

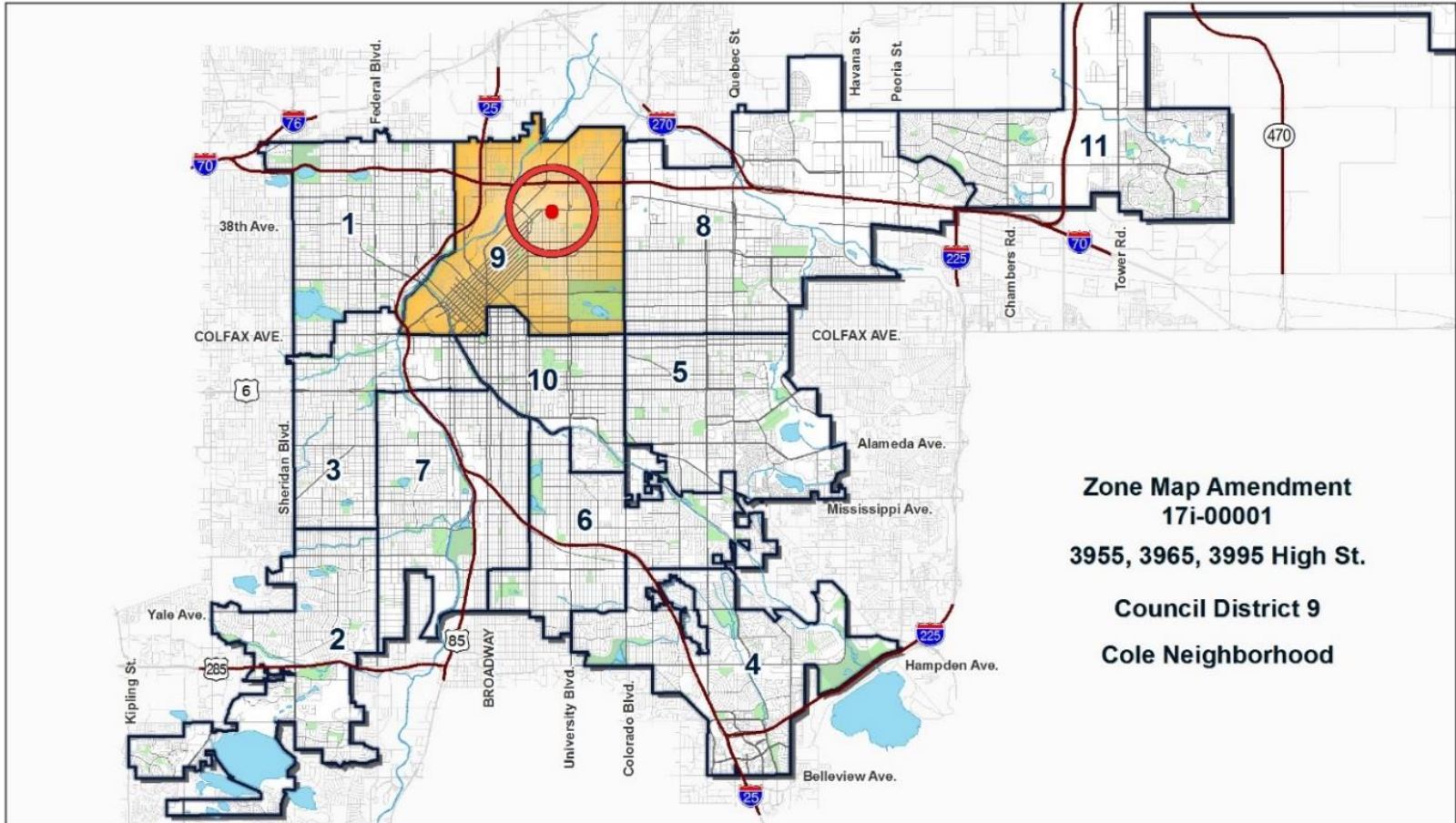


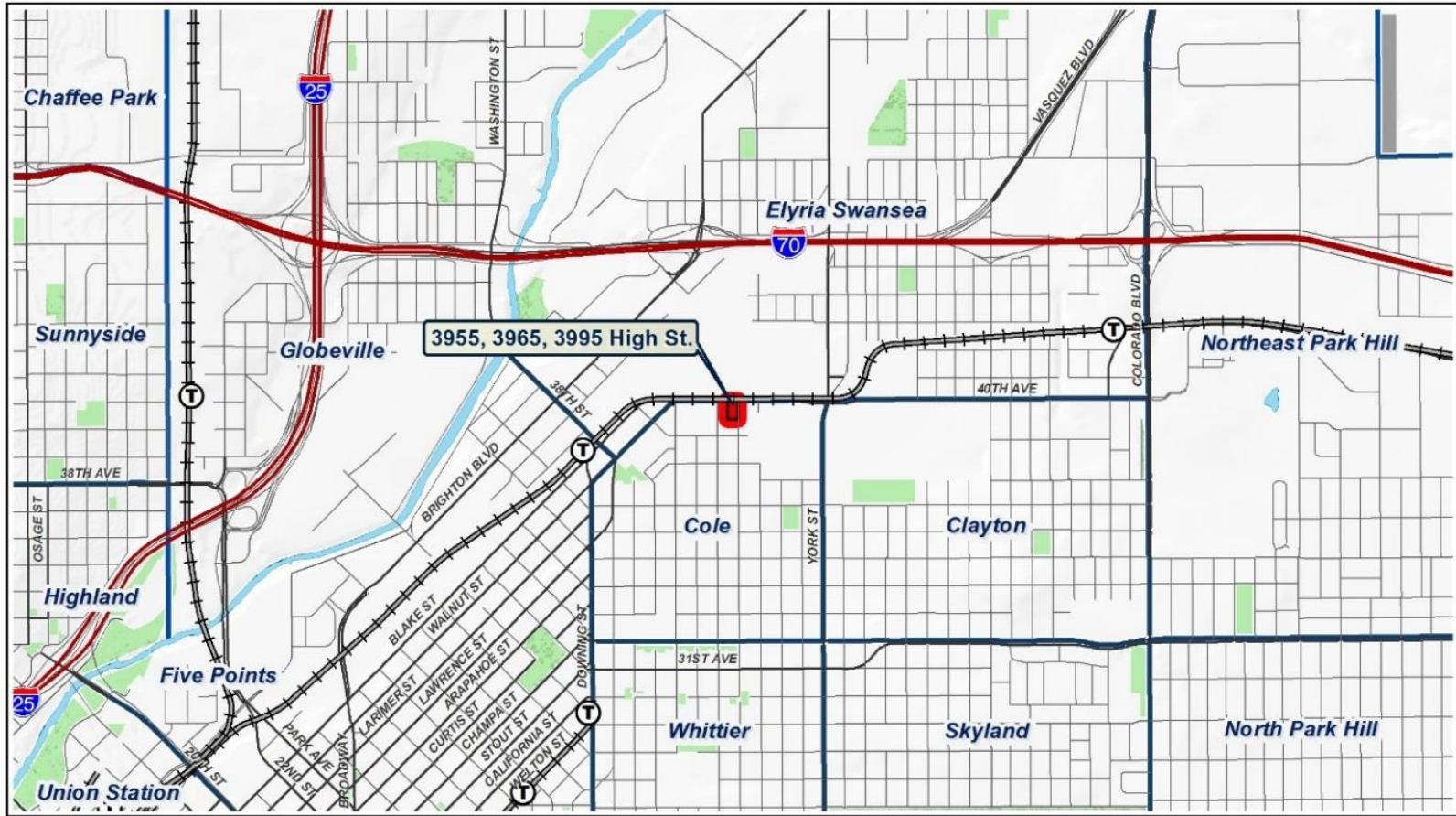
**DENVER**  
THE MILE HIGH CITY

# **3955, 3965 and 3995 North High Street**

