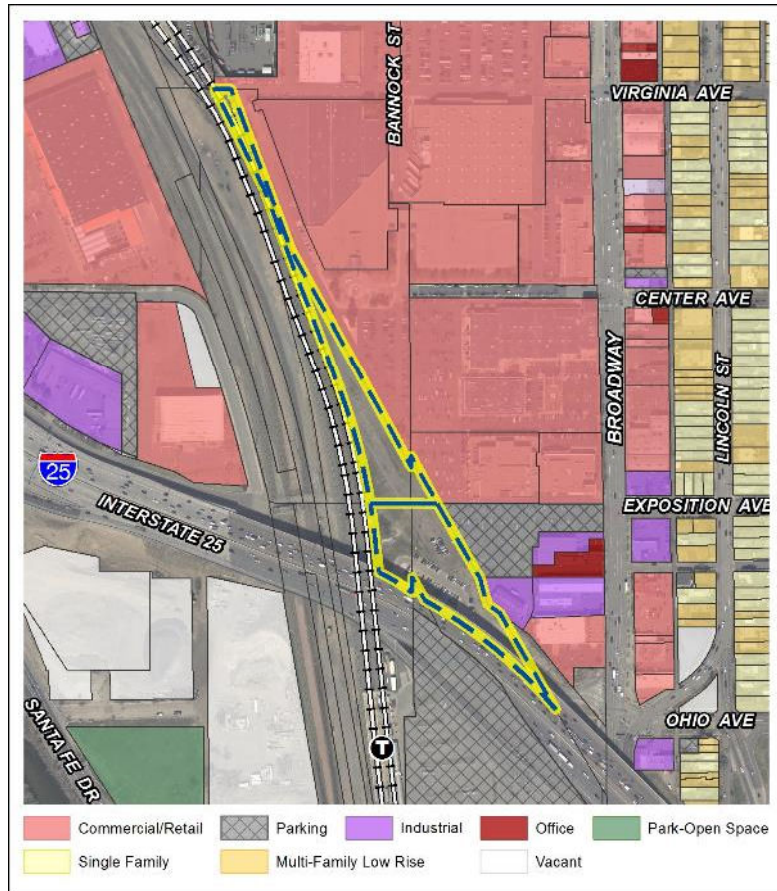
- Intended to create a mixed-use, transit-oriented community that maximizes transit benefits and connects established neighborhoods
- Regulates:
 - Site elements
 - Building design elements
 - Parks and plazas
- Portion of subject site not located within a Sub-Area

Washington Park View Plane



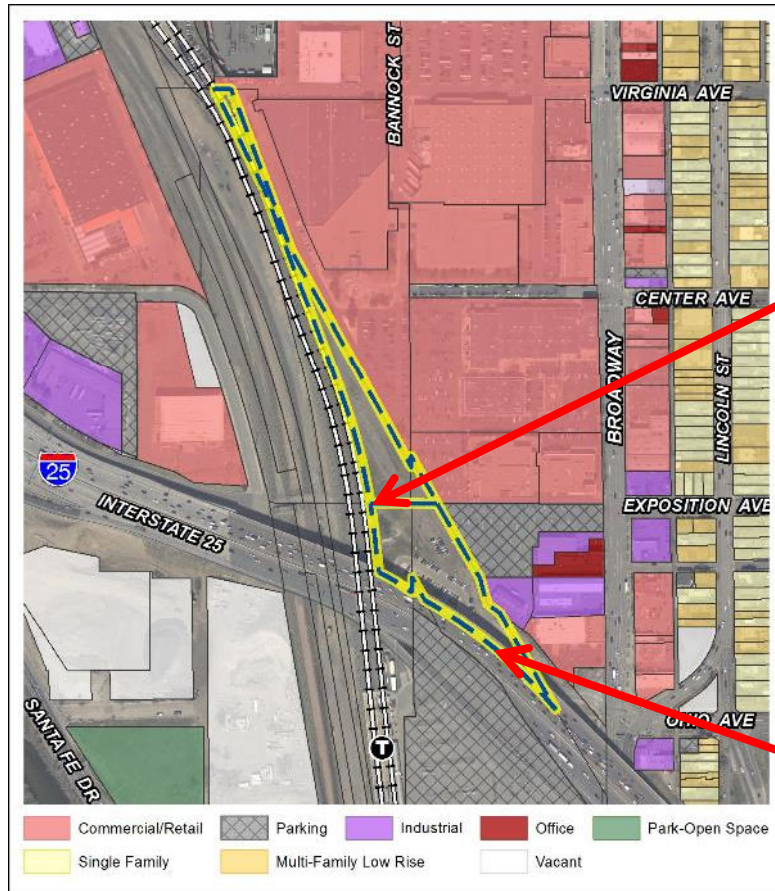
- Originates in Washington Park and protects views of the mountains
- Specifies maximum heights for all structures
- Estimated 122-146 feet permitted across site

