



**TO:** Denver Planning Board  
**FROM:** Fritz Clauson, AICP, Associate City Planner  
**DATE:** May 28, 2025  
**RE:** Official Zoning Map Amendment Application #2024I-00186

### Staff Report and Recommendation

Based on the criteria for review in the Denver Zoning Code, Staff recommends **approval** for Application #2024I-00186.

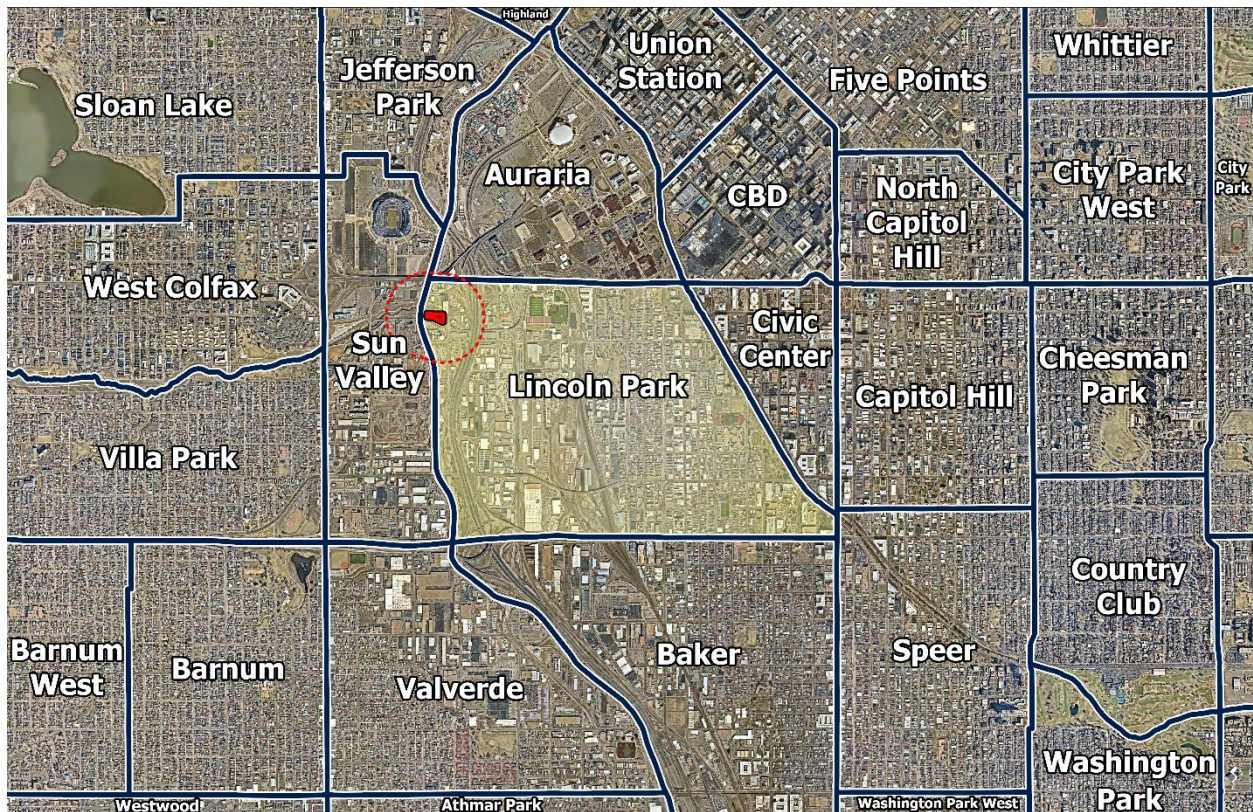
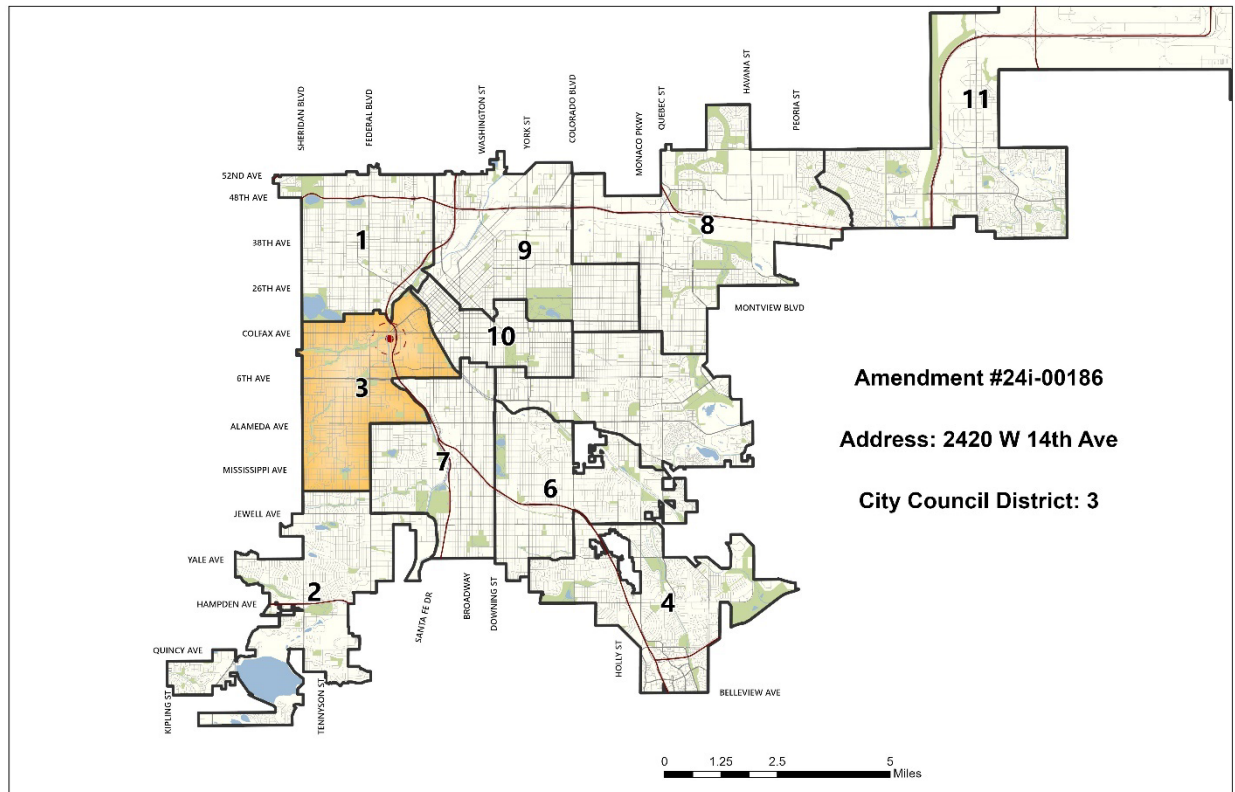
### Request for Rezoning

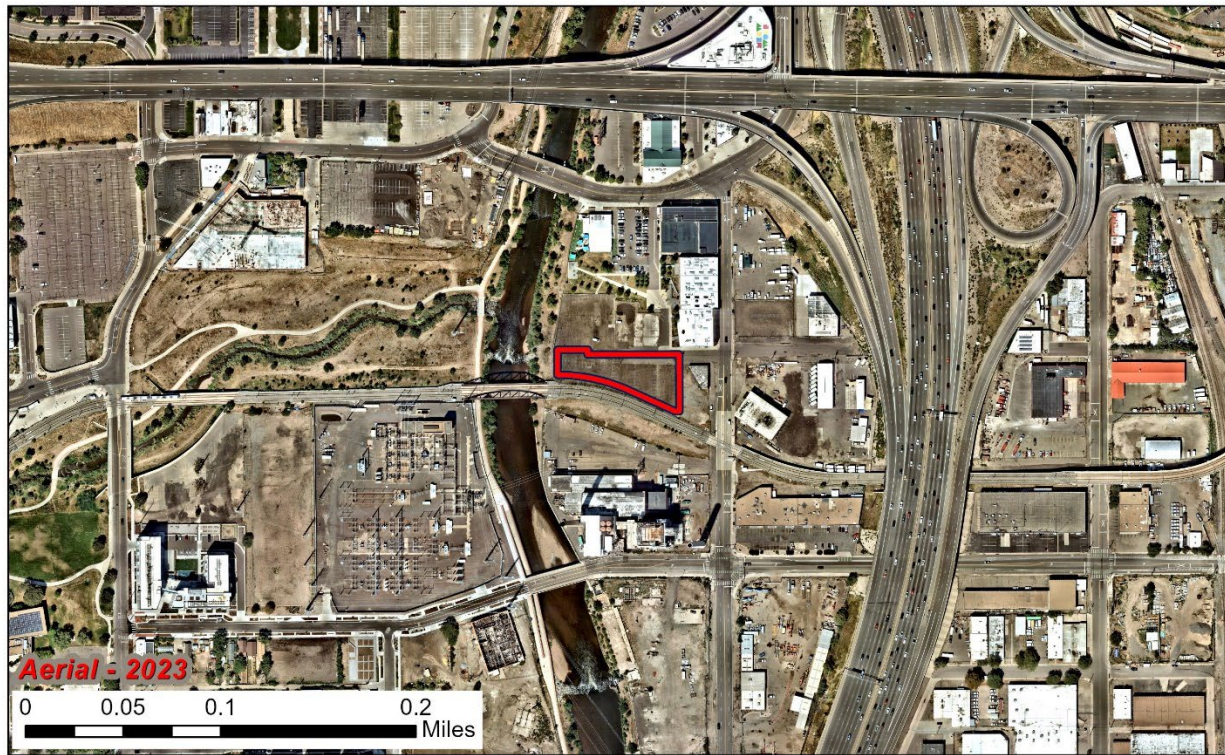
Address:	2420 West 14 <sup>th</sup> Avenue
Neighborhood/Council District:	Lincoln Park / Council District 3
RNOs:	La Alma / Lincoln Park Neighborhood Association, Sun Valley Community Coalition, Inter-Neighborhood Cooperation (INC)
Area of Property:	31,717 square feet or 0.73 acres
Current Zoning:	C-MX-5
Proposed Zoning:	C-MX-8
Property Owner(s):	1401 Zuni Investments, LLC
Owner Representative:	Susan Powers, Urban Ventures, LLC

