



# REZONING GUIDE

## Zone Map Amendment (Rezoning) - Application

PROPERTY OWNER INFORMATION*		PROPERTY OWNER(S) REPRESENTATIVE**	
<input checked="" type="checkbox"/> CHECK IF POINT OF CONTACT FOR APPLICATION		<input type="checkbox"/> CHECK IF POINT OF CONTACT FOR APPLICATION	
Property Owner Name	4001 Jason Street, LLC	Representative Name	
Address	4454 Tennyson St	Address	
City, State, Zip	Denver, CO 80211	City, State, Zip	
Telephone	303-726-4600	Telephone	
Email	fmathieson@gmail.com	Email	
<p><b>*If More Than One Property Owner:</b>            All standard zone map amendment applications shall be initiated by all the owners of at least 51% of the total area of the zone lots subject to the rezoning application, or their representatives authorized in writing to do so. See page 3.</p>		<p><b>**Property owner shall provide a written letter authorizing the representative to act on his/her behalf.</b></p>	
<p>Please attach Proof of Ownership acceptable to the Manager for each property owner signing the application, such as (a) Assessor's Record, (b) Warranty deed or deed of trust, or (c) Title policy or commitment dated no earlier than 60 days prior to application date.</p>			
SUBJECT PROPERTY INFORMATION			
Location (address and/or boundary description):	4001 Jason Street Denver, CO 80211		
Assessor's Parcel Numbers:	0221430007000		
Area in Acres or Square Feet:	20,875 Square Feet		
Current Zone District(s):	I-MX-3		
PROPOSAL			
Proposed Zone District:	C-RX-8		
Does the proposal comply with the minimum area requirements specified in DZC Sec. 12.4.10.3:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	

Last updated: November 4, 2016

Return completed form to [rezoning@denvergov.org](mailto:rezoning@denvergov.org)

For Office Use Only:

Date \_\_\_\_\_ Fee \_\_\_\_\_

201 W. Colfax Ave., Dept. 205

Denver, CO 80202

720-865-2974 • [rezoning@denvergov.org](mailto:rezoning@denvergov.org)

## REVIEW CRITERIA

<p>General Review Criteria: The proposal must comply with all of the general review criteria DZC Sec. 12.4.10.7</p>	<p><input checked="" type="checkbox"/> Consistency with Adopted Plans: The proposed official map amendment is consistent with the City's adopted plans, or the proposed rezoning is necessary to provide land for a community need that was not anticipated at the time of adoption of the City's Plan.</p> <p>Please provide an attachment describing relevant adopted plans and how proposed map amendment is consistent with those plan recommendations; or, describe how the map amendment is necessary to provide for an unanticipated community need.</p> <p><input checked="" type="checkbox"/> Uniformity of District Regulations and Restrictions: The proposed official map amendment results in regulations and restrictions that are uniform for each kind of building throughout each district having the same classification and bearing the same symbol or designation on the official map, but the regulations in one district may differ from those in other districts.</p> <p><input checked="" type="checkbox"/> Public Health, Safety and General Welfare: The proposed official map amendment furthers the public health, safety, and general welfare of the City.</p>
<p>Additional Review Criteria for Non-Legislative Rezoning: The proposal must comply with both of the additional review criteria DZC Sec. 12.4.10.8</p>	<p><b>Justifying Circumstances - One of the following circumstances exists:</b></p> <p><input type="checkbox"/> The existing zoning of the land was the result of an error.</p> <p><input type="checkbox"/> The existing zoning of the land was based on a mistake of fact.</p> <p><input type="checkbox"/> The existing zoning of the land failed to take into account the constraints on development created by the natural characteristics of the land, including, but not limited to, steep slopes, floodplain, unstable soils, and inadequate drainage.</p> <p><input checked="" type="checkbox"/> The land or its surroundings has changed or is changing to such a degree that it is in the public interest to encourage a redevelopment of the area to recognize the changed character of the area.</p> <p><input type="checkbox"/> It is in the public interest to encourage a departure from the existing zoning through application of supplemental zoning regulations that are consistent with the intent and purpose of, and meet the specific criteria stated in, Article 9, Division 9.4 (Overlay Zone Districts), of this Code.</p> <p>Please provide an attachment describing the justifying circumstance.</p> <p><input checked="" type="checkbox"/> The proposed official map amendment is consistent with the description of the applicable neighborhood context, and with the stated purpose and intent of the proposed Zone District.</p> <p>Please provide an attachment describing how the above criterion is met.</p>

## REQUIRED ATTACHMENTS

Please ensure the following required attachments are submitted with this application:

- Legal Description (required to be attached in Microsoft Word document format)
- Proof of Ownership Document(s)
- Review Criteria

## ADDITIONAL ATTACHMENTS


Please identify any additional attachments provided with this application:

- Written Authorization to Represent Property Owner(s)

Please list any additional attachments:

## PROPERTY OWNER OR PROPERTY OWNER(S) REPRESENTATIVE CERTIFICATION/PETITION

We, the undersigned represent that we are the owners of the property described opposite our names, or have the authorization to sign on behalf of the owner as evidenced by a Power of Attorney or other authorization attached, and that we do hereby request initiation of this application. I hereby certify that, to the best of my knowledge and belief, all information supplied with this application is true and accurate. I understand that without such owner consent, the requested official map amendment action cannot lawfully be accomplished.

