



**DENVER**  
THE MILE HIGH CITY

3515, 3525, 3535, and 3545 S.  
Tamarac Dr.

From: B-1 and B-3

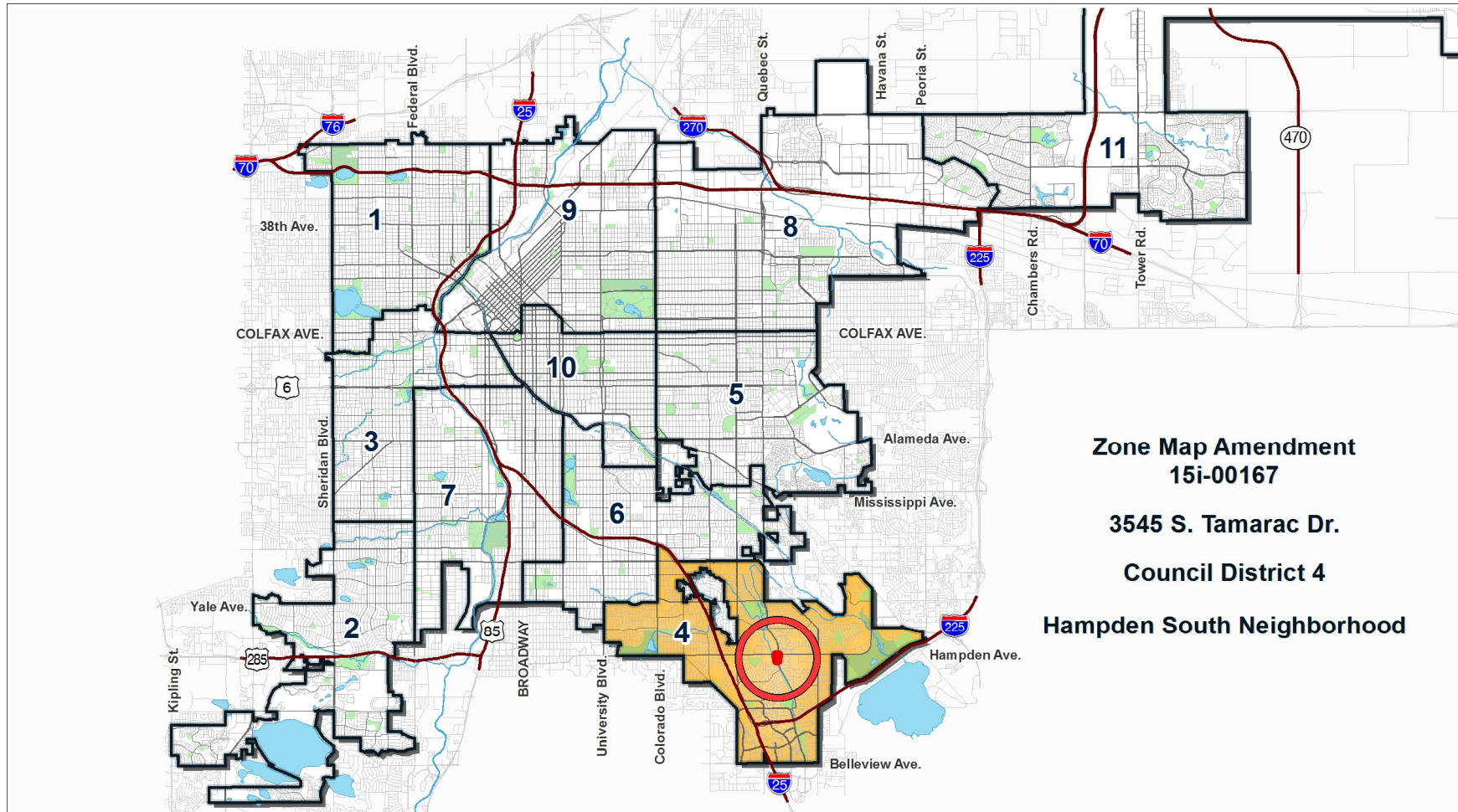
To: S-MX-3

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**DENVER**  
THE MILE HIGH CITY