### Summary of Rezoning Request

- The proposed rezoning is in the Lincoln Park statistical neighborhood in Council District 3. It is located west of the intersection of W 14<sup>th</sup> Avenue and N Zuni Street, and is adjacent to the South Platte River corridor.
- The 0.73-acre portion of the property to be rezoned is vacant and currently used as a parking lot for the adjacent STEAM on the Platte development. The proposed rezoning is intended to facilitate a mixed use redevelopment, including market rate housing, income restricted housing, and commercial uses on the currently vacant areas of the property. The applicant, Urban Ventures, LLC, recently renovated buildings on the adjacent lot as part of the Steam on the Platte mixed use project. The northern part of the property was rezoned to C-MX-8 (application 2019I-00052), which was approved by City Council in 2019.
- The C-MX-8 (Urban Center, Mixed Use, 8-story) zone district allows a mix of uses and is intended for areas or intersections served primarily by arterial streets where a building scale of 2 to 8 stories is desired.

## Existing Context



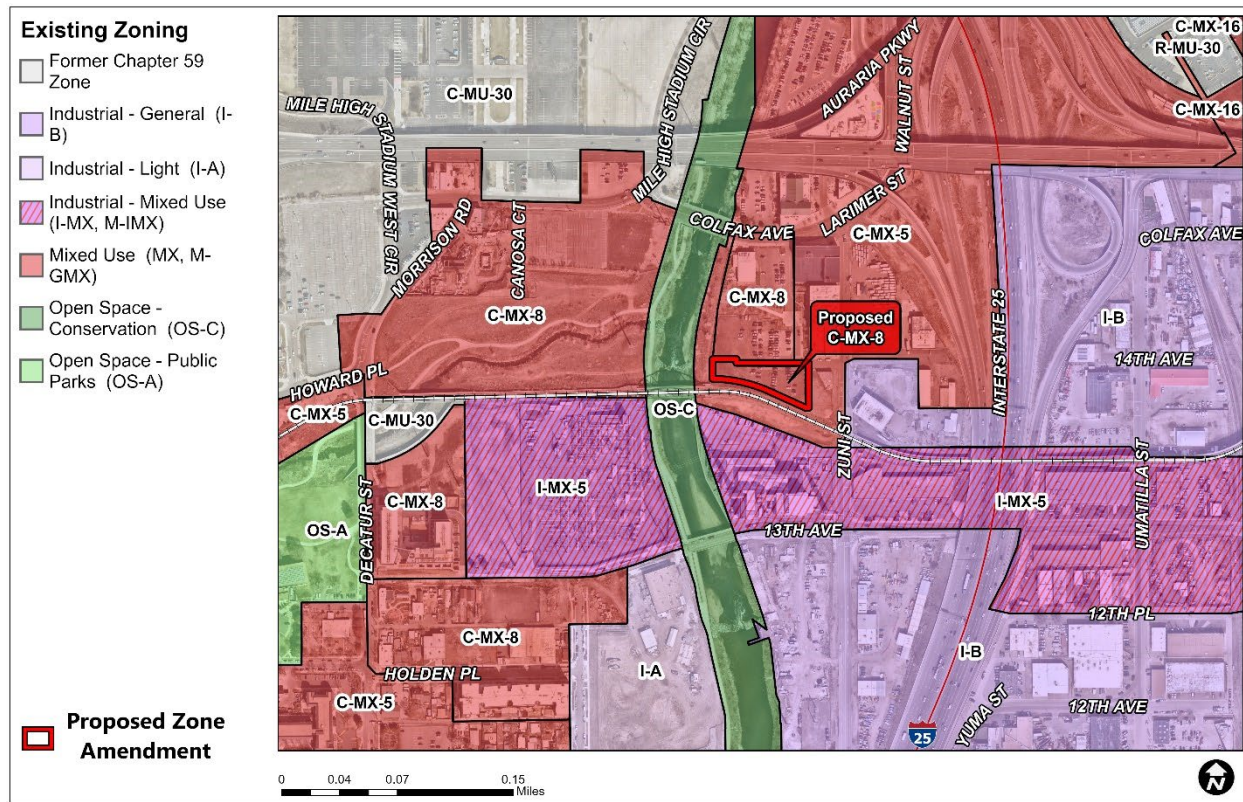


This area is primarily industrial in character and includes portions of the original street grid. Within a block of the site in all directions are major infrastructure corridors that interrupt the grid. To the immediate west is the South Platte River corridor and its intersection with Lakewood Gulch. To the north and east is the Colfax and I-25 interchange. To the south is the RTD W light rail corridor. Surface parking areas are prevalent in the area with some mixed use and industrial buildings that are predominantly 1-3 stories.

The following table summarizes the existing context proximate to the subject site:

	Existing Zoning	Existing Land Use	Existing Building Form/Scale	Existing Block, Lot, Street Pattern
Site	C-MX-5	Industrial	Vacant	Immediate surroundings are part of the original street grid interrupted by Colfax Ave and I-25 interchange to east, South Platte River to west, and light rail tracks to the south.
North	C-MX-8	Parking	Vacant	
South	C-MX-5; I-MX-5	Transportation/Communications/Utilities (light rail tracks)	Light rail tracks; Xcel Energy industrial complex with 100'+ structure heights	
East	C-MX-5	Office, Commercial/Retail	1-story Structure	
West	OS-C	Park/Open Space (South Platte River, Lakewood Gulch)	No Structures	No alleys are present and vehicle access is off the street.

## 1. Existing Zoning



The current zoning on the site is C-MX-5 which stand for Urban Center-Mixed-Use 5-stories. The zone district allows for the Town House, General, and Shopfront building forms and allow building heights up to 5-stories or 70 feet, with additional height allowed with incentives. Because of the property's proximity to transit the Drive-thru building forms are not allowed. The C-MX zone districts allow for a diversity of commercial and residential uses with strong street activation. For additional details of the Urban Center zone districts, see DZC Section 7.2.

## 2. View Plane

Denver Revised Municipal Code (D.R.M.C.) Sections 10-59.5 and 10-61 establish the Old City Hall and State Capitol Area mountain view planes that apply to the subject site. The view planes set forth a maximum height based on elevation and distance from the origin point. For the subject site the maximum height under the Old City Hall view plane is approximately 112 feet, and 149 feet under the State Capitol Area view plane. The proposed C-MX-8 zone district has a maximum building height of 110 feet, which does not conflict with the view plane height restrictions.