Property Owner Name(s) (please type or print legibly)	Property Address City, State, Zip Phone Email	Property Owner Interest % of the Area of the Zone Lots to Be Rezoned	Please sign below as an indication of your consent to the above certification statement (must sign in the exact same manner as title to the property is held)	Date	Indicate the type of ownership documentation provided: (A) Assessor's record, (B) warranty deed or deed of trust, (C) title policy or commitment, or (D) other as approved	Property owner representative written authorization? (YES/NO)
<b>EXAMPLE</b> John Alan Smith and Josie Q. Smith	123 Sesame Street Denver, CO 80202 (303) 555-5555 sample@sample.gov	100%	<i>John Alan Smith Josie Q. Smith</i>	01/01/12	(A)	NO
4001 Jason Street, LLC/ Michael Mathieson	4001 Jason Street Denver, CO 80211	100%		2/26/17	(A) Assessor's Records (B) Warranty Deed	



08/28/2015 02:57 PM  
City & County of Denver  
Electronically Recorded

R \$11.00

WD

D \$95.00



**Special Warranty Deed**  
(Pursuant to 38-30-115 C.R.S.)

State Documentary Fee  
Date: August 28, 2015  
\$ 95.00

**THIS DEED**, made on August 28, 2015 by SALVADOR BONILLA Grantor(s), of the CITY AND County of DENVER and State of COLORADO for the consideration of (\$950,000.00) \*\*\* Nine Hundred Fifty Thousand and 00/100 \*\*\* dollars in hand paid, hereby sells and conveys to 4001 JASON ST, LLC, A COLORADO LIMITED LIABILITY COMPANY Grantee(s), whose street address is 4454 TENNYSON ST DENVER, CO 80212, County of Denver, and State of COLORADO, the following real property in the CITY AND County of Denver, and State of Colorado, to wit:

**LOTS 16 TO 21, INCLUSIVE, AND THE SOUTH 17 FEET OF LOT 22, BLOCK 31, VIADUCT ADDITION TO DENVER, CITY AND COUNTY OF DENVER, STATE OF COLORADO.**  
also known by street and number as: 4001 JASON ST. DENVER CO 80211

with all its appurtenances and warrants the title against all persons claiming under the Grantor(s), subject to general taxes for the year 2015 and those specific Exceptions described by reference to recorded documents as reflected in the Title Documents accepted by Grantee(s) in accordance with Record Title Matter (Section 8.1) of the Contract to Buy and Sell Real Estate relating to the above described real property; distribution utility easements, (including cable TV); those specifically described rights of third parties not shown by the public records of which Grantee(s) has actual knowledge and which were accepted by Grantee(s) in accordance with Off-Record Title Matters (Section 8.2) and Current Survey Review (Section 9) of the Contract to Buy and Sell Real Estate relating to the above described real property; inclusion of the Property within any special tax district; and other

SALVADOR BONILLA

State of COLORADO )  
City and County of DENVER ) ss.

CINDY JENKINS  
NOTARY PUBLIC  
STATE OF COLORADO  
NOTARY ID 20024015755  
MY COMMISSION EXPIRES 06/28/2018

The foregoing instrument was acknowledged before me on this day of August 28, 2015 by SALVADOR BONILLA

Witness my hand and official seal.  
My commission expires 08/28/18

Cindy Jenkins  
Notary Public

When Recorded Return to: 4001 JASON ST, LLC, A COLORADO LIMITED LIABILITY COMPANY  
4454 TENNYSON ST DENVER, CO 80212



# 4001 JASON ST

Owner	Schedule Number	Legal Description	Property Type	Tax District
4001 JASON ST LLC 4454 TENNYSON ST DENVER, CO 80212-2310	0221430007000	L 16 TO 21 INC & S 17FT OF L 22 BLK 31 VIADUCT ADD	COMMERCIAL - OFFICE BUILDING	DENV

## Property Summary

## Assessment Data

### Summary

<b>Style:</b>	OTHER	<b>Reception No:</b>	2015121710
<b>Recording Date:</b>	8/28/2015	<b>Building Sqr. Foot:</b>	6030
<b>Bedrooms:</b>		<b>Sale Price:</b>	000950000
<b>Mill Levy:</b>	81.547	<b>Basement/Finish:</b>	0/0
<b>Lot Size:</b>	20,875	<b>Zoning Used for Valuation:</b>	IMX
<b>Year Built:</b>	1952	<b>Document Type:</b>	WD
		<b>Baths Full/Half:</b>	0/0

**For this Record...**

[Filing history and documents](#)  
[Get a certificate of good standing](#)  
[File a form](#)  
[Subscribe to email notification](#)  
[Unsubscribe from email notification](#)

[Business Home](#)  
[Business Information](#)  
[Business Search](#)

[FAQs, Glossary and Information](#)

## Summary

Details			
<b>Name</b>	4001 Jason Street, LLC		
<b>Status</b>	Good Standing	<b>Formation date</b>	07/22/2015
<b>ID number</b>	20151465880	<b>Form</b>	Limited Liability Company
<b>Periodic report month</b>	July	<b>Jurisdiction</b>	Colorado
<b>Principal office street address</b>	4454 Tennyson St, Denver, CO 80212, United States		
<b>Principal office mailing address</b>	n/a		

Registered Agent	
<b>Name</b>	Michael Mathieson
<b>Street address</b>	4454 Tennyson St, Denver, CO 80212, United States
<b>Mailing address</b>	4454 Tennyson St, Denver, CO 80212, United States

[Filing history and documents](#)

[Get a certificate of good standing](#)

[Get certified copies of documents](#)