Existing Context – Land Use

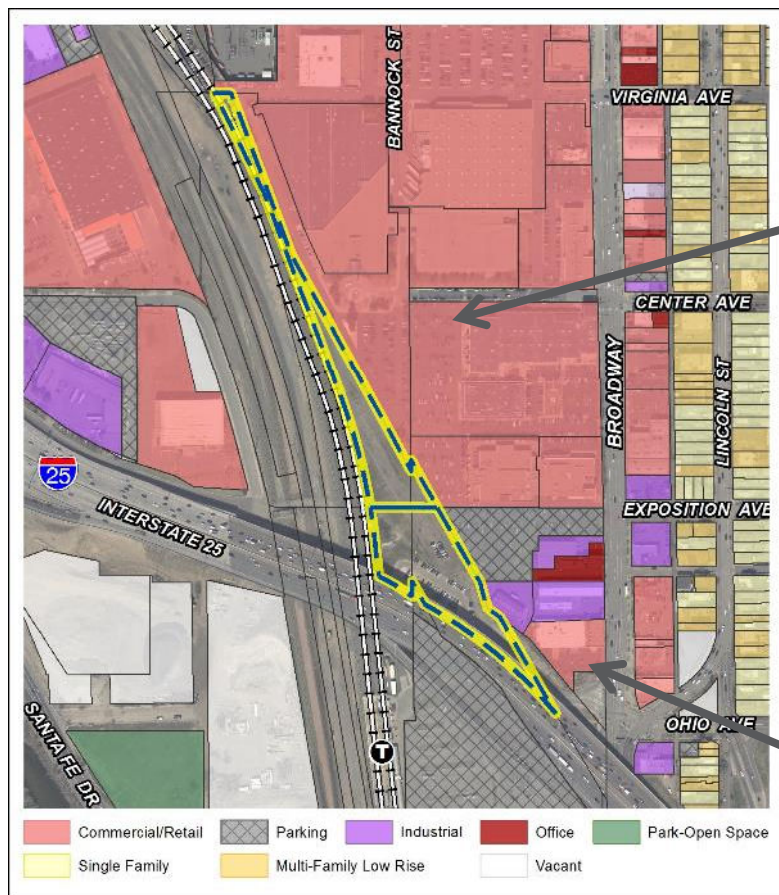


- Site is unimproved surface parking and detention
- Commercial/retail at the Denver Design District to the north and east
- Scattered warehouse/commercial/office to the east
- Surface parking south of I-25
- Retail and warehouse to the west of the CML

Existing Context – Building Form/Scale



Existing Context – Building Form/Scale



- Registered Neighborhood Organizations notified of this Process
 1. Baker Broadway Merchants Association
 2. Baker Historic Neighborhood Association
 3. Broadway Partnership
 4. Denver Neighborhood Association, Inc.
 5. Inter-Neighborhood Cooperation
 6. West Washington Park Neighborhood Association
- Two Letters of Support
 - Baker Historic Neighborhood Association
 - Platt Park People's Association

- Notice of Receipt of Application: **December 2, 2015**
- Notice of Planning Board Public Hearing and Notification Signage: **January 19, 2016**
- Planning Board unanimously recommends approval: **February 3, 2016**
- Notice of Neighborhoods and Planning Committee: **February 2, 2016**
- If Committee moves the Bill today:
 - City Council 1st Reading: **February 29**
 - City Council 2nd Reading/Public Hearing: **March**

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
- Baker Neighborhood Plan (2003)
- Alameda Station Area Plan (2009)
- Denver Design District General Development Plan (2009)