# Council District 4 Southeast Denver



**Zone Map Amendment  
15i-00167**

**3545 S. Tamarac Dr.**

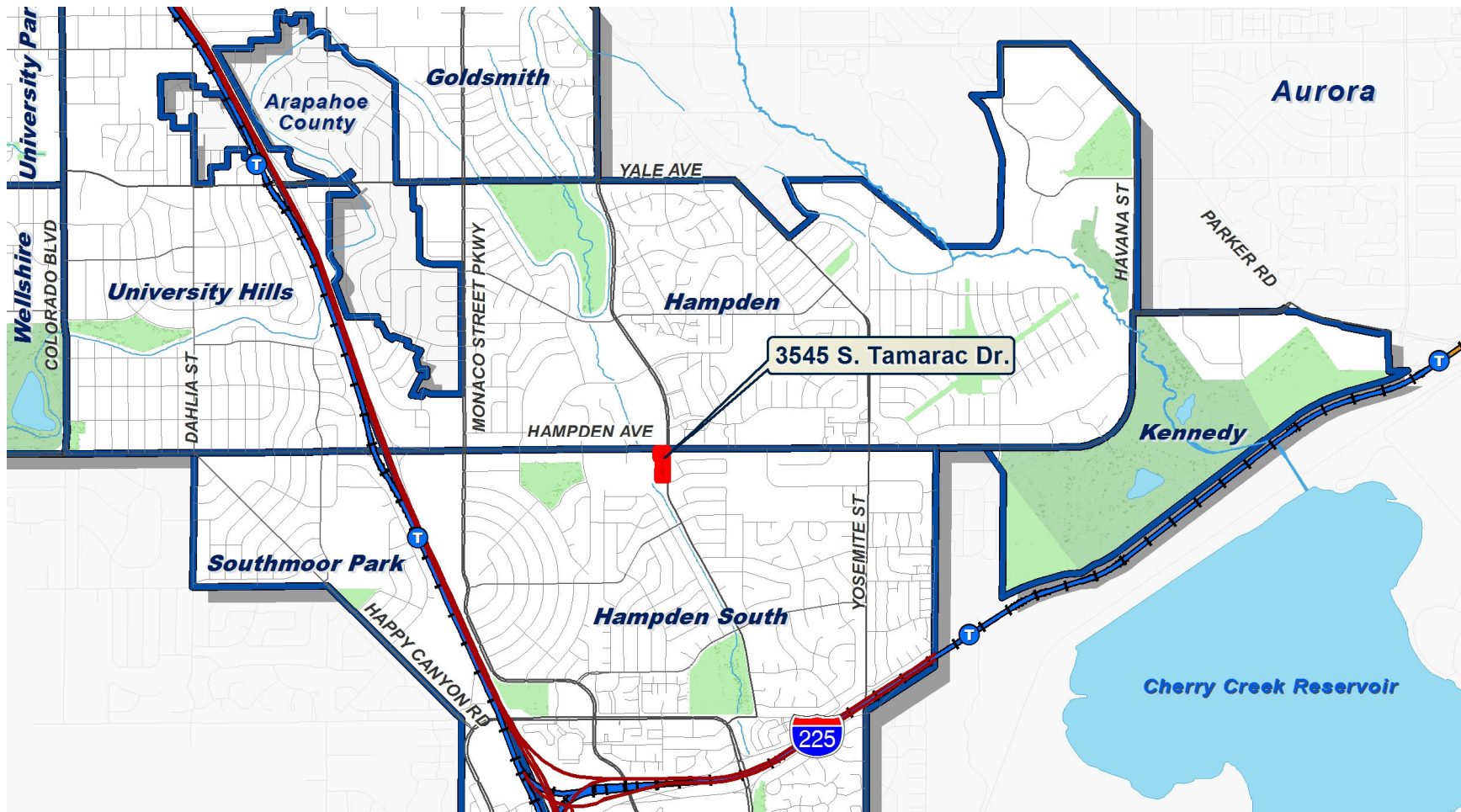