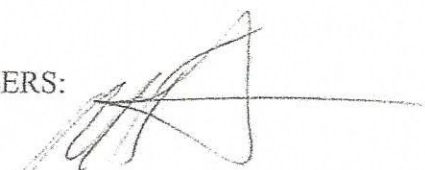
[File a form](#)

4001 Jason Street, LLC

OPERATING AGREEMENT

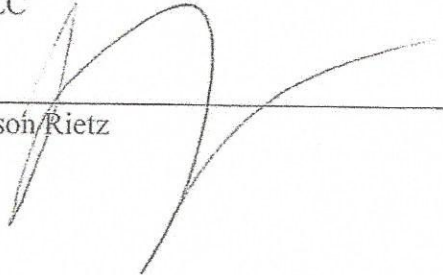
Dated: August 3, 2015

MEMBERS:



\_\_\_\_\_  
Mike Mathieson, on behalf of Sophia Holdings,  
LLC

\_\_\_\_\_  
Jason Rietz



**4001 Jason Street Denver, CO 80211 Legal Description**

LOTS 16 TO 21, INCLUSIVE, AND THE SOUTH 17 FEET OF  
LOT 22, BLOCK 31, VIADUCT ADDITION TO DENVER, CITY  
AND COUNTY OF DENVER, STATE OF COLORADO.



**Per the “Zone Map Amendment (Rezone) – Application: Please provide an attachment describing relevant adopted plans and how proposed map amendment is consistent with those plan recommendations.**

- 1) Blueprint Denver and the attached relevant pages of Globeville Assessment from January of 2008 show 4001 Jason Street as an area of change and transit oriented development.
- 2) The 41<sup>st</sup> and Fox Station Area shows 4001 Jason Street can be rezoned up to 8 stories. The estimate for residential development in this plan calls for 7,576,000 square feet of gross development within one half mile of the station as the crow flies. 4001 Jason Street is within the boundaries of the plan map as a transit oriented development in an area of change.
- 3) The Transit Oriented Development Strategic Plan of 2014 shows 4001 Jason Street can be rezoned up to 8 stories. The plan shows 4001 Jason Street is within the ¼ mile from the station, the closest walkshed measurement provided.
- 4) The attached relevant pages of the Globeville Neighborhood adopted in January of 2016 “The concept land use and building height in this plan are intended to be fully consistent with the 41<sup>st</sup> and Fox Station Area Plan”. That plan shows 4001 Jason Street can be rezoned up to 8 stories.
- 5) The attached google map shows 4001 Jason Street is 1/10th of a mile and a 3 minute walk to the 41<sup>st</sup> and Fox Station pedestrian bridge.