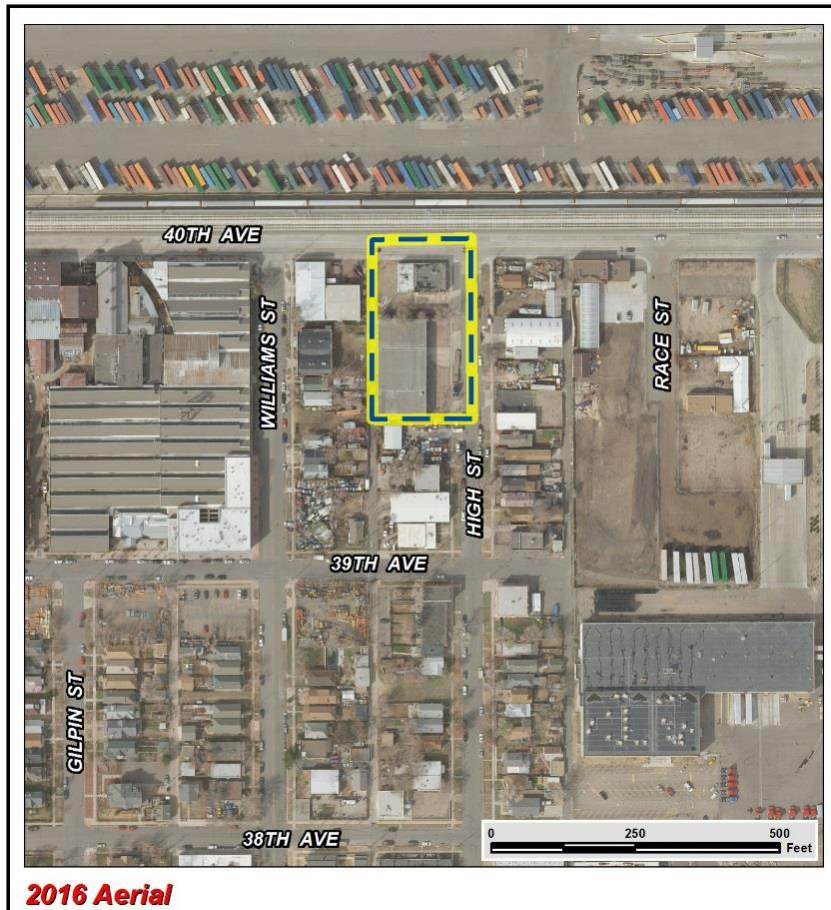
I-B U0-2 to I-MX-3 U0-2

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







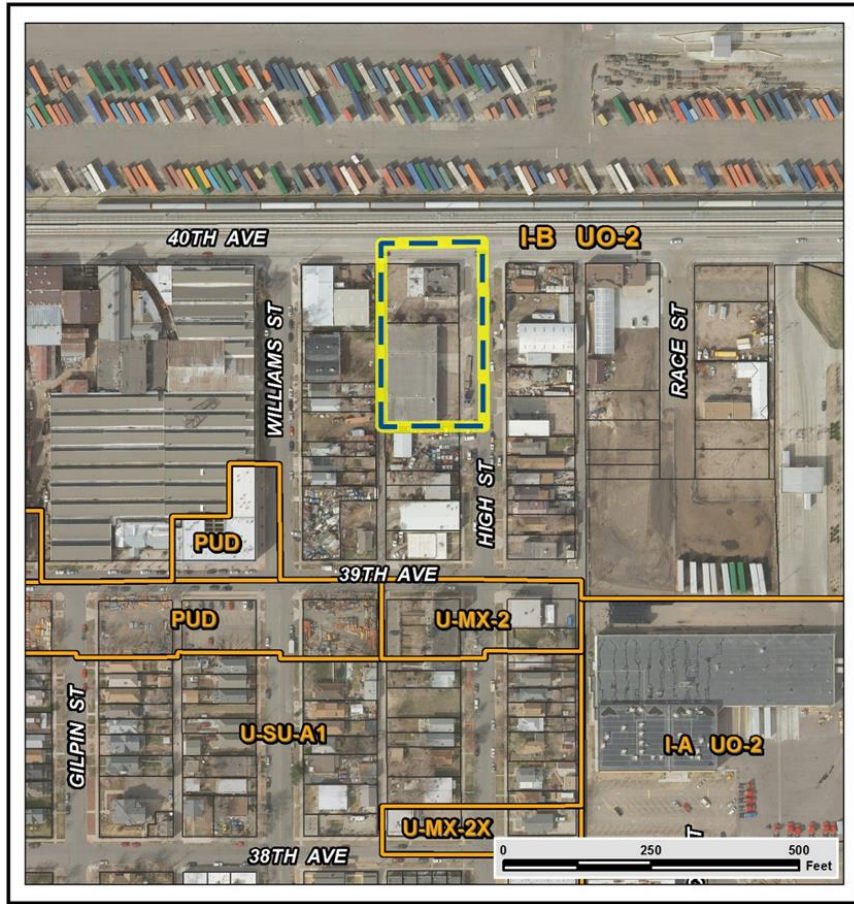


## 3955, 3965 and 3995 North High Street

- .79 acres (34,375 square feet)
- At intersection of 40<sup>th</sup> and High Street
- Industrial buildings on site