**Council District 4**

**Hampden South Neighborhood**



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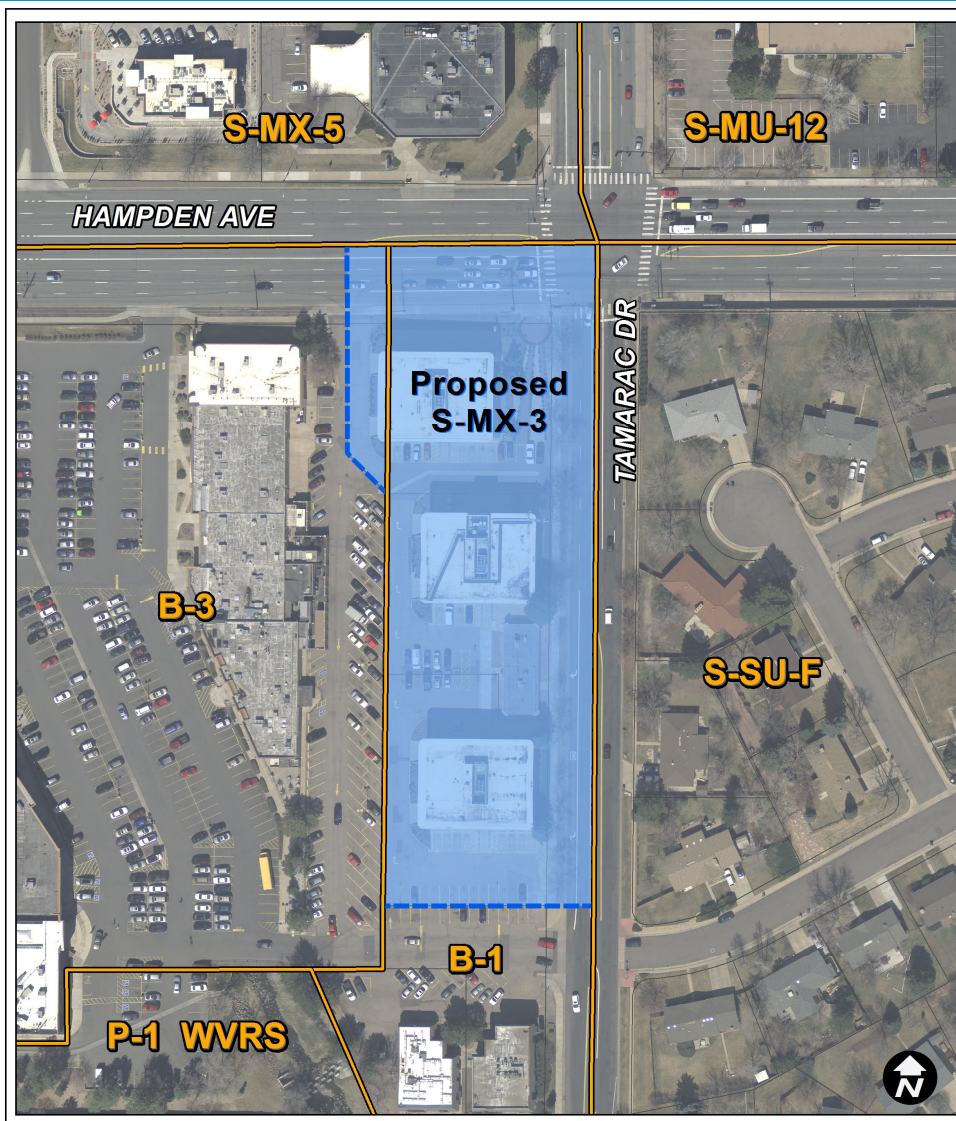
# Hampden South Neighborhood