---

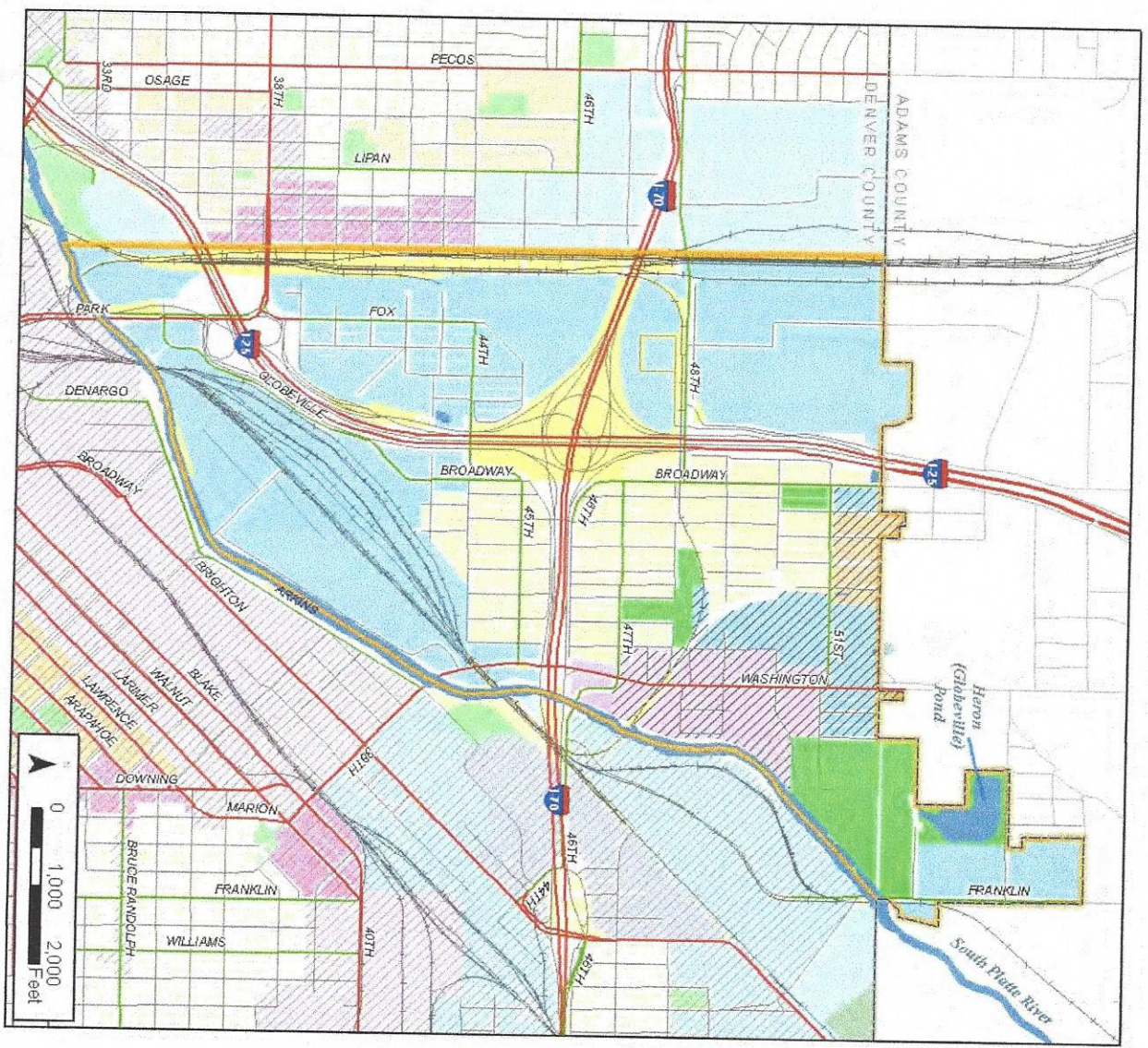
# Globeville Assessment

---

Prepared by the Denver Department of Planning & Community Development  
January 2008

# Globeville Assessment

The *Blueprint Denver* Future Land Use categories for Globeville and the surrounding neighborhoods are shown in this map. The majority of the neighborhood is indicated as Areas of Stability. The Areas of Change are indicated by hatching.