## Property Owner request:

- Rezoning from I-B UO-2 to I-MX-4 UO-2



Subject Site: I-B  
UO-2

Surrounding Sites

- I-B UO-2
- U-MX-2
- PUD
- I-A UO-2

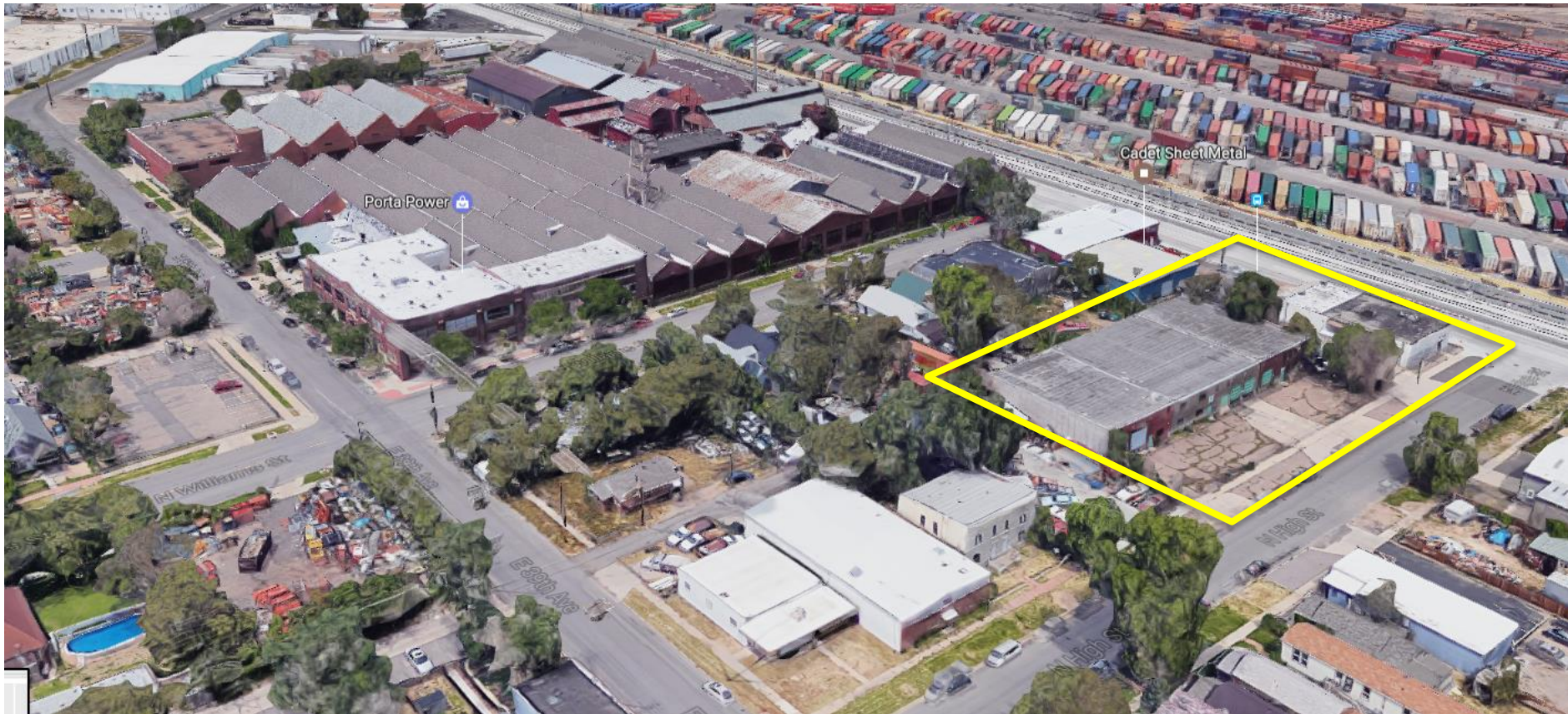
# Existing Context Land Use



- Subject Site: industrial
- North: rail yard, multimodal freight facility
- South, east, west: mix of industrial, commercial, materials storage and residential uses



# Existing Context Form & Scale



Aerial, looking northwest (Google Maps)



# Existing Context – Form/Scale

Subject site,  
looking  
southwest from  
High Street and  
40<sup>th</sup> Ave.  
(Google Maps)



Subject site,  
looking  
northwest from  
High Street  
(Google Maps)