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



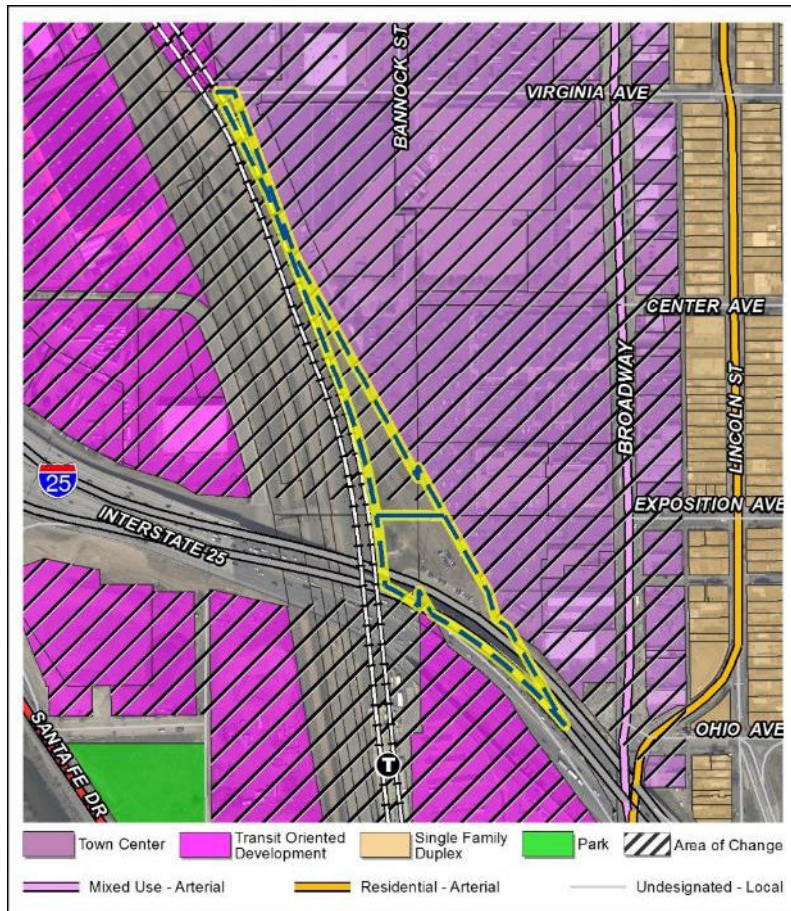
Review Criteria: Consistency with Adopted Plans

Comprehensive Plan 2000

- Environmental Sustainability Strategy 2-F – *Conserve land by: **promoting infill development** at sites where services and infrastructure are already in place. **Designing mixed-use communities** and reducing sprawl, so that residents can live, work and play within their own neighborhoods. **Creating more density at transit nodes.*** (pg 39)
- Land Use Strategy 3-B – ***Encourage quality infill development** that is consistent with the character of the surrounding neighborhood; that offers opportunities for increased density and more amenities; and that **broadens the variety of compatible uses.*** (pg 60)
- Land Use Strategy 4-A - ***Encourage mixed-use, transit-oriented development** that makes effective use of existing transportation infrastructure, supports transit stations, increases transit patronage, reduces impact on the environment, and **encourages vibrant urban centers** and neighborhoods. (pg 60)*

Denver's Legacies Strategy 3-A – ***Identify areas in which increased density and new uses are desirable** and can be accommodated. (pg 99)*