## 3. Decatur Federal General Development Plan (GDP)

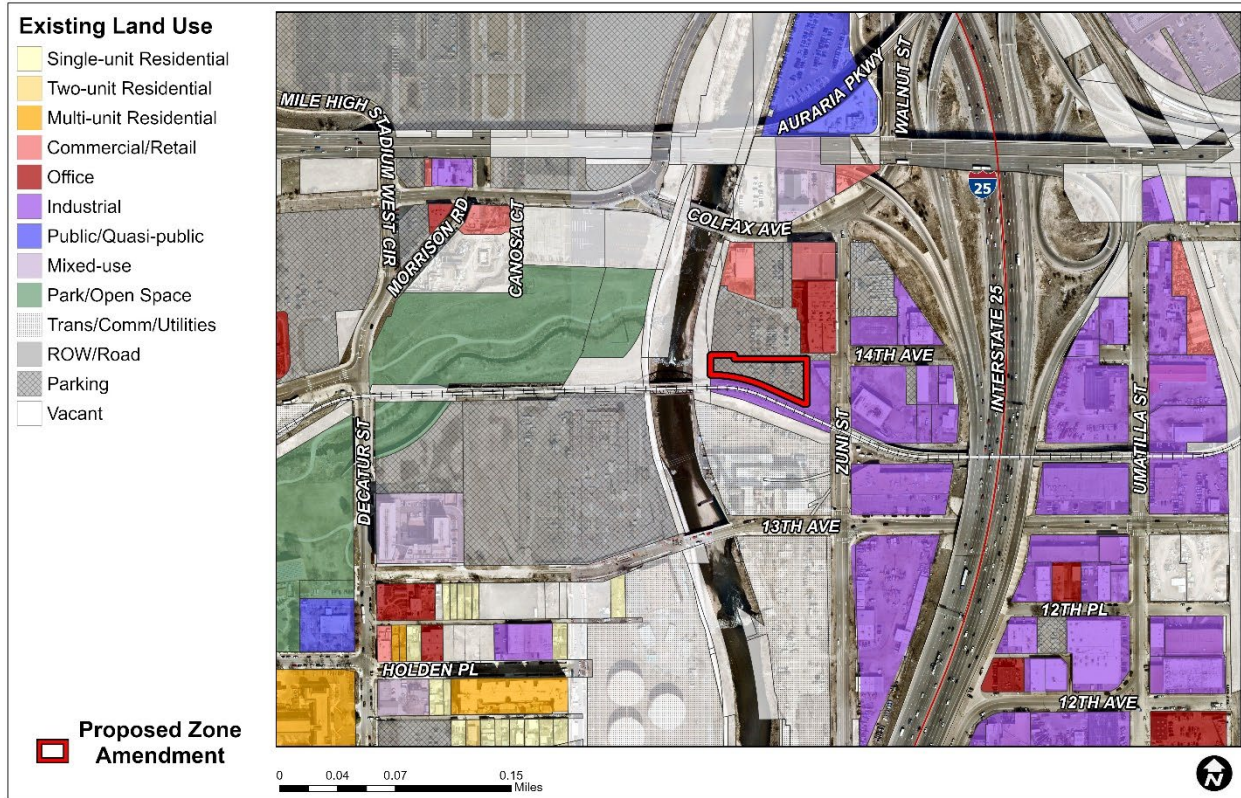
The subject site is in the Decatur Federal GDP boundaries. This GDP was approved in 2014 following the 2013 adoption of the Decatur Federal Station Area Plan. The GDP establishes conceptual land use, transportation, open space, and other infrastructure systems for most of the station area plan boundaries (210 acres). The GDP is more granular than the station area plan but does not act as an

approved site plan or establish any zoning. The GDP does not establish any specific concepts or requirements for the subject site related to land use or building heights and the GDP specifically states that a rezoning does not in itself mandate a GDP amendment (Sheet #4, Note #1). The proposed rezoning is consistent with the goals and concepts in the GDP. Therefore, no GDP amendment is required for the proposed rezoning.

#### 4. Affordable Housing Agreement

To address housing needs in this area, the applicant has worked with Denver's Department of Housing Stability (HOST) to develop and approve an affordable housing agreement covering the entire property, including the current portion proposed for rezoning by this application, and the portion previously rezoned to C-MX-8 (2060 West Colfax Avenue). The agreement stipulates that 12 percent of the total dwelling units to be developed shall be restricted to households earning 60 percent of Area Median Income or below.

#### 5. Existing Land Use Map



## 6. Existing Building Form and Scale



View of portion of property to be rezoned, looking south from northern portion of property.



View of portion of property to be rezoned, looking northeast from southwest corner of property.



View of properties to the east along Zuni Street, looking north.



View of properties to the south (including Xcel Zuni Power Station), looking southwest from Zuni Street.



View of South Platte River and properties to the west, looking northwest from river.

### Proposed Zoning

The requested C-MX-8 zone district which stand for Urban Center-Mixed-Use 8-stories, allows for the Town House, General, and Shopfront building forms. The Town House building form allows buildings up to 5-stories or 70 feet. The General and Shopfront building forms allow building heights of 8-stories or 110 feet, with additional height allowed with incentives. Because of the property's proximity to transit the Drive-thru building forms are not allowed. The C-MX zone districts allow for a diversity of commercial and residential uses with strong street activation. For additional details of the Urban Center zone districts, see DZC Section 7.2.

The primary building forms allowed in the existing zone district and the proposed zone district are summarized below. The only difference between the existing and proposed zone districts are for building height.

Design Standards	C-MX-5 (Existing)	C-MX-8 (Proposed)
Primary Building Forms Allowed	Town House, Drive Thru Services*, Drive Thru Restaurant*, General, Shopfront	Town House, Drive Thru Services*, Drive Thru Restaurant*, General, Shopfront
Height in Stories/Feet (max)	5/45'-70'**	5-8**/45'-110'**
Primary Build-To Percentages (min)	50-75%**	50-75%**
Primary Build-To Ranges	0'-10' to 5'-15'**	0'-10' to 5'-15'**
Minimum Zone Lot Size/Width	N/A	N/A
Primary Setbacks (min)	0'-10'**	0'-10'**
Building Coverages	N/A	N/A

\*Building form not allowed within a ¼ mile of a transit station platform. The subject site is approximately 0.3 miles from two transit station platforms.

\*\*Standard varies between building forms.

### **Summary of City Agency Referral Comments**

As part of the DZC review process, the rezoning application is referred to potentially affected city agencies and departments for comment. A summary of agency referral responses follows:

**Assessor:** Approved – No response.

**Asset Management:** Approved – No comment.

**Denver Public Schools:** Approved – No response.

**Department of Public Health and Environment:** Approved - No Comments

**Denver Parks and Recreation:** Approved – No response.

**Department of Transportation and Infrastructure – R.O.W.- City Surveyor:** Approved – No Comments

**Development Services – Project Coordination:** Approve Rezoning Only - Will require additional information at Site Plan Review

**Development Services - Fire Protection:** Approve Rezoning Only - Will require additional information at Site Plan Review

**Development Services – Transportation:** Approved – No Response

**Development Services- Wastewater:** Approved - See Comments Below

There is no objection to the rezone, however applicant should be under notice that DOTI will not approve any development of this property without assurance that there is sufficient sanitary and storm sewer capacity. A sanitary study and drainage study is required. These studies may result in a requirement for the developer to install major infrastructure improvements or a limit to development if current infrastructure is insufficient. Approval of this rezone on behalf of Wastewater does not state, or imply, public storm/sanitary infrastructure can, or cannot, support the proposed zoning.

## Public Review Process

	Date
Receipt of Complete Application - CPD informational notice of receipt of the rezoning application to all affected members of City Council, registered neighborhood organizations, and property owners and tenants within 10 days of application deemed complete:	<b>3/25/2025</b>
Property legally posted for a period of 15 days and CPD written notice of the Planning Board public hearing sent to all affected members of City Council, registered neighborhood organizations, and property owners:	<b>5/19/2025</b>
Planning Board public hearing:	<b>6/4/2025</b>
CPD written notice of the South Platte River Committee meeting sent to all affected members of City Council and registered neighborhood organizations, at least ten working days before the meeting:	<b>6/11/2025</b>
South Platte River Committee of the City Council:	<b>6/25/2025</b> <b>(tentative)</b>
Property legally posted for a period of 21 days and CPD notice of the City Council public hearing sent to all affected members of City Council and registered neighborhood organizations:	<b>7/14/2025</b>
<b>City Council Public Hearing:</b>	<b>8/4/2025</b> <b>(tentative)</b>

- **Registered Neighborhood Organizations (RNOs)**
  - To date, staff has received comment letters in support from the La Alma-Lincoln Park Neighborhood Association (LPNA) and the Sun Valley Community Coalition (SVCC).
- **Other Public Comment**

To date, staff has not received any comments regarding the proposed rezoning.

## Criteria for Review / Staff Evaluation

The criteria for review of this rezoning application are found in Denver Zoning Code Section 12.4.10.7, as follows:

1. Consistency with Adopted Plans
2. Public Interest
3. Consistency with Neighborhood Context Description, Zone District Purpose, and Intent Statements

### 1. Consistency with Adopted Plans

The following adopted plans currently apply to this property:

- *Denver Comprehensive Plan 2040*
- *Blueprint Denver (2019)*
- *Decatur Federal Station Area Plan (2013)*
- *La Alma/Lincoln Park Neighborhood Plan (2010)*

#### ***Denver Comprehensive Plan 2040***

The proposed rezoning is consistent with many of the adopted Denver Comprehensive Plan 2040 strategies, which are organized by vision element.

##### *Equitable, Affordable and Inclusive Vision Element*

The proposed rezoning would allow for mixed-use development, including an increase in allowed housing density, within approximately 0.3 miles of the Decatur Federal and Mile High Stations that provide service for the W light rail line. It is therefore consistent with the following strategies in the Equitable, Affordable, and Inclusive vision element:

- Equitable, Affordable and Inclusive Goal 1, Strategy A – *Increase development of housing units close to transit and mixed-use developments* (p. 28).
- Equitable, Affordable and Inclusive Goal 2 Strategy A – *Create a greater mix of housing options in every neighborhood for all individuals and families* (p. 28).