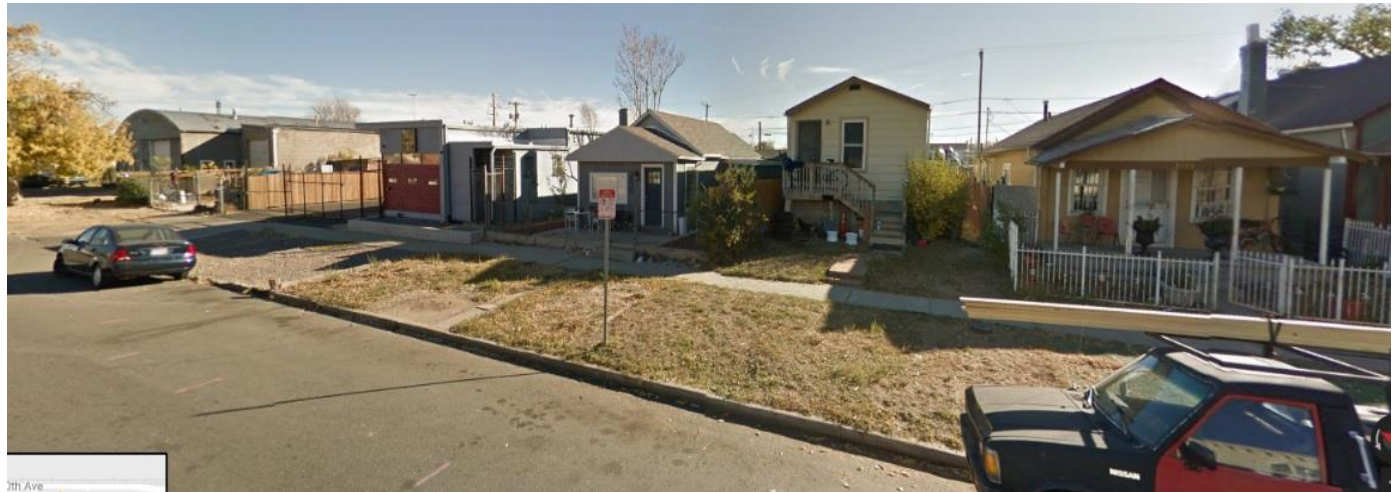


# Existing Context – Form/Scale

Properties across  
High Street from  
subject site,  
looking southeast  
(Google Maps)



Properties  
across High  
Street from the  
subject site,  
looking  
northeast  
(Google Maps)



Rear of subject site viewed from intersection of alley and E 40<sup>th</sup> Avenue, looking east  
(Google Maps)



Property to rear of subject site, viewed from intersection of alley and E 40<sup>th</sup> Ave, looking west  
(Google Maps)





- I-B UO-2
  - “General Industrial District.”
  - Allows surface and structured parking
  - Requires deep setbacks, especially to Primary Street

SITING	I-MX-3	I-MX-5	I-MX-8	I-A	I-B
<b>ZONE LOT</b>					
Floor Area Ratio (FAR) (max)	na	na	na	2.0	2.0
<b>REQUIRED BUILD-TO</b>					
<b>B</b> Primary Street (min % within min/max)	50% (0/10')	50% (0/10')	50% (0/10')	na	na
<b>SETBACKS</b>					
<b>C</b> Primary Street (min)	0'	0'	0'	20' 10'	20' 10'
<b>D</b> Side Street (min)	0'	0'	0'	Can reduce to 5' on lot less than 100ft in width on the long side of the block	Can reduce to 5' on lot less than 100ft in width on the long side of the block
<b>E</b> Side Interior (min)	0'	0'	0'	0'	0'
Side Interior, adjacent to Protected District (min)	10'	10'	10'	10'	10'
<b>F</b> Rear (min)	0'	0'	0'	0'	0'
Rear Setback adjacent to Protected District alley, no alley (min)	5'/10'	5'/10'	5'/10'	10'	10'
<b>PARKING</b>					

# Existing Context: Setbacks





# Request: I-MX-3

## Urban Center Neighborhood Context – Residential Mixed Use – 12 stories max. ht.

SECTION 9.1.  
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Industri

Indus  
I-MX  
I-A  
I-B

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Article 9. Special Contexts and Districts  
Division 9.1 Industrial Context

### DIVISION 9.1 INDUSTRIAL CONTEXT (I-MX, I-A, I-B)

#### SECTION 9.1.1 INDUSTRIAL CONTEXT DESCRIPTION



**General Character:** The Industrial Context consists of areas of light industrial, heavy industrial and general industrial areas, as well as areas subject to transitions from industrial to mixed-use. The Industrial Context includes parts of the city where outdoor uses and activities are accommodated, with appropriate screening, buildings or multi-story buildings with tall ceilings that accommodate industrial processes, loading bays, and specialized equipment. Industrial uses are primarily located along or in proximity to highway or arterial streets, and often include heavy rail access.

**Street, Block, and Access Patterns:** The Industrial Context consists of an irregular pattern of large blocks. Vehicle access is typically a drive from the street to a surface parking lot. Truck access, loading, and parking are important attributes. The Industrial Mixed Use Districts have a more urban context with a rectangular street grid and alley access.