- Southwest corner of Hampden Ave and Tamarac Dr.
- Adjacent to Tiffany Plaza shopping center



- **Property**
  - 1.72 +/- Acres
- **Property Owner:**
  - Request to rezone to out of Former Chapter 59 into Denver Zone Code
  - Facilitate redevelopment



Article 9. Special Contexts and Districts  
Division 9.2 Campus Context

**SECTION 9.2.4 CAMPUS-EDUCATION/INSTITUTION (CMP)**

**9.2.4.1 Intent**  
The Campus Education/Institution Districts are intended for educational, institutional, or entertainment sites. This district also accommodates primary, intermediate, high school, college and university uses, including student boarding facilities. This district also accommodates public and institutional uses such as museums, public and religious buildings, and other site elements while providing compatibility, landscaping and other site elements while providing compatibility and adjacent neighborhoods.

The CMP-El1 district is intended to be applied to institutions where additional flexibility is desired to accommodate the campus elements, such as flexible placement of buildings, walkways, indoor and outdoor recreational facilities, open landscaping.

The CMP-El2 district is intended to be applied to small units, two units, town houses, or row adjacent to a single unit, two units, town houses, or row adjacent to a single unit, two units, town houses, or row. It is important to require more open space and more use of landscaping and other site elements to ensure adequate transitions to adjacent lower-intensity land uses with the potential for off-site impacts are less than in the CMP-El1 district. In all other respects, the same standards shall apply.

**9.2.4.2 Design Standards**


**A. Applicability**  
All development in the CMP-El1, El2 Zone shall comply with the following standards:

**B. General Standards**

- Campus Design Standards**  
Campus design review process, design guidelines, or site plan, design guidelines, or site plan, design guidelines, or site plan shall be applied during site plan review.
- Zone Lots**  
The Zoning Administrator or more primary streets shall be consistent with the Zoning Administrator's determination of Primary Street Line and Rear Zone Line. The Zoning Administrator shall determine the appropriate zone line for each lot, including:
- Reference to Art**  
Refer to the following:  
a. Parking  
b. Landscaping  
c. Site Grading  
d. Outdoor Lighting  
e. Signage

**DIVISION 9.2 CAMPUS CONTEXT (CMP)**

**SECTION 9.2.1 CAMPUS CONTEXT DESCRIPTION**



**General Character:** The Campus Context generally consists of midrise to large medical, institutional, educational, or entertainment sites. The context is established to allow for flexible placement of buildings, and an urban design plan that expresses stakeholder visions for the campus and its surrounding area. Campus contexts tend to have transitional areas that taper off in intensity towards adjacent residential neighborhood contexts, but can also incorporate and be adjacent to more intense development.

**Street, Block, and Access Patterns:** While Campus sites are often connected to the City via the traditional street grid, transportation and access patterns within the campus site are widely varied.

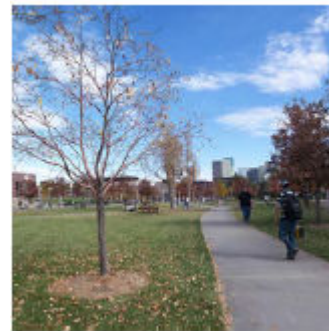
**Building Placement and Location:** Campus buildings are typically placed to accommodate the specific activity, with multiple buildings often oriented in a way appropriate to their use. Buildings may be oriented toward an internal public space or central courtyard. In some cases, buildings are used to use the perimeter of a campus to introduce pedestrian-oriented uses.

**Building Height:** Buildings are compatible with the scale of the surrounding neighborhood context with greater variation in massing and height in the interior of the site.

**Mobility:** Priority is often given to pedestrians. Vehicular access can be disconnected from the grid within the campus zone, but pedestrian and vehicular permeability should be encouraged. Shared, structured and surface parking often exist internal to the campus to serve multiple buildings and uses, while internal pedestrian ways connect the campus structures. The Campus Context often has high levels of access to the multi-modal transit system.