##### *Strong and Authentic Neighborhoods Vision Element*

The proposed rezoning would enable mixed-use infill development at a location where services and infrastructure are already in place. The site is near two light rail stations and is well connected to the city's off-street mobility network with adjacency to the South Platte River corridor. The proposed C-MX-8 zoning would allow for a broad variety of uses including housing, retail services, and employment near transit, and it is therefore consistent with the following strategies in the Strong and Authentic Neighborhoods vision element:

- Strong and Authentic Neighborhoods Goal 1, Strategy A – *Build a network of well connected, vibrant, mixed-use centers and corridors* (p. 34).
- Strong and Authentic Neighborhoods Goal 1, Strategy D – *Encourage quality infill development that is consistent with the surrounding neighborhoods and offers opportunities for increased amenities* (p. 34) *vibrant, mixed-use centers and corridors* (p. 34).

### *Environmentally Resilient Vision Element*

Similarly, the land use pattern detailed in the previous paragraph is also consistent with the following strategies in the Environmentally Resilient vision element:

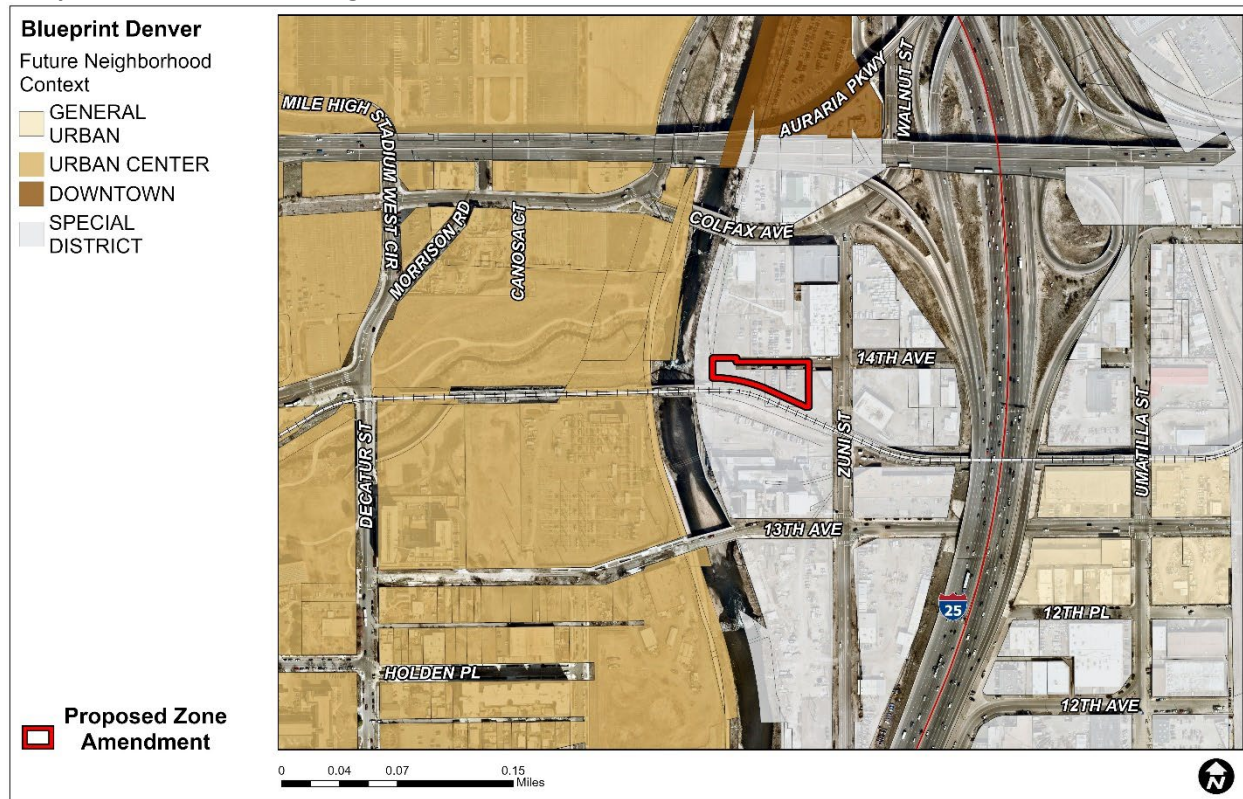
- Environmentally Resilient Goal 8, Strategy A – *Promote infill development where infrastructure and services are already in place* (p.54).
- Environmentally Resilient Goal 8, Strategy B – *Encourage mixed-use communities where residents can live, work and play in their own neighborhoods* (p. 54).
- Environmentally Resilient Goal 8, Strategy C – *Focus growth by transit stations and along high- and medium-capacity transit corridors* (p. 54).

The requested map amendment will enable mixed-use development at an infill location where services and infrastructure are already in place. The requested C-MX-8 zone district broadens the variety of uses allowing residents to live, work and play in an area well served by transportation mobility options. Therefore, the rezoning is consistent with *Denver Comprehensive Plan 2040* recommendations.

### **Blueprint Denver**

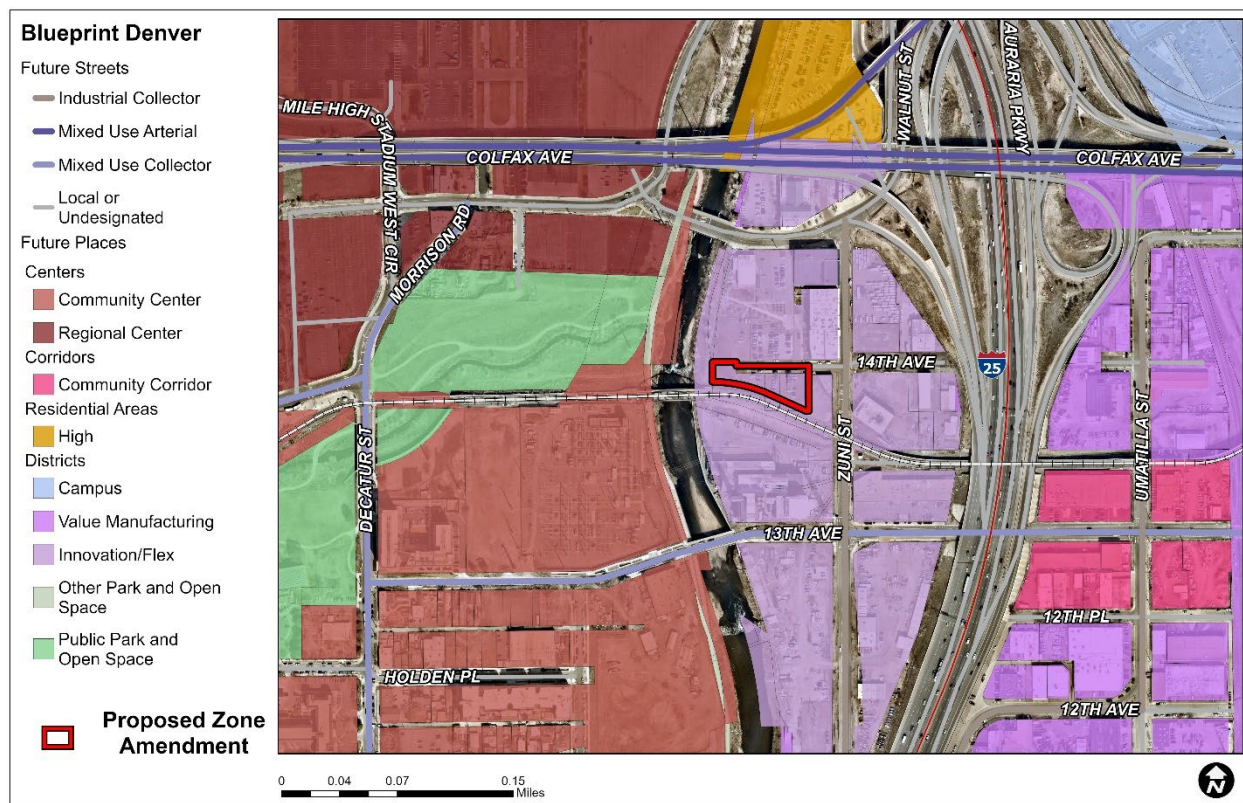
*Blueprint Denver* was adopted in 2019 as a supplement to *Comprehensive Plan 2040* and establishes an integrated framework for the city's land use and transportation decisions. *Blueprint Denver* identifies the subject property as part of an Innovation Flex future place within the Districts Context and provides guidance from the future growth strategy for the city.