**Building Placement and Location:** Industrial buildings are typically placed to accommodate the specific activity, often with parking surrounding the building. In many cases, the Industrial Context incorporates existing buildings with raised loading docks presenting particular access and parking challenges. Building placement in the Industrial Mixed Use districts is closer to the street with parking, loading and access in the rear of the site. Reuse of existing industrial buildings with street facing loading presents design challenges.

**Building Height and Form:** Building heights range from 1-8 stories which utilize simple forms to maximize open floor space to accommodate warehousing, although older industrial areas include multi-story warehouse buildings, manufacturing uses, adaptive re-use of industrial structures, and multi-storied mixed use buildings.

**Mobility:** The Industrial Context has typically had a relatively low level of access to the multi-modal transit system, although many areas are adjacent to transitioning Areas of Change associated with new or existing rail transit lines.



- Promotes pedestrian-scaled development with buildings at the street and an active street level (especially in General building form)
- Shallow front setbacks, high build-to requirements
- Accommodate a variety of industrial, commercial, civic and residential uses
- Intended as a transition between mixed use areas and I-A or I-B industrial areas

- Informational Notice: April 9, 2017
- Planning Board – notification signs and written notice (15 days): June 5 through June 21, 2017
- Planning Board: June 21, 2017
  - Recommendation of Approval (7/2 vote)
- LUTI Committee: July 11, 2017
- Council Hearing: (tentative) August 21, 2017



- Registered Neighborhood Organizations Notified of this Application
  - Denver Neighborhood Association, Inc.
  - Inter-Neighborhood Cooperation (INC)
  - Five Points Business District
  - United Community Action Network Inc.
  - North Neighborhoods Democratic Council
  - Cole Neighborhood Association
  - Elyria Swansea Neighborhood Association
  - Cross Community Coalition
  - Elyria Swansea/Globeville Business Association
  - Comunidades Unidas Globeville Elyria & Swansea
  - The Points Historical Redevelopment Corp
- E-mail from Cole Neighborhood in support

## 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
- River North Plan
- 38<sup>th</sup> & Blake Station Area Plan and subsequent Height Amendments
- Elyria and Swansea Neighborhoods Plan (abutting)

### 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

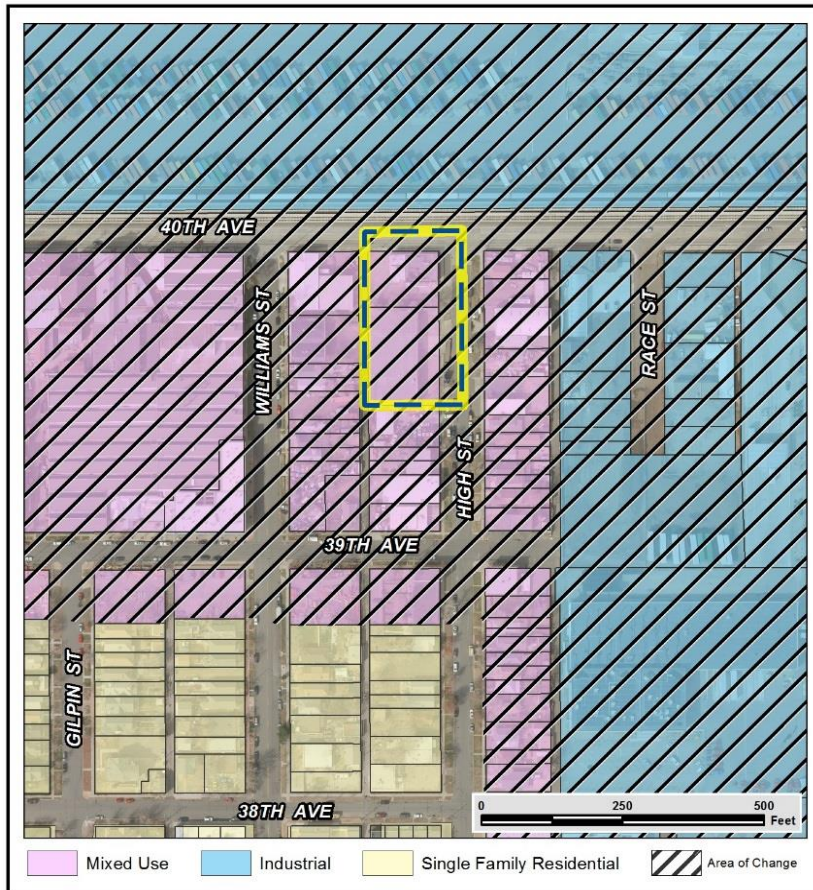
# Review Criteria: Consistency with Adopted Plans