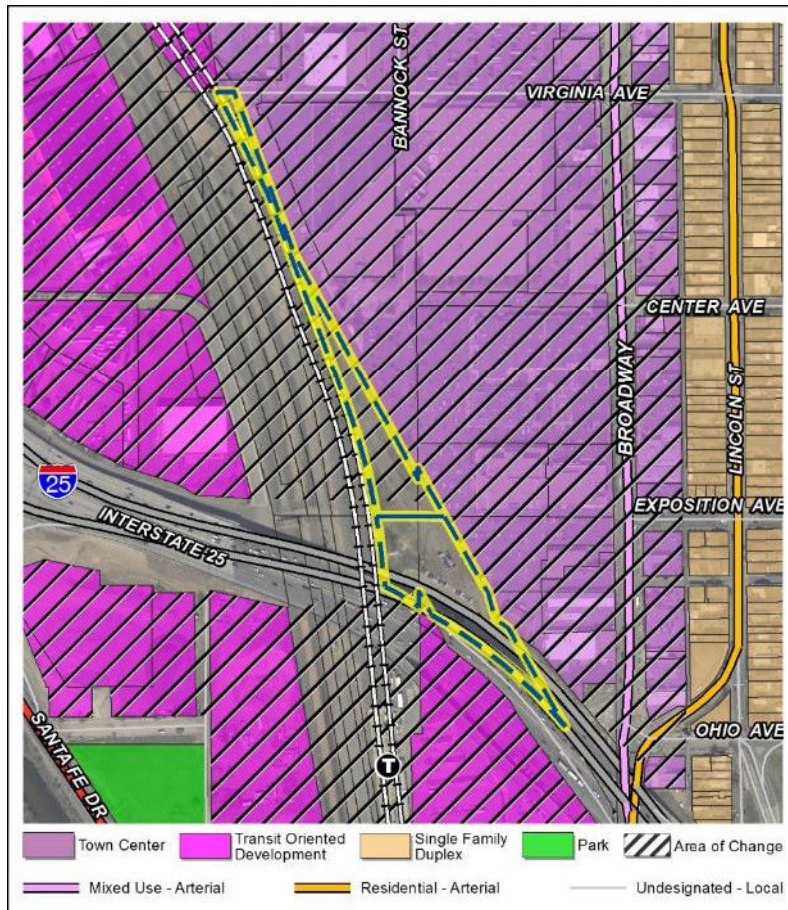
Review Criteria: Consistency with Adopted Plans



Blueprint Denver (2002)

- Land Use Concept:
 - Omitted
 - Adjacent to Town Center
 - Meet variety of shopping, service, entertainment needs
 - Large enough to serve several neighborhoods
 - Pedestrian-friendly places
 - Partially within AOC
 - Channel growth where it is beneficial

Review Criteria: Consistency with Adopted Plans



Blueprint Denver (2002)

- Future Street Classification:
 - South Broadway
 - Mixed Use Arterial
 - Interstate 25
 - Undesignated Arterial

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



Review Criteria: Consistency with Adopted Plans

Baker Neighborhood Plan (2003)

- Framework Plan goals:
 - Land Use: Create and maintain an appropriate balance of land uses that preserves the stability of the residential, business and industrial sectors, while allowing for flexibility over time
 - Land Use: Develop vacant land in a manner that is compatible with surrounding land uses in terms of use, operations, character, and density
 - Land Use: Encourage a mixture of uses that assure the availability of neighborhood services and amenities that reinforce the role, identity and needs of the neighborhood, as appropriate to the subarea

Review Criteria: Consistency with Adopted Plans

Baker Neighborhood Plan (2003)

- Retail Centers Sub-Area
 - Retail centers are destination business areas, including retail and offices. May contain some moderate-density housing, but is predominantly commercial.
 - Goals and Strategies:
 - Urban Form: Design retail centers to address the urban context
 - Urban Form: Construct retail center sites in a manner that establishes a pattern and character for the long-term evolution to more intense and dense uses over time



Legend

- Industrial
- Industrial/Commercial Area of Change
- Residential/Office Area of Change
- Commercial Corridors
- Mid- and High-Rise Residential
- Single-Family and Rowhouse Residential
- Transit-Oriented Development
- Retail Centers