DENVER ZONING CODE  
June 29, 2010 | Republished July 6, 2015

[9.2-1]

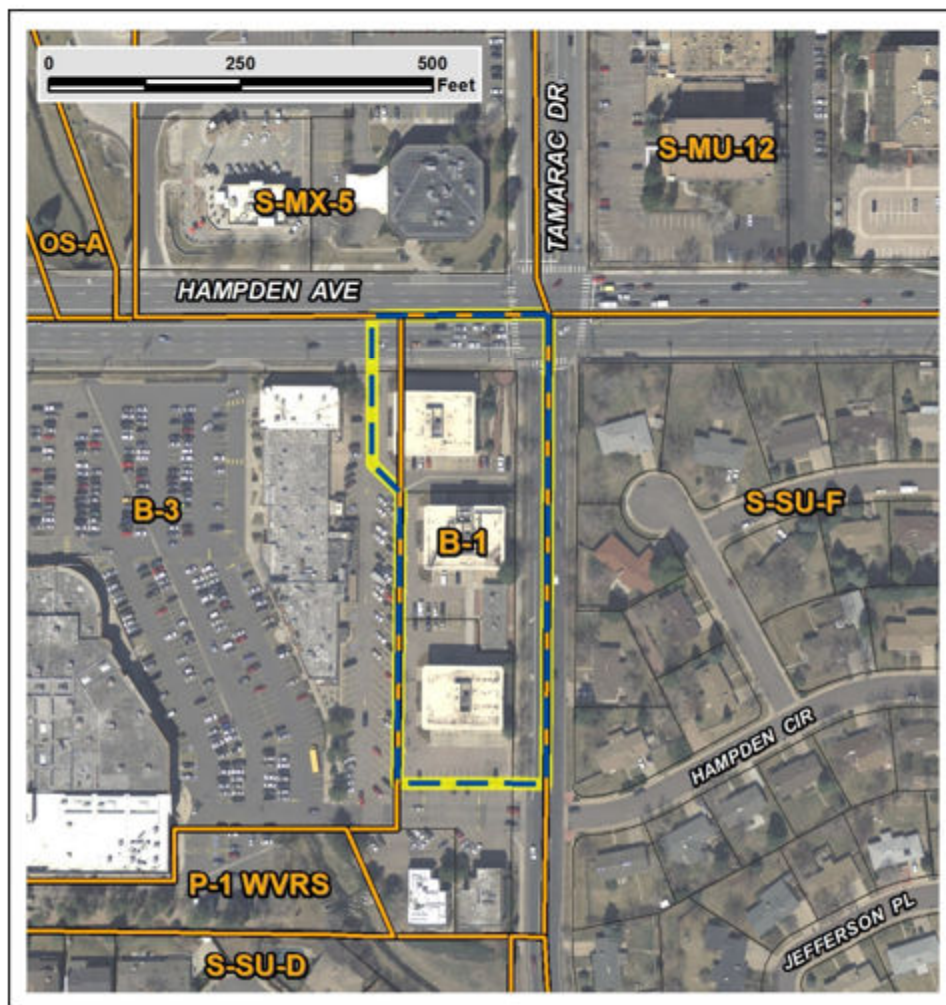




# Existing Context

- Zoning
- Land Use
- Building Form/Scale

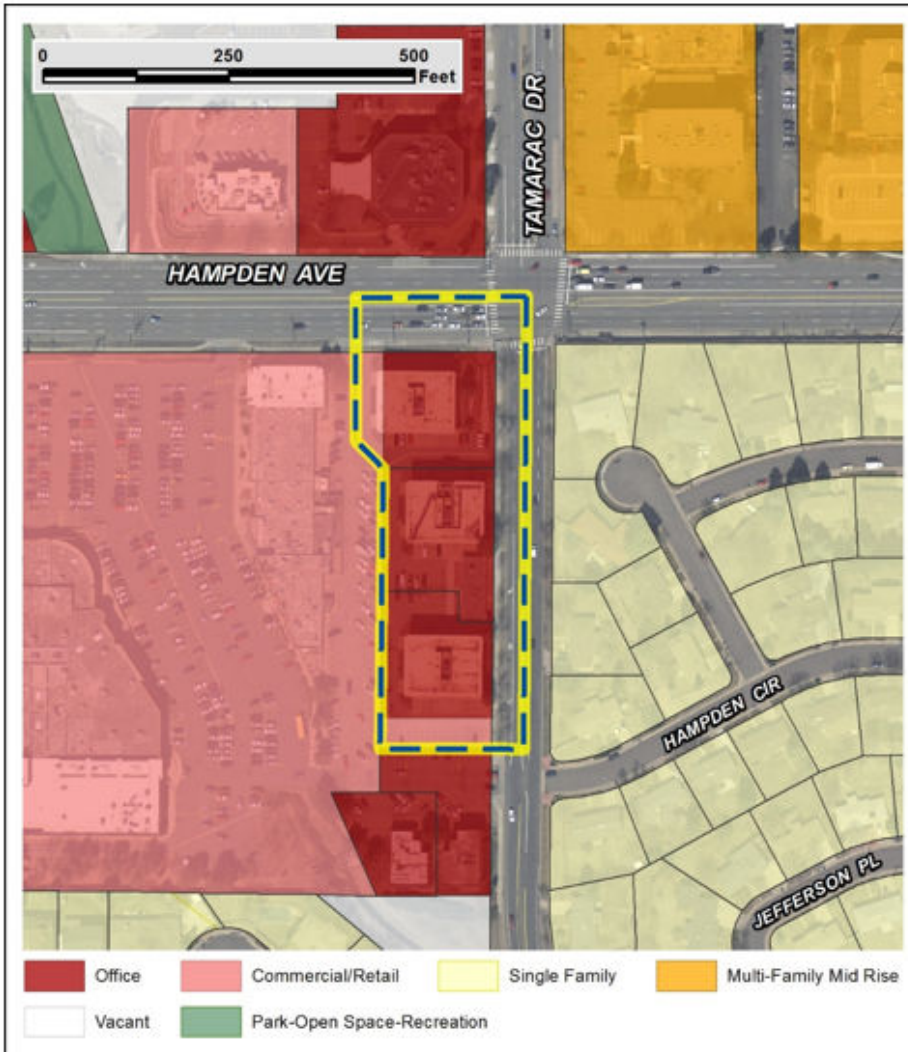
# Existing Context – Zoning



- **Current zoning for site:**
  - B-1; B-3
- **Site surrounded by:**
  - B-1
  - B-3
  - S-MX-5
  - S-MU-12
  - S-SU-F



# Existing Context – Land Use



- **Site:** Office
- **Surrounding:** Retail, Office, Single Family and Multi Family Residential

# Existing Context – Building Form/Scale



Subject Site, looking west



Subject Site, looking east



Subject Site, looking north



Subject Site, looking south

- Notice of Receipt of Application: February 5<sup>th</sup>, 2016
- Notice of Planning Board Public Hearing: April 18<sup>th</sup>, 2016
  - Southmoor Park South Neighborhood Association
  - Hutchinson Hills/Willow Point Homeowners, Inc.
  - Inter-Neighborhood Cooperation;
  - Denver Neighborhood Assoc.
- Notification signs posted on property (4/19 - 5/4)
- Planning Board (5/4)
- Planning and Neighborhoods Committee (6/22)
- City Council Public Hearing (8/8)