### **Blueprint Denver Future Neighborhood Context**

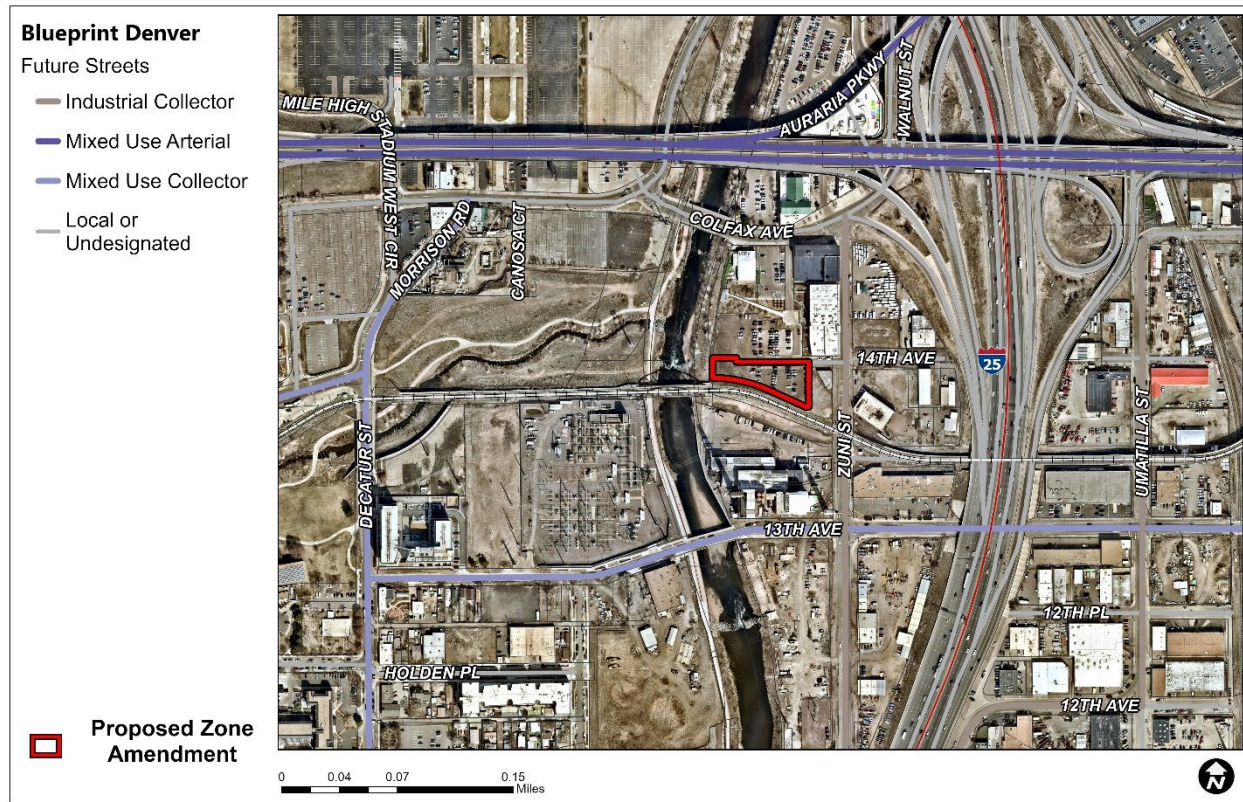


In Blueprint Denver, future neighborhood contexts are used to help understand differences in things like land use and built form and mobility options at a higher scale, between neighborhoods. Small area plans provide more certain guidance on topics including building heights (p. 67). The subject property is within the Districts neighborhood context. The Districts contexts “are contexts with a specially designed purpose, such as educational campuses, civic centers or manufacturing areas. They can be mixed-use and offer a diverse range of amenities and complementary services to support the district’s purpose” (p. 280). The District context “varies greatly by place and use” (p. 137). The proposed C-MX-8 zone district is part of the Denver Zoning Code Urban Center Context and is intended to “promote safe, active, and pedestrian-scaled, diverse areas through the use of building forms that clearly define and activate the public street edge”, and “to enhance the convenience, ease and enjoyment of transit, walking, shopping and public gathering within and around the city’s neighborhoods.” (DZC Section 7.2.2.1)

### **Blueprint Denver Future Places**



The future places map shows which place description(s) should be used to evaluate the appropriateness of the proposed zone district (p. 67). The subject property is mapped as Innovation Flex in the Future Places Map. These areas are part of the grouping of Manufacturing Districts that also includes the Heavy Production and Value Manufacturing place types. The Innovation Flex areas “serve the purpose of craft/maker space, high-tech design and manufacturing with a mix of employment and residential” (p. 285). Buildings in this context vary greatly in scale, and “should orient to the street and contain pedestrian friendly features such as street level transparency” (p. 285).

**Street Types**

Street types help inform the “appropriateness of the intensity of adjacent development” (p. 67). The two streets that provide direct access to the subject site are Old West Colfax Avenue and West 14<sup>th</sup> Avenue, both of which are classified as Local streets. “Local streets provide the lowest degree of through travel but the highest degree of property access” (p.161). The use and built form characteristics of Local streets are described as, “Local streets can vary in their land uses and are found in all neighborhood contexts, however are most often characterized by residential uses” (p.161).

Within one block, the subject site is also served by Zuni Street which is an Industrial Collector, and southbound access to Interstate 25. For Industrial streets, “adequate sidewalk space is provided, but driveway access is provided more frequently and streets may be wider to accommodate the movement of goods” (p. 161). The use and built form characteristics of Industrial streets are described as, “Industrial streets are characterized by manufacturing but may contain other uses. Buildings are generally low-rise and may be setback to accommodate site specific needs.” (p.161).

## **Blueprint Denver Growth Strategy**



Blueprint Denver’s growth strategy map is a version of the future places map, showing the aspiration for distributing future growth in Denver (p. 51). The subject site has the Districts classification. Districts are anticipated to see around 15% of new employment growth and 5% of new housing growth by 2040 (p. 51). Districts provide “higher intensity residential areas near downtown, mid-scale housing in innovation/flex districts and low-scale greenfield residential all contribute to Denver’s future housing stock” (p. 49). “Districts add a broad range of job opportunities” (p. 49).

## **Blueprint Denver Strategies**

*Blueprint Denver* also includes narrative goals to help further the city’s land use goals. This rezoning helps achieve a number of those goals including:

- Land Use & Built Form: General
  - Policy 1, Strategy A – Use zoning and land use regulations to encourage higher-density, mixed-use development in transit-rich areas (p. 72).
- Land Use & Built Form, Housing
  - Policy 6, Strategy A – Incentivize affordable housing through zoning, especially in regional centers (p. 85).
  - Policy 8, Strategy A – Capture 80% of new housing growth in designated areas including innovation/flex districts. Align high-density residential areas near regional centers to support housing growth near major job centers.

- Land Use & Built Form: Economics
  - Policy 1 – Capture 90 percent of job growth in regional centers, community centers and corridors, certain districts and high-intensity residential areas in downtown and urban center contexts (p. 90).
  - Policy 3 – Strategy D: Within innovation/flex districts, enable housing and other uses to complement manufacturing. Promote urban, pedestrian-friendly building forms that are appropriate for vibrant, mixed-use districts.

### **Climate**

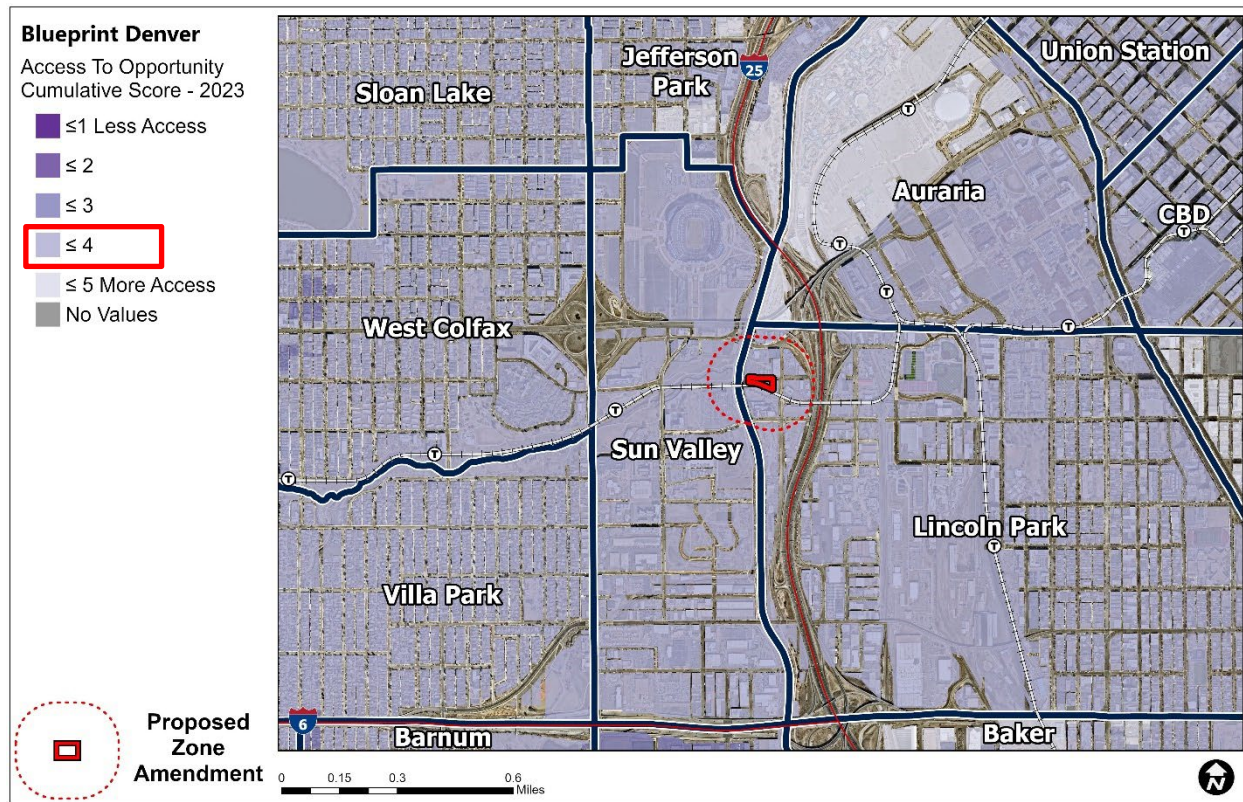
This rezoning supports the city's goals to reduce climate impacts by enabling additional housing on a vacant lot where infrastructure already exists. Because many transportation options are available these areas are less auto dependent, which can reduce greenhouse gas emissions from transportation. Also, multi-unit buildings, if constructed on this site, are more energy efficient than low density residential development types. This energy efficiency will advance Denver's goals to reduce greenhouse gas emissions from buildings, which contribute to a warming climate.