Review Criteria: Consistency with Adopted Plans

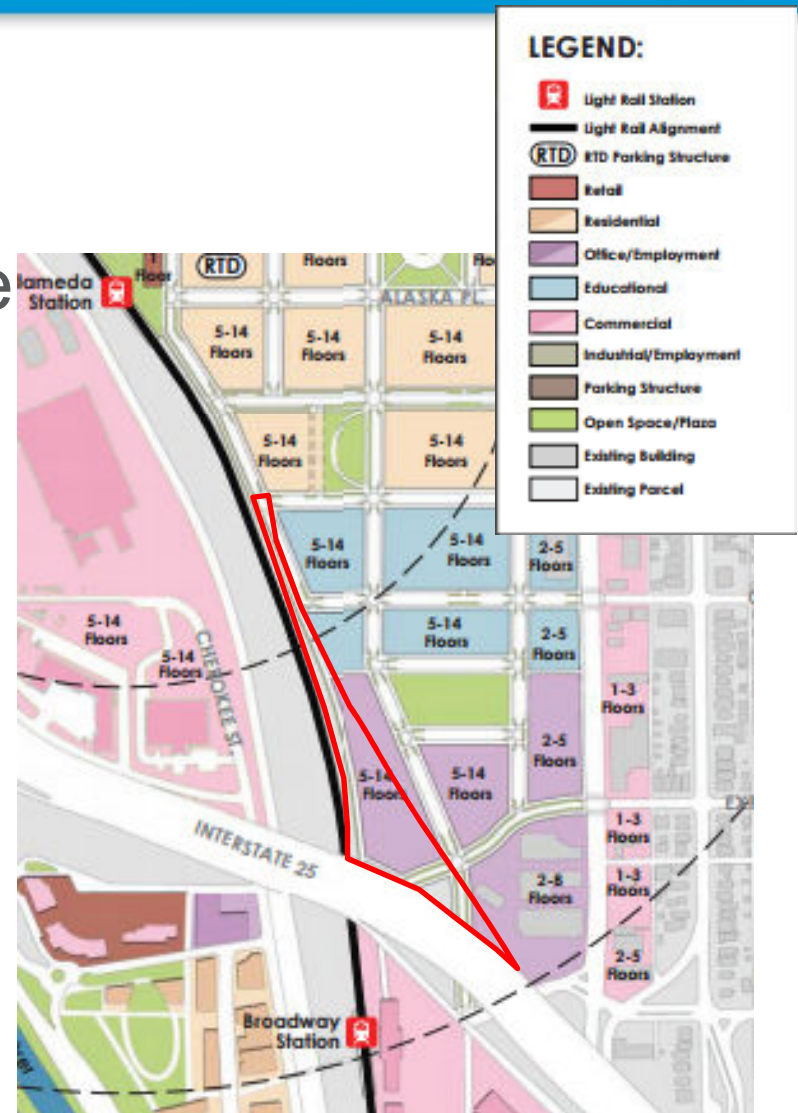
Alameda Station Area Plan (2009)

- Plan Objectives:
 - Place-making: Redefine the station's nature as a destination place; Enhance the pedestrian experience [...] crossing physical barriers of [...] I-25; Create Distinct Entry points to the Core Station Area; and Create a consistent predictable form within the station area.
 - Location Efficiency: Orient density closest to the Alameda Station and Broadway Station; Place, homes, jobs, shopping, entertainment, parks and other amenities close to the station to promote walking, biking, and transit use.

Review Criteria: Consistency with Adopted Plans

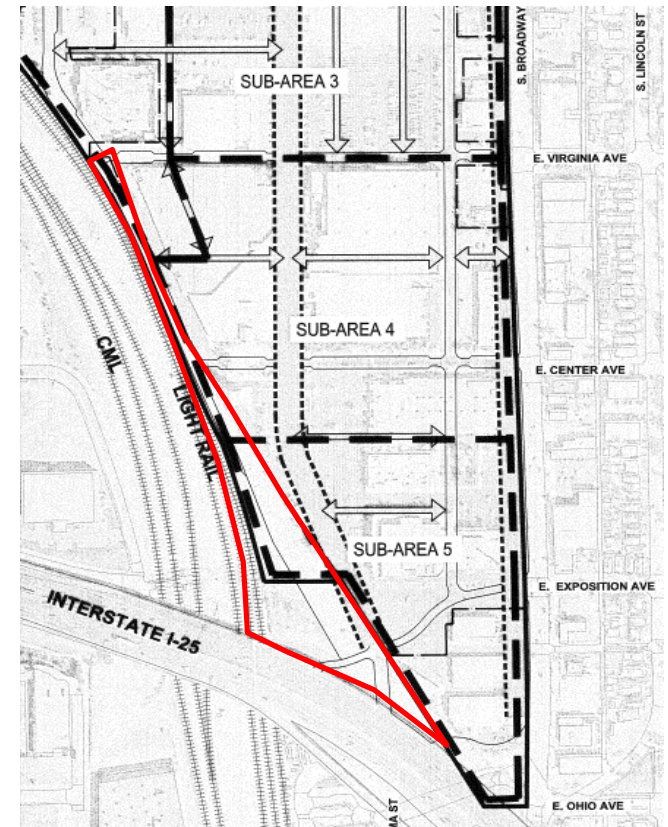
Alameda Station Area Plan (2009)