# 41st and Fox

## Station Area Plan

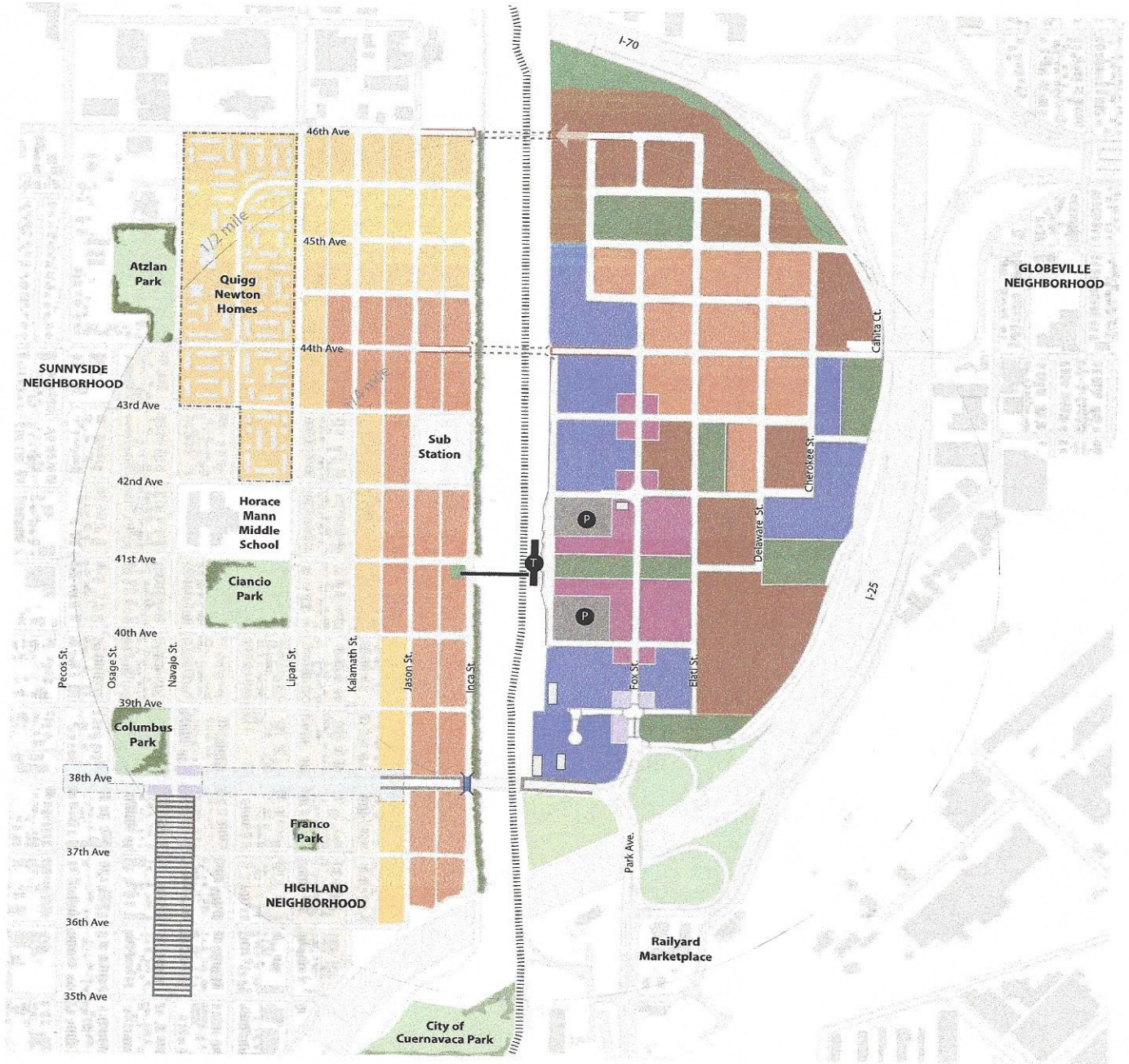


DENVER  
THE MILE HIGH CITY

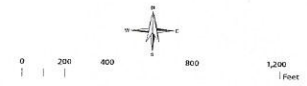
Community  
Planning &  
Development

Adopted December 7th, 2009

## Land Use Plan



- |  |   |   |   |
|--|---|---|---|
|  | Pedestrian Shopping District (2-8 stories)  |  | Funded New Pedestrian/Bike Bridge over 38th Ave.        |
|  | Pedestrian Shopping District (2-5 stories)  |  | Proposed Ped. Bridge /Potential Future Vehicular Access |
|  | Mixed-Use Office/Residential (3-20 stories) |  | Transit Platform and Pedestrian Bridge                  |
|  | Urban Residential (2-12 stories)            |  | Future RTD Structured Parking                           |
|  | Urban Residential (2-8 stories)             |  | FasTracks Gold Line                                     |
|  | Urban Residential (1-3 stories)             |  | Existing Park   |
|  | Single Family / Single Family Duplex        |  | 38th Avenue Main Street                                 |
|  | Proposed Open Space/ Parks/ Plaza           |  | Historically Significant Buildings                      |
|  |   |  | Navajo District   |



   
 Map Date: December 2008  
 Community Planning and Development

## Recommendation UD 1: Urban Design

In mixed-use areas, the physical form of buildings and development is more important than the land use. Proper urban design can help ensure that offices, retail and residential can function in close proximity and create vibrant, walkable communities. The following elements are critical to creating areas supportive of high-frequency transit service:

**UD 1a. Streetscape Features** are important throughout the station area. Sidewalk widths will vary by street type but should meet the minimums of the *Pedestrian Master Plan*.

In the pedestrian shopping districts and along arterial streets there should be a pedestrian zone that includes sidewalks, street trees in grates, improved bus stops, and enough room for sidewalk uses, outdoor seating, street carts and vendors. All other streets should have a pedestrian zone that includes a tree lawn and detached sidewalk. These areas should also contain restrictions on curb cuts to ensure continuity of the sidewalk and maximize the supply of on-street parking. Vehicle access should come from the alley or the side-street.

**UD 1b. Active Edges and Design Elements of Building Ground Floors** help create a feeling of activity, safety and visual interest for pedestrians. In the pedestrian shopping districts and along arterial streets, ground floor uses should consist of retail or similar active uses. The ground floors of building in all areas should contain the following elements:

- Prominent, street facing entries
- Extensive ground floor windows and frequent entrances
- Pedestrian scaled facades
- Awnings to protect pedestrians and mark entrances
- Building entrances that meet the sidewalk (no parking between primary structure and the street)

In areas where the ground floor is occupied by a residential use, stoops, raised porches, terraces and landscaping can be used to protect the privacy of occupants.

**UD 1c. Building Placement and Massing** requirements help create places that feel enclosed and oriented toward the street. In the station area, full site coverage of the buildings will ensure the continuity of the streetscape. Building edges should be brought to the sidewalk with minimal setbacks. In some areas, such as the pedestrian shopping district, minimum building heights can help create a sense of enclosure and encourage activity. Architectural scaling elements such

as eaves and cornices, material transitions, balconies and terraces, and window elements can be used to break up the appearance of taller buildings.

**UD 1d. Parking** is a critical piece of the urban design in transit oriented development areas. To make transit oriented development successful, parking must be designed and managed in a way that does not create barriers for pedestrians or prioritize automobile use over transit. The high cost of providing parking also impacts development costs and affects the affordability of housing and commercial space.

*Blueprint Denver* recommends eliminating or reducing parking minimums or establishing parking maximums in districts around transit and structured or underground parking to ensure continuity of the streetscape. Where surface parking is provided, it should be located behind the buildings -not between the building entrance and the sidewalk.

Whenever possible, parking should be shared amongst all users in an area to avoid use-specific parking lots that remain vacant much of the time. Some cities successfully encourage shared parking through in-lieu fees and use parking districts that collectively manage the parking supply for an area. Public parking can also be a source of shared parking. For example, RTD will be providing between 500 and 1,000 parking spaces for the station park-n-Ride. Although RTD currently has legal restrictions on the use of its parking, in the future it may be possible to manage RTD's parking supply in a shared arrangement between the transit patrons and area businesses and residents.

Unbundling of parking can help ensure housing affordability. When unbundled parking spaces are sold or rented separately from the housing unit, those who do not own a car, or own fewer cars, can save money on housing costs.

On-street parking can calm traffic, provide a buffer between traffic and pedestrians on the sidewalk, and provide convenient, front door parking for customers of shops and restaurants. In order to properly manage the parking supply, the city may need to use tools including time limits and meters to ensure parking availability. On some streets with wider rights-of-ways, angled parking can be used as a strategy to provide more on-street spaces.

**UD 1e. Historically significant structures** should be incorporated into future redevelopment by drawing design inspiration from the area's industrial character.

**ED 1e. Affordable housing incentives and regulations.**

The region’s large, public investment in transit provides an opportunity to ensure that housing affordability and transportation access goals are addressed. Growing the supply of housing and the diversity of housing types in the station area ensures that there will be adequate housing available for individuals and families wishing to live near transit. Housing affordability is also enhanced by the potential transportation cost savings for households living near transit that can save money on vehicle ownership costs.

The City of Denver has adopted a policy to increase the supply of affordable and mixed income housing in close proximity to transit stations. Recent recommendations by the City of Denver affordable housing task force include locating 50 percent of new city-subsidized housing for low and moderate income households in bus and rail transit corridors.

Recommendations include increasing the supply and variety of for sale and rental housing, seeking funding partnerships to facilitate affordable housing within the station area, eliminating regulatory barriers to affordable housing, and following the affordable and mixed income housing recommendations in the *TOD Strategic Plan*.