### **Equity**

*Blueprint Denver* contains numerous strategies to capture new housing growth in transit-rich Regional Centers such as the subject site (pp. 72, 85, and 86). *Blueprint Denver* recommends capturing about 90 percent of new job growth in Regional Centers and other districts, including innovation/flex areas (pp. 90, 92, and 93). This is achieved through the implementation of our plan guidance to allow mixed-use residential, office, and commercial at this site.

*Blueprint Denver* contains three equity concepts to help guide change to benefit everyone. Each equity concept has associated measurements that help inform implementation actions through large rezonings along with other implementation actions. Given the size of the subject site an equity analysis was conducted at the pre-application stage and is included in this staff report.

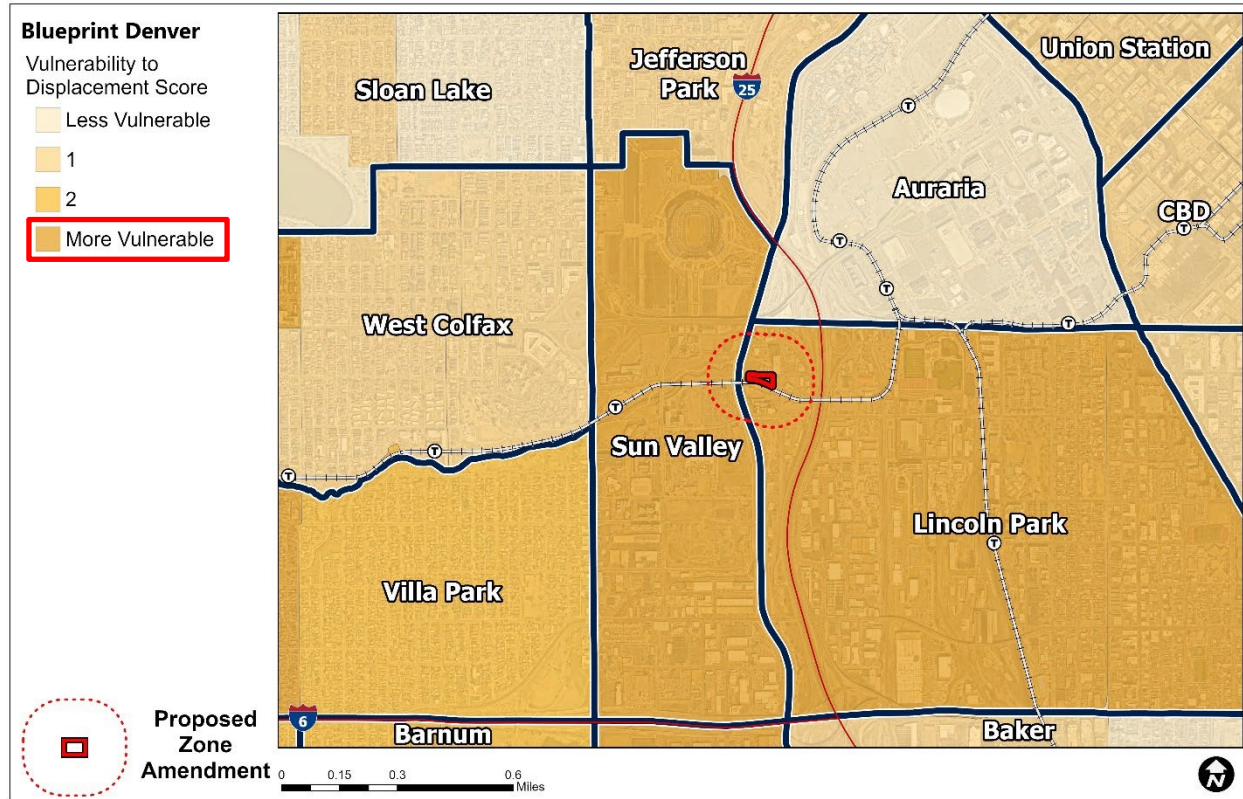
## I. Access to Opportunity



The subject property is in an area with moderate-to-high access to opportunity (average score 3.78 out of 5). The basis for measuring access to opportunity is a composite of the neighborhood equity index developed by Denver's Department of Public Health and Environment, proximity to high-capacity and frequent transit, and access to centers and corridors. Access to opportunity helps us to consider if we are making progress towards achieving the vision for complete neighborhoods across the city. These scores are related to access to fresh foods and increased child obesity.

The proposed district will allow for a mix of uses, thereby increasing the opportunity for access to retail, housing and services. The applicant has stated an intention to create affordable housing opportunities, which could bring new residents of diverse incomes into a neighborhood with good access to opportunity.

## II. Vulnerability to Involuntary Displacement

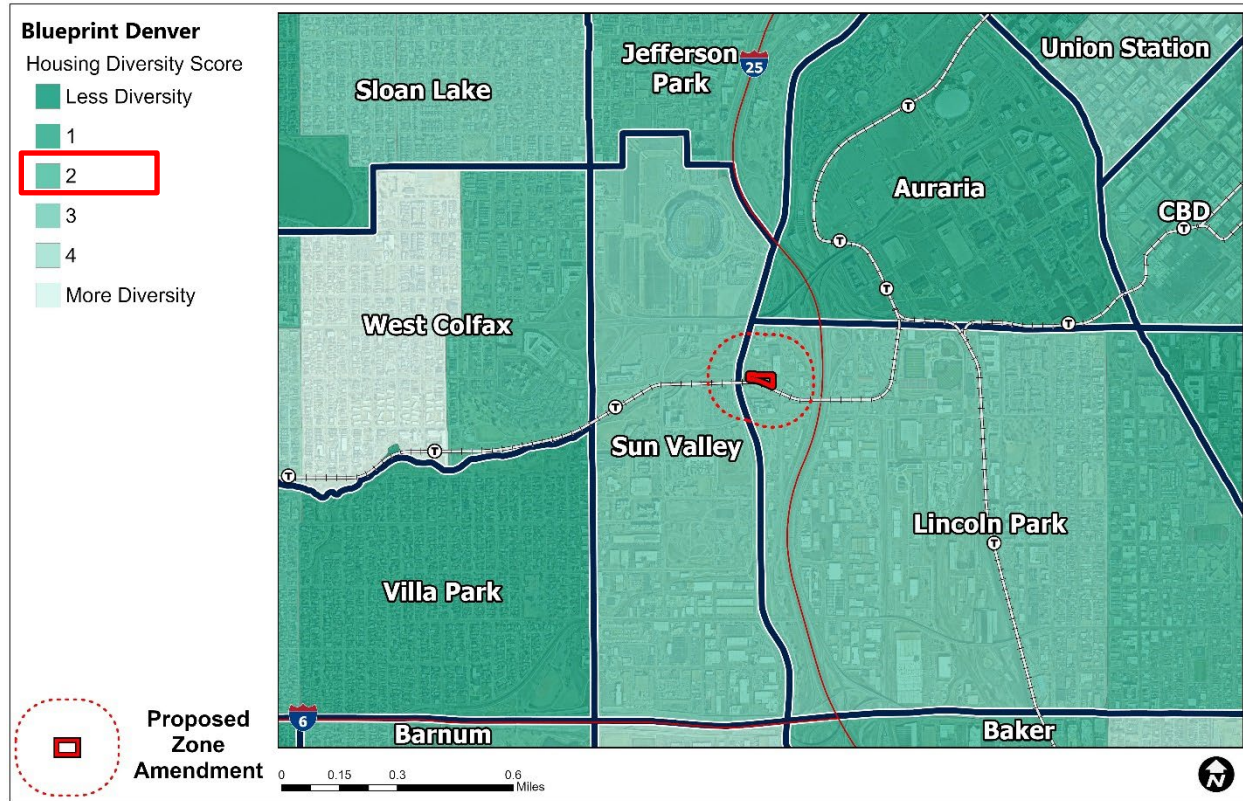


The subject property is in an area that has high vulnerability to involuntary displacement. The basis for measuring vulnerability to involuntary displacement is through the vulnerability to displacement index developed by Denver's Economic Development and Opportunity office. This combines data from median household income, percentage of people who rent housing, and percent of population with less than a college degree. The subject area scored as vulnerable to displacement in all three categories.