## 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
- 61<sup>st</sup> and Pena Station Area Plan

### 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



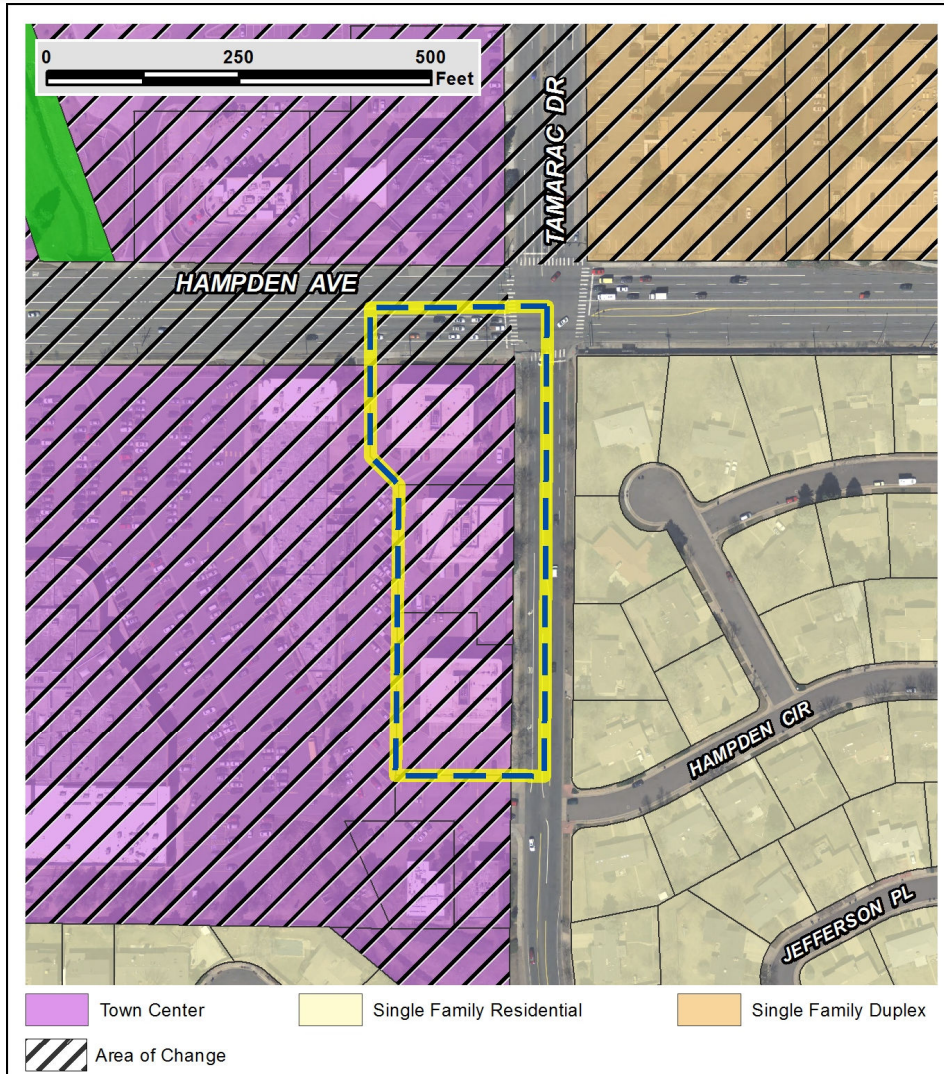
# Review Criteria: Consistency with Adopted Plans

## Comprehensive Plan 2000

- 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.*



# Review Criteria: Consistency with Adopted Plans



## Blueprint Denver (2002)

- Land Use Concept:
  - Town Center, Area of Change
- Future Street Classification:
  - Hampden Ave.
    - Commercial Arterial
  - Tamarac Dr.
    - Residential Collector
  - Both Enhanced Transit Corridors



# Blueprint Denver

**Area of Change:** “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)



# Blueprint Denver

- **Mixed Use:** “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:** “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)



## Denver Zoning Code Review Criteria

1. Consistency with Adopted Plans
  - CPD finds the rezoning is consistent with Comprehensive Plan 2000, Blueprint Denver,
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
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.
    - Adjacent Properties have recently redeveloped
    - Proximity to light rail stations (~1 mile)
    - New Zoning Code
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
  1. The S-MX-3 district matches the suburban neighborhood context of the surrounding area and will be applied along a collector and an arterial street.



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