## Comprehensive Plan 2000

- 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. (p 60)*
- Mobility Strategy 4-E: *Continue to promote mixed-use development, which enables people to live near work, retail and services. (p 78)*
- Legacies Strategy 3-A: *Identify areas in which increased density and new uses are desirable and can be accommodated. (p 99)*
- Vision of Success – Congruency of land use and zoning: *Ongoing clarification of the Zoning Ordinance in a process linked to a citywide land-use plan will eventually result in a built environment with greater overall urban design integrity, stronger connections among urban centers, and a richer and more diverse mix of uses within geographically proximate areas. (p 54)*
- Vision of Success – Compact Development: *Development and redevelopment of urban centers present opportunities to concentrate population and land uses within a limited geographic space [and] will improve neighborhood cohesion, reduce urban sprawl and connect residents more directly to services and amenities within their immediate living environment. (p 55)*



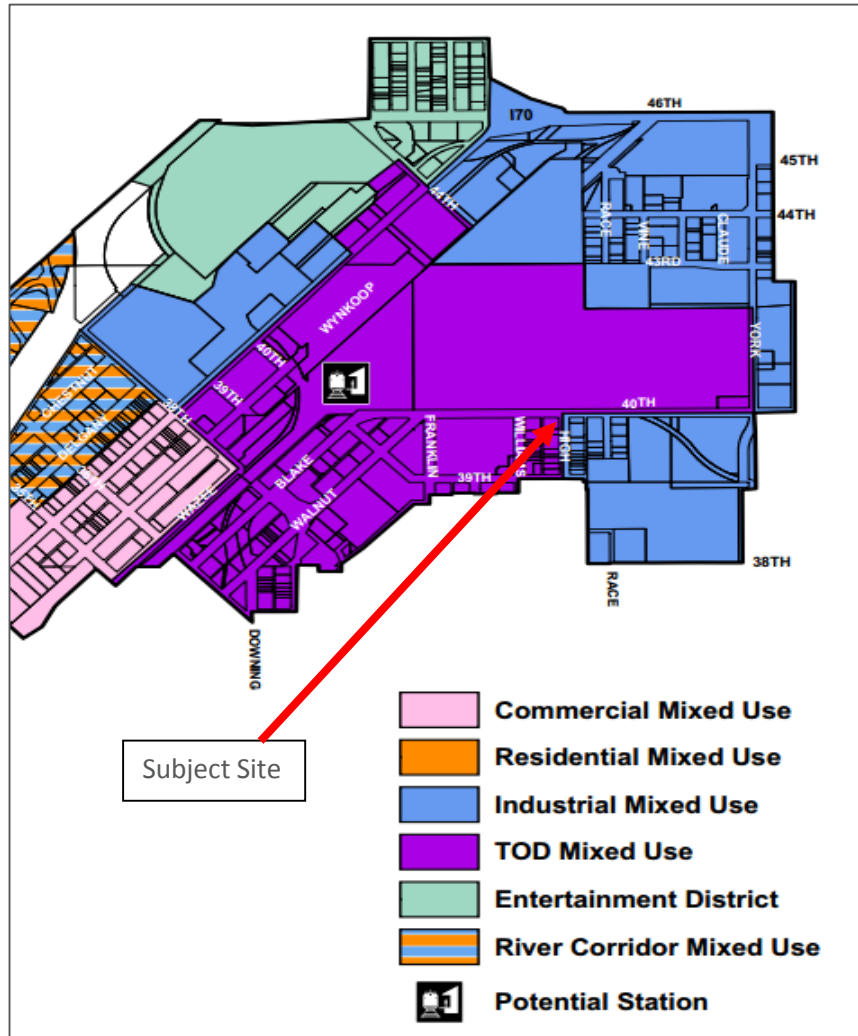
# Review Criteria: Consistency with Adopted Plans



## Blueprint Denver (2002)

- Land Use Concept:
  - Mixed Use
    - Higher density development with residential and non-residential uses in walking distance of one another
    - Ground-floor active uses, pedestrian-scaled facades and transparency
  - Area of Change
    - Channel growth where it is beneficial

# Review Criteria: Consistency with Adopted Plans



## River North Plan (2003)

- Land Use Concept:
  - Transit-Oriented Mixed Use (near RTD A-Line station, slightly relocated since adoption)
  - “build upon the unique land uses that exist and identify redevelopment sites and opportunities that foster the creation of a compatible mix of uses.”