- Office/Employment land use concept
- 14-Story maximum building height recommendation
- Future Bannock Street Recommendations:
 - Ground Floor Commercial Uses
 - Active Edges
 - Build-To Lines



Denver Design District GDP (2009)

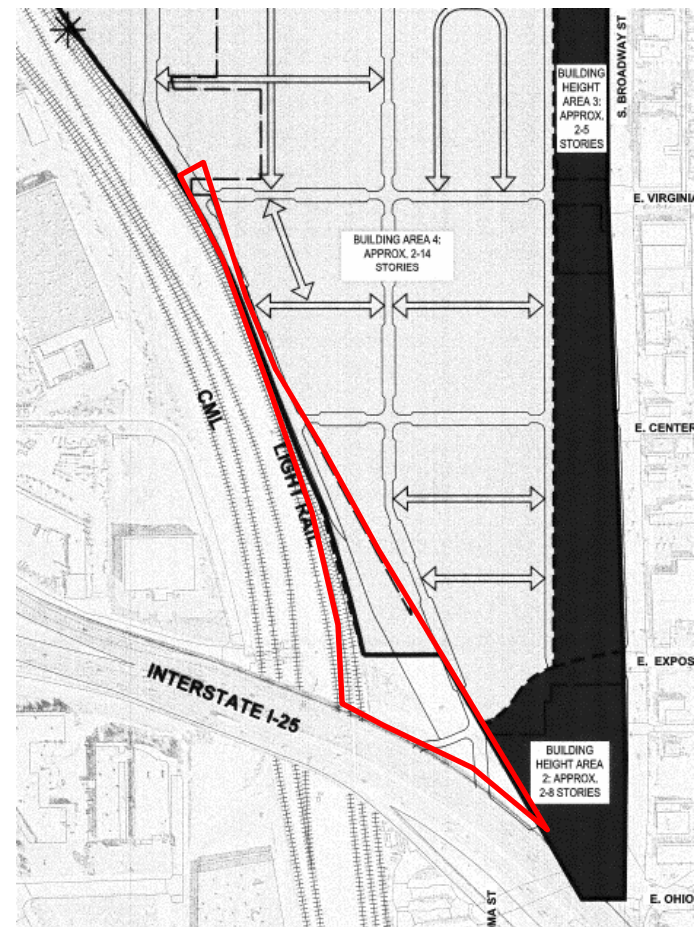
- Transform an auto-oriented commercial development into a pedestrian-friendly, mixed-use, transit-oriented development.
- Sub-Area 5: Office District
 - Commercial Core of the project
 - High-intensity office uses



Review Criteria: Consistency with Adopted Plans

Denver Design District GDP (2009)

- Building Heights Area 4:
 - 2-14 stories



Denver Zoning Code Review Criteria

1. Consistency with Adopted Plans

- CPD finds the rezoning is consistent with Comprehensive Plan 2000, Blueprint Denver, Baker Neighborhood Plan, Alameda Station Area Plan, and Denver Design District 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



Review Criteria

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**
 - 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
 - Adopted plans recommend redevelopment and recognize evolving character
 - Redevelopment in area signals an evolution in the environs
 - Transition from railroad spur to developable site
 - Anticipated sale from RTD to private entity to allow for redevelopment contemplated by adopted plans
5. Consistency with Neighborhood Context, Zone District Purpose and Intent

Denver Zoning Code Review Criteria

1. Consistency with Adopted Plans
2. Uniformity of District Regulations
3. Further Public Health, Safety and Welfare
4. Justifying Circumstances
5. Consistency with Neighborhood Context, Zone District Purpose and Intent
 - Urban Center Neighborhood Context
 - Multi-unit residential and mixed-use commercial; moderate to high building heights
 - Consistent building orientation, shallow setbacks, parking in the rear
 - High levels of multimodal access

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
 - C-MX zone districts promote safe, active, and pedestrian-scaled, diverse areas through building forms that activate the street edge. Enhance the convenience, ease, and enjoyment of transit, walking, shopping, and public gathering
 - C-MX-16 applies to residentially-dominated areas served by arterial streets where a scale of 3-16 stories is desired

CPD recommends **Approval**, based on finding all review criteria have been met

1. Consistency with Adopted Plans
2. Uniformity of District Regulations
3. Further Public Health, Safety and Welfare
4. Justifying Circumstances
5. Consistency with Neighborhood Context, Zone District Purpose and Intent