The proposed district will allow for a mix of uses, including multi-unit residential, which will increase housing opportunities in the area. The applicant has an approved affordable housing agreement covering the entire property (portion to be rezoned and portion to the north), with the intent of creating both market rate and income restricted housing units on the property.

### III. Expanding Housing and Jobs Diversity

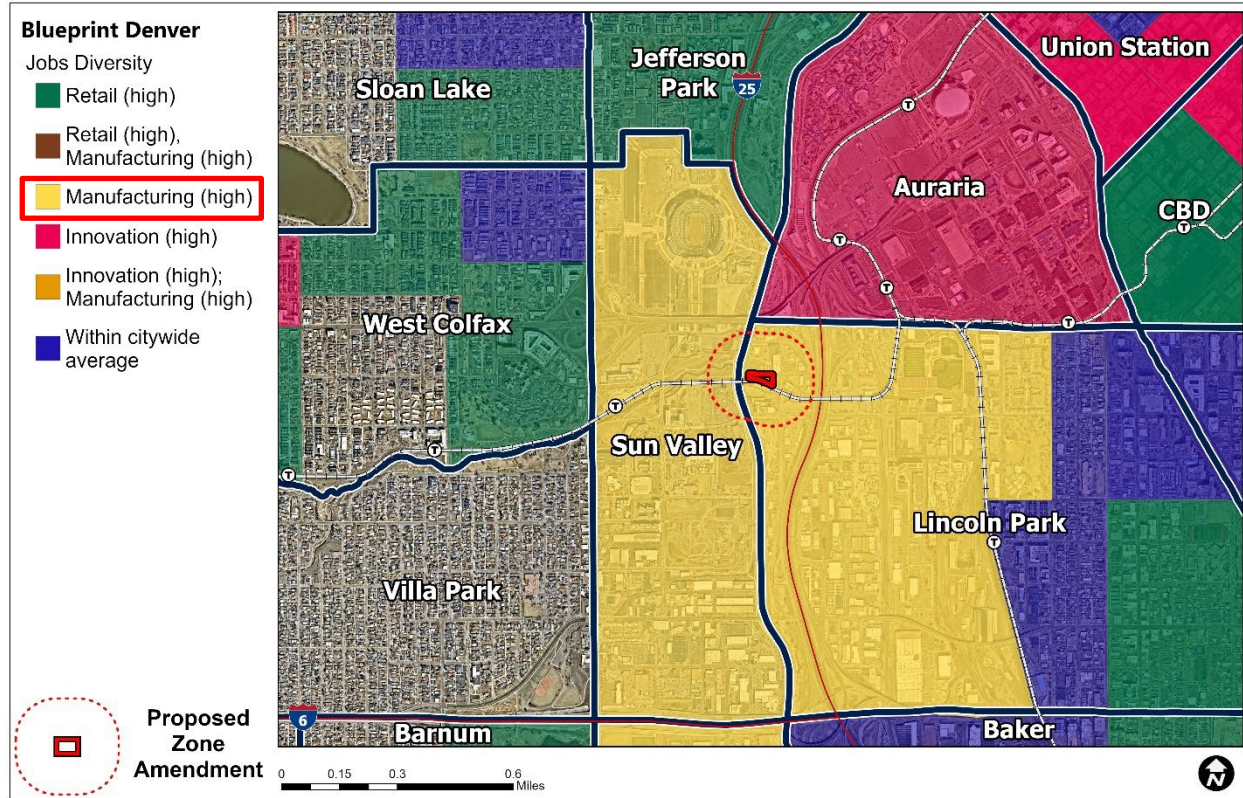
#### Housing Diversity



The subject property is in an area that has a moderate housing diversity (2 out of 5). The housing diversity map combines census tract-level data measuring the percentage of middle-density housing (housing with 2-19 units), home size diversity, ownership vs. rental, housing costs and the number of income-restricted units. The subject area is not diverse in terms of owners to renters and housing cost. In areas with any level of housing diversity it is important to increase the number of affordable housing units alongside natural growth in market-rate housing and provide programs for individuals to access these units.

The proposed district will allow for a mix of uses, including multi-unit residential, which will increase housing opportunities in the area. The applicant has an approved affordable housing agreement covering the entire property (portion to be rezoned and portion to the north), with the intent of creating both market rate and income restricted housing units on the property.

## Jobs Diversity



The map above shows the mix of jobs in areas of the city (dominant industry depicted by color) with a greater emphasis on manufacturing jobs in this area of Lincoln Park. The site is adjacent to areas of high concentration of manufacturing and innovation jobs.

The proposed district could enable residents with different incomes and education levels to live in a neighborhood with greater access to a variety of jobs and lead to wealth-building opportunities. The proposed zone district also allows for a mix of uses, including office and retails, that provide the opportunity to contribute to diversifying jobs in the area.

## Consistency with Blueprint Denver

The proposed rezoning is consistent with Blueprint Denver for the following reasons:

- The proposed C-MX-8 zone district allows a wide and diverse range of uses, including residential, office, retail, and some light manufacturing uses commonly associated with craft/maker space and design. For example, the C-MX-8 zone district allows Commercial Food Preparation and Sales, research laboratories, commercial services and repair, and custom manufacturing as uses “by right”. This is consistent with Blueprint Denver land use policies for both the Districts context and Innovation Flex future place type.
- The proposed C-MX-8 zone district promotes pedestrian scaled, diverse areas through the use of building forms that clearly define and activate the public street edge. All allowed building forms have mandatory build to requirements, do not allow parking or drive aisles between the building and the street, and have minimum transparency requirements. This is consistent with Blueprint

Denver policies addressing the built environment for both the Districts context and Innovation/Flex future place type.

- While the only direct access to the subject site is from Local streets, the site is well served by other transportation mobility options. Within 1 block of the subject site is the onramp to southbound I-25 and direct bicycle and pedestrian access to the South Platte River trail network that provides excellent off-street connections to downtown and other regional centers. Additionally, there are two light rail stations within about 0.3 miles of the subject site (Decatur Federal and Mile High light rail stations). The site is particularly well connected to the Decatur Federal station. The proposed C-MX-8 zone district is consistent with the description of Local streets as they provide property access and connections to larger streets, such as I-25 and Zuni Street.
- The proposed C-MX-8 zone district will focus mixed-use growth in an area identified for employment and residential growth in the Future Growth Areas map.
- The proposed C-MX-8 zone district will enable an increase in development capacity from the current C-MX-5 zone district for housing and other uses to complement manufacturing. This is consistent with Blueprint Denver policies addressing innovation/flex districts.