# Review Criteria: Consistency with Adopted Plans



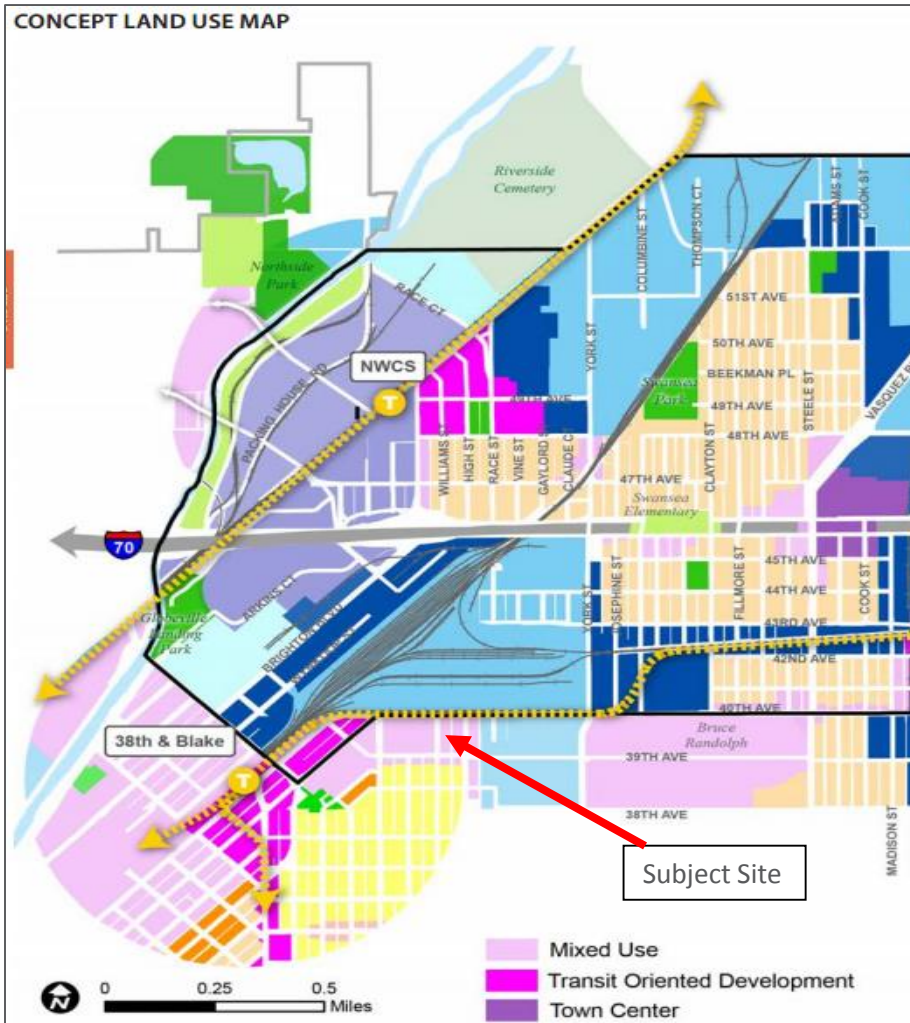
**LEGEND**

 Mixed Use - TOD Core	 Mixed-Use- Employment	
 Mixed Use - Main Street	 Open Space and Parks	
 Mixed Use - Residential	 New Open Space and Parks	
 Urban Residential	 FasTracks East Corridor Line	

## 38<sup>th</sup> & Blake Station Area Plan (2009) and Height Amendments (2016)

- Updated recommendations from River North Plan
- Carried forward Mixed-Use recommendation
- Proposed rezoning supports Height Amendment recommendations for 3-story base heights at this location.

# Review Criteria: Consistency with Adopted Plans



## Elyria and Swansea Neighborhood Plan (2015)

- Recommended “mixed use” for this area with focus on employment.
- Notes that “pedestrian access is important within mixed-use areas”

## Denver Zoning Code Review Criteria

1. Consistency with Adopted Plans
2. Uniformity of District Regulations
  - Request is consistent.
3. Further Public Health, Safety and Welfare
  - Implements adopted plans and policies for walkable development to support transit-oriented redevelopment
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
    - River North area has seen considerable mixed-use infill and adaptive reuse
    - Activity and interest intensified with 2016 opening of A-Line station at 38<sup>th</sup> & Blake



5. Consistency with Neighborhood Context, Zone District Purpose and Intent
  - Industrial Neighborhood Context:
    - Includes areas subject to transition from industrial to mixed-use.
  - I-MX Industrial Mixed Use districts further refine context to include finer-grained areas where light industrial and residential uses are in close proximity

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