The City and County of Denver presently offers a broad array of programs that could be used to support transit-supportive development. Some of the tools appropriate for the 41st and Fox Station are included in the implementation chapter of this plan.

**ED 1f. Capture partnership benefits between industry and academic institutions.** Encourage ties between area businesses, academic institutions, and student populations to foster research industries as well as entrepreneurial and incubator employment uses in the station area. Build off of the partnerships already created between Regency Student Housing and the Auraria Campus.

**41st and Fox Station Area Development Summary**

The development program presented in the table below represents a substantial increase over the *TOD Economic Analysis and Market Study* projections due to the shift in station location and typology for the eastern portion of the station area.

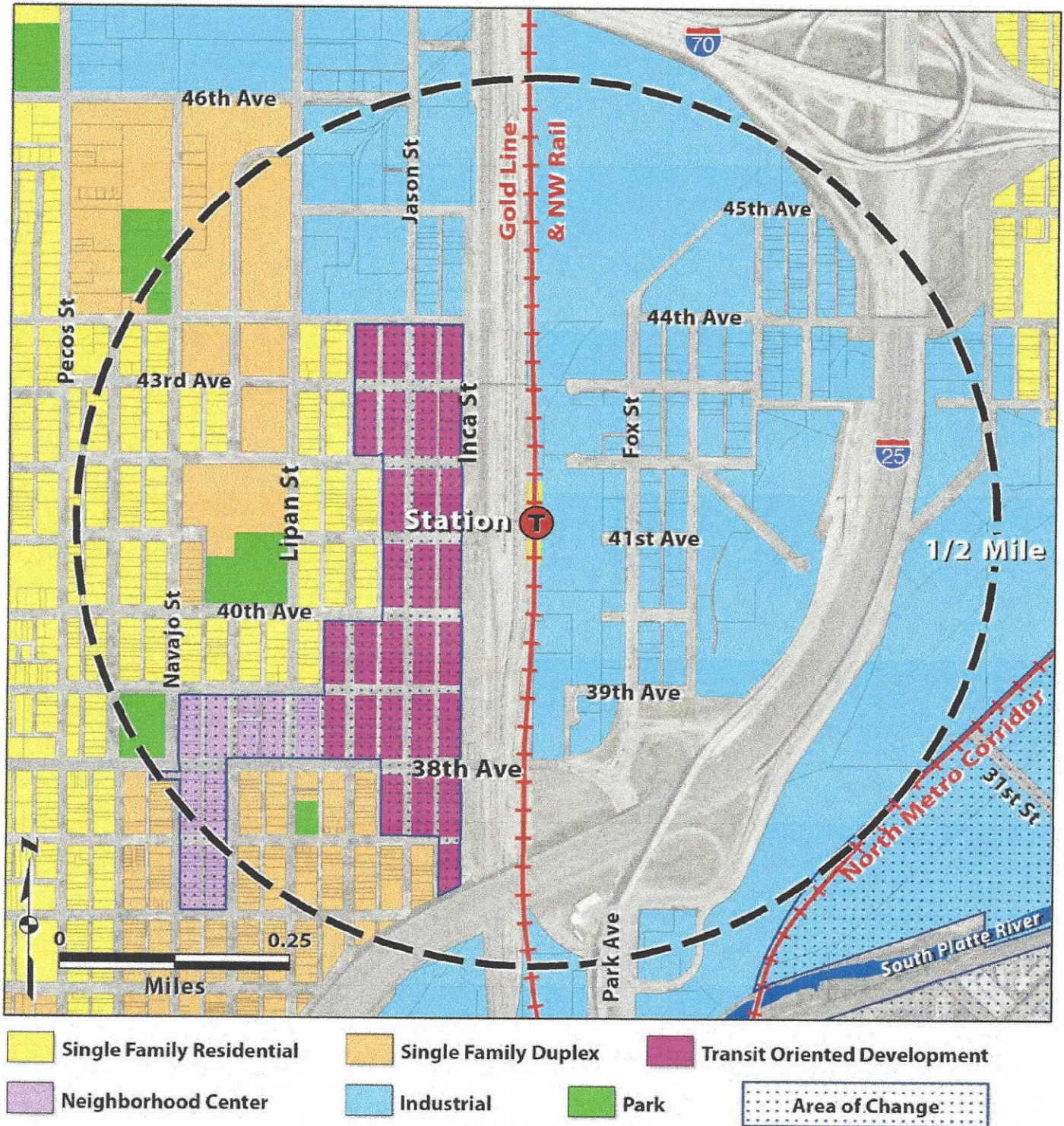
The numbers shown represent a transit oriented development scale similar to the Urban Center typology that was developed through the public involvement process. Given the number of acres within the station area (excluding public right-of-way, utilities and parks), the development program equates to an average floor-to-area ratio of approximately 1 for all parcels. This is well within the 0.5 to 4 floor to area ratio for transit oriented development areas outlined in *Blueprint Denver*. However, there would be significant variation within the station area with much denser development on the eastern portion than the western portion. The land use mix is also similar to what is recommended for an Urban Center and includes the necessary mix of residential, employment, and retail critical to creating a walkable environment.

The actual amount of development may be more or less than shown below. Future development projections assume an average unit size of approximately 1,200 square feet, an average household size of approximately 2.2, an average of approximately 300 square feet for each employee and a vacancy rate of 5.7 percent for residential and commercial properties.