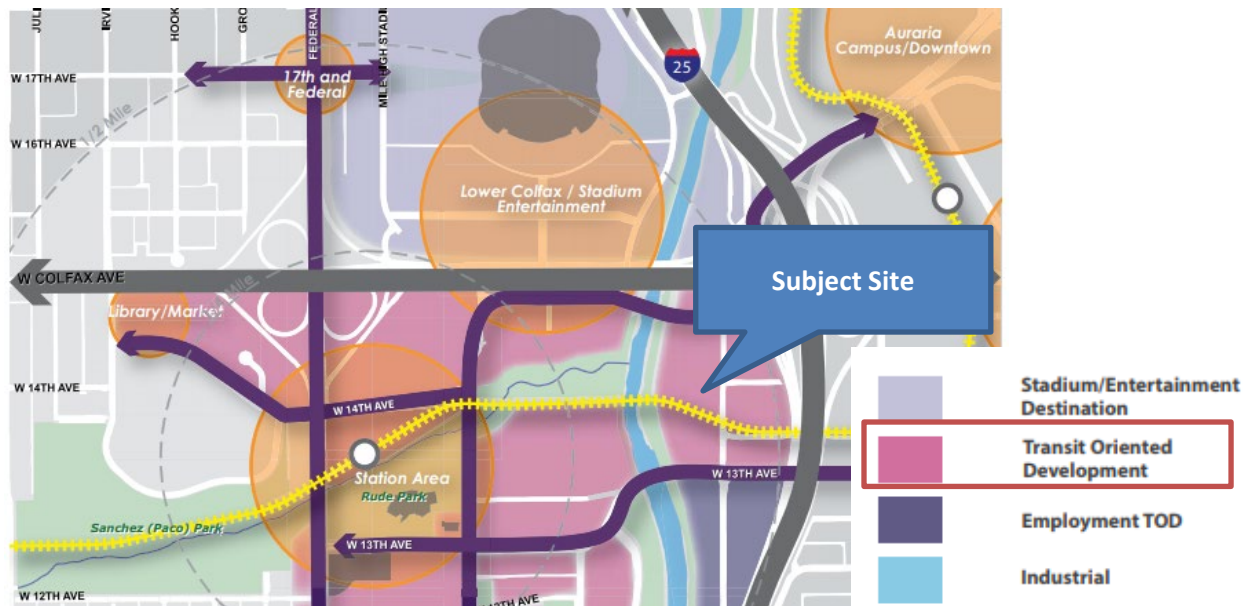
### ***Decatur Federal Station Area Plan (2013)***

The Decatur Federal Station Area Plan identifies the subject site as in a Transit Oriented Development (TOD) character area with future building heights up to 12 stories (pp. 17, 41). TOD areas have the “Highest intensity of development and mixture of multifamily residential, office and commercial land uses concentrated in a very walkable compact neighborhood with great access to transit and amenities” (p. 83). Additionally, plan policies for TOD areas state “This vision corresponds to the Urban Center Neighborhood Context” (p. 83).

### ***Decatur Federal Plan Future Building Heights Map***



*Decatur Federal Plan Future Land Use Concept*



The following additional Decatur Federal Station Area Plan policies are applicable to the rezoning request:

- Recommendation C.1.A Create a Livable TOD Community:
  - *Facilitate TOD near the Decatur-Federal Light Rail Station that integrates private development with a vibrant public realm and provides great access to the transit system and greenways (p. 40).*
  - *Encourage both a vertical and horizontal mix of land uses including multifamily residential, office, commercial, and public uses (p. 40).*
  - *Concentrate commercial activity near the light rail station, on Lower Colfax and at intersections to serve transit riders and the community (p. 40).*
- Recommendation C.3.C Encourage Employment TOD - *Encourage a vertical and horizontal mix of land uses, including light industrial, small office, institutional/vocational, commercial, flex and live/work (p. 50).*

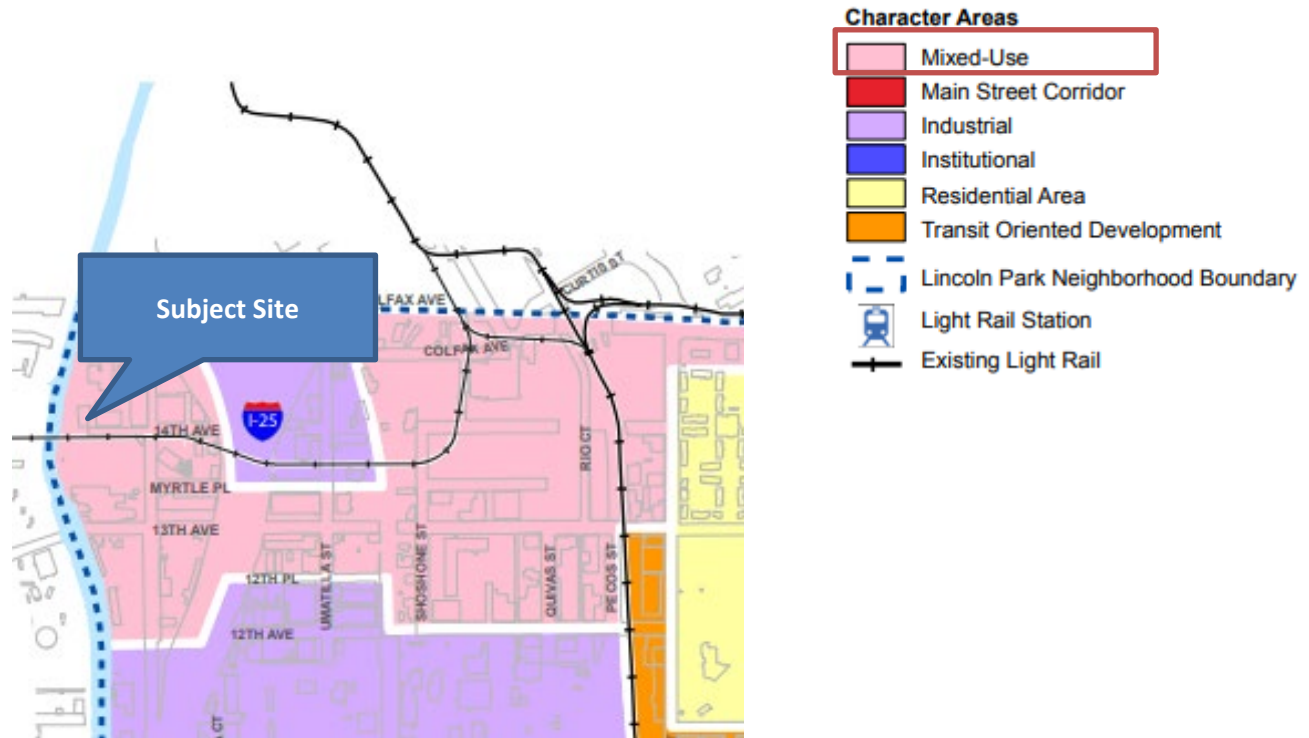
The proposed rezoning is consistent with the Decatur Federal Station Area Plan for the following reasons:

- The maximum height of the proposed C-MX-8 zone district is consistent with the plan's future building heights map that identifies the subject site up to 12 stories.
- The proposed C-MX-8 zone district is in the Urban Center neighborhood context, as the plan's recommended context for TOD character areas.
- The proposed rezoning would facilitate higher intensity mixed use development within the plan's TOD character area and along Lower Colfax.

### ***La Alma/Lincoln Park Neighborhood Plan (2010)***

The La Alma/Lincoln Park Neighborhood Plan identifies the subject site as in the Mixed-Use Character Area where “Moderate to large parcel sizes provides the opportunity for some mixed-use redevelopment” (p. 42). The goals of these areas are to “transition from heavy industrial to mixed use” and to provide “jobs, retail, and services to local residents” (p. 42).

The subject site is excluded from some of the plan’s more focused recommendations closer to the core of the neighborhood, including future building height recommendations.



The following additional La Alma/Lincoln Park Neighborhood Plan policies are applicable to the rezoning request:

- Zoning and Land Use Recommendations: *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* (p. 24).

The proposed rezoning is consistent with the La Alma/Lincoln Park Neighborhood Area Plan for the following reasons:

- The proposed C-MX-8 zone district allows a mix of uses that is consistent with the Mixed-Use Character Area description.
- The proposed rezoning would facilitate mixed use redevelopment on a moderate to large sized parcel.

## **2. Public Interest**

The proposed official map amendment is consistent with the public interest of the city, through implementation of adopted plan policies and fostering mixed use redevelopment that is well served by transportation mobility options. Multiple adopted plan policies support redevelopment of the subject site as a relatively large parcel in a transit-oriented development area.

## **3. Consistency with Neighborhood Context Description, Zone District Purpose and Intent Statements**

The requested C-MX-8 zone district is within the Urban Center Neighborhood Context. The neighborhood context generally consists of multi-unit residential and mixed-use commercial strips and commercial centers (DZC, Division 7.1). The current zone district, C-MX-5, is also in the Urban Center Neighborhood Context.

The general purpose for the mixed-use zone districts stated in the Denver Zoning Code is to “promote safe, active, and pedestrian-scaled diverse areas through the use of building forms that clearly define and activate the public street edge” and to focus on creating “mixed, diverse neighborhoods” (DZC Section 7.2.2.1). The specific purpose is that the C-MX-8 zone district “applies to areas or intersections served primarily by arterial streets where a building scale of 2 to 8 stories is desired” (DZC Section 7.2.2.2.C).

The proposed C-MX-8 zone district would promote mixed use development with active ground floors through build to and transparency requirements, consistent with the stated general purpose. Regarding the C-MX-8 zone district’s specific purpose, the subject site does not have direct access to an arterial street, but it is well-served by other transportation options. The subject site’s access to a wide range of nearby mobility options offsets the lack of arterial street direct access. Within 1 block of the subject site is the onramp to southbound I-25 and direct bicycle and pedestrian access to the South Platte River trail network that provides excellent off-street connections to downtown and other regional centers. Additionally, there are two light rail stations within about 0.3 mile of the subject site (Decatur Federal and Mile High Stadium light rail stations).

## **Attachments**

1. Application
2. Public Comments