Development Program	Total Estimate
Residential square feet	7,576,000
Retail square feet	185,500
Office square feet	2,660,000
Housing units	6,310
Population	13,100
Employment	9,000

*The numbers represent a substantial increase over the TOD Economic Analysis and Market Study projections due to the shift in station location and typology for the eastern portion of the station area. Numbers represent total, gross development in the 1/2 mile station area including existing and future land use.*

**Blueprint Denver Land Use**



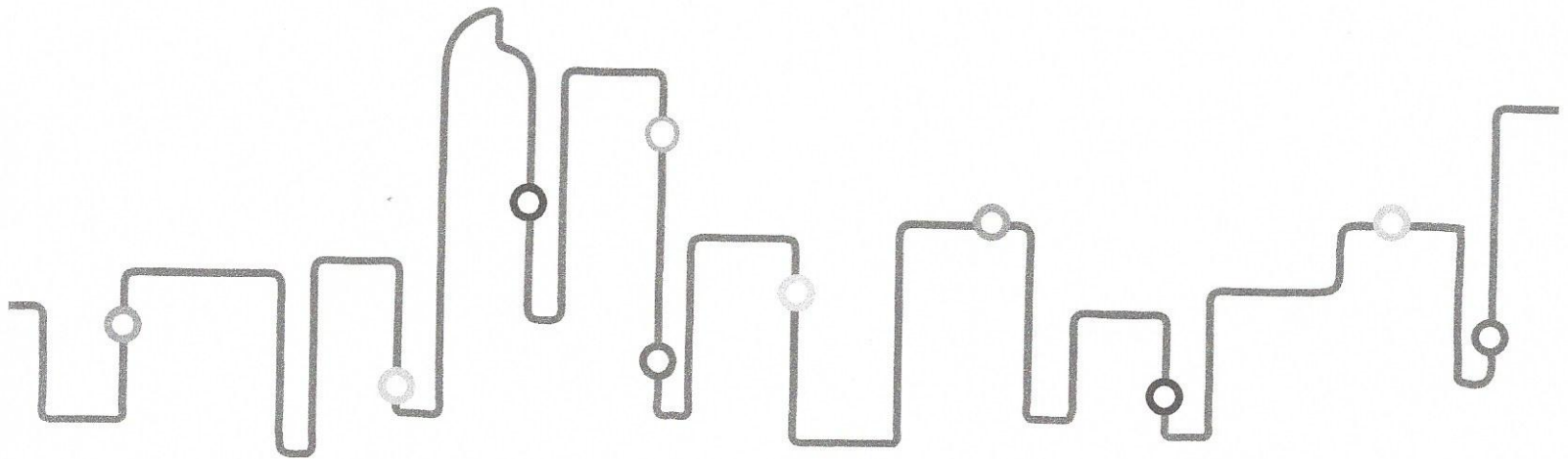
traffic into and out of Downtown. Between Inca Street and Sheridan Boulevard (City of Denver boundary), 38th Avenue is designated a Pedestrian Shopping Corridor and Area of Change in *Blueprint Denver*. *Blueprint Denver* states that “market demand will drive the amount of commercial retail

development, while West 38th Avenue’s pedestrian and transit orientation will influence the amount of urban residential development along corridor.” The 41st and Fox Station will be located at the east end of the corridor, approximately 3 blocks north of 38th Avenue.

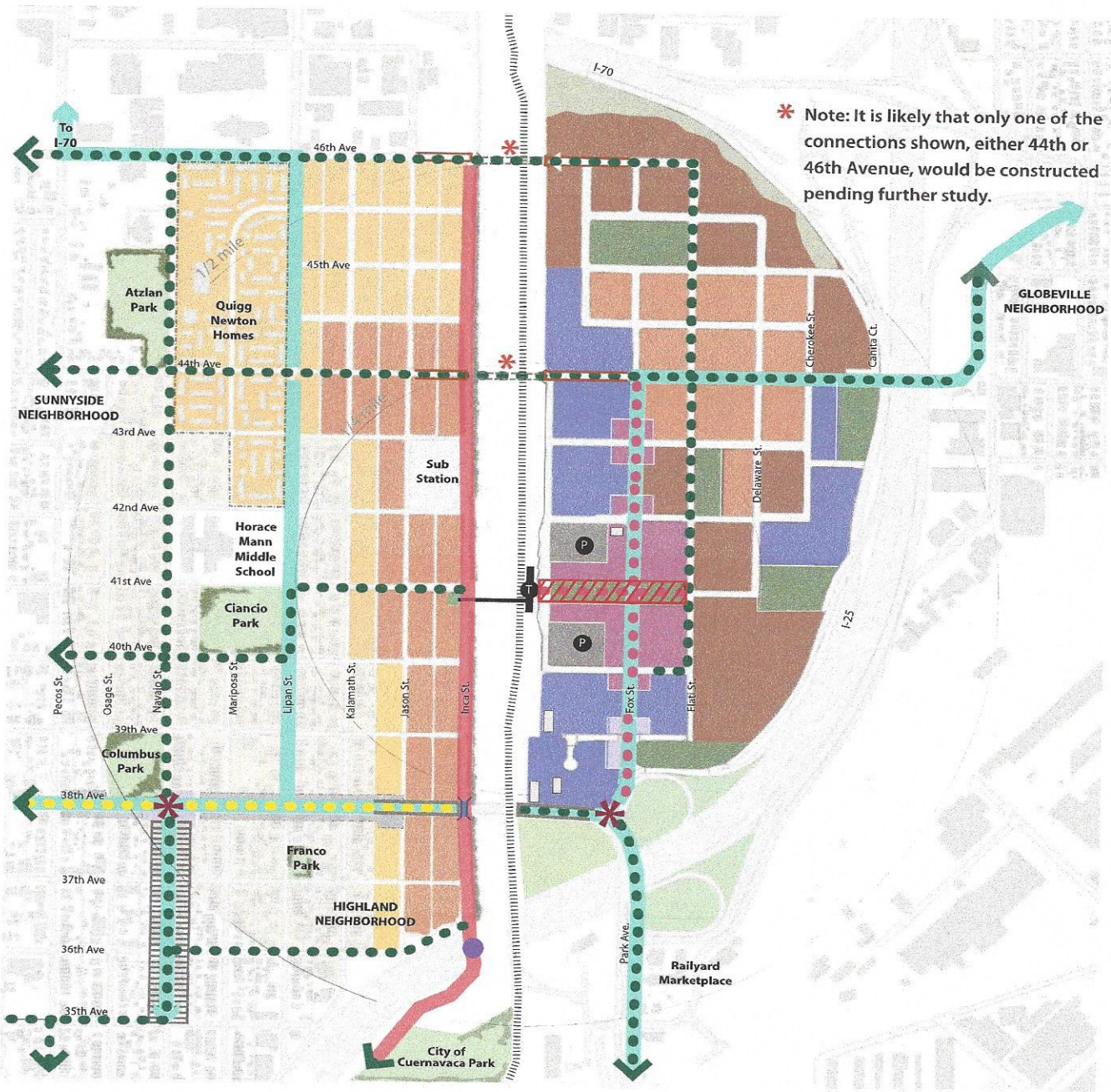


TRANSIT  
ORIENTED  
DENVER

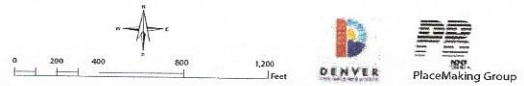
TRANSIT ORIENTED DEVELOPMENT STRATEGIC PLAN • 2014



# Land Use and Circulation Plan Concept



- |   |  |   |
|---|--|---|
| Pedestrian Shopping District (2-8 stories)  | Pedestrian Shopping District Improvements        | Proposed Ped. Bridge /Potential Future Vehicular Access |
| Pedestrian Shopping District (2-5 stories)  | Priority Street for Pedestrian/Bike Improvements | Transit Platform and Pedestrian Bridge                  |
| Mixed-Use Office/Residential (3-20 stories) | Off-Street Multi-Use Path                        | Future RTD Structured Parking                           |
| Urban Residential (2-12 stories)            | Existing Bus Routes                              | FasTracks Gold Line                                     |
| Urban Residential (2-8 stories)             | Intersection Improvements                        | Existing Park   |
| Urban Residential (1-3 stories)             | Pedestrian Connection Improvements               | 38th Avenue Improvements                                |
| Single Family / Single Family Duplex        | Funded New Pedestrian/Bike Bridge over 38th Ave. | Historically Significant Buildings                      |
| Proposed Open Space/ Parks/ Plaza           | Pedestrian Plaza                                 | Navajo District   |



## Introduction

The City and County of Denver is embracing the unprecedented opportunity for economic and environmentally sustainable development created by the FasTracks rapid transit system. Land use and transportation decisions are directly related and impact our economy, human health, and environmental quality. Recognizing this relationship, *Blueprint Denver* recommends directing growth and change to the areas

surrounding rapid transit stations where expanded transportation choices are available.

The 41st and Fox Station is the first station outside of Downtown on the Gold Line and Northwest Rail corridors -five minutes from Union Station. It will be located near some of Denver's most exciting and vibrant neighborhoods in an area already experiencing significant change. In 2008 and 2009, the City and County of Denver worked with community

## 41st and Fox Station Area



# WALKSHEDS

## WHAT IS A WALKSHED?

Transit Oriented Development areas are generally identified by their walkshed, which covers the distance assumed people will walk to get to a transit station. For light rail and commuter rail, it is estimated that people are willing to walk approximately one half mile. For bus transit riders, that distance is typically one quarter mile. In the past, Community Planning and Development (CPD) has mapped TOD walksheds by simply buffering the station with a half mile radius “as the crow flies,” which does not necessarily represent the area where people are physically able to walk. By looking at this buffer distance, as opposed to the actual walkshed, it is easy to promote development that is not accessible within a half mile walk.

## CREATING WALKSHEDS

In order to produce more accurate representations of the transit station walksheds, CPD’s GIS staff utilized ESRI’s Network Analyst to map the distance against a walk network, taking into account barriers such as interstates, major arterials, rivers, and railroads, and incorporating off-street trails and other pedestrian connections.

The process of mapping the walksheds began with preparing the base data, or the walk network, against which the analysis would be run. The street network was modified to exclude streets where people do not walk, such as highways and highway on- and off ramps. Pedestrian bridges and off-street trails were added in, as well as future connections and network intersections.

The dataset is populated with key attributes for distance, walk speeds, and time traveled, which allow the software to map all possible half mile routes traveling away from each station in any direction. The analysis used a walk speed of 3 miles per hour for 10 minutes, which yields a one half mile distance. The speed and time are irrelevant, however, as long as the variables yield the desired distance. Once all possible walk routes are generated, a polygon is derived generalizing the accessible area.

## KEY FINDINGS

The most complete walksheds are those with strategically located pedestrian connections, or with the least disrupted street grid. The Louisiana-Pearl station area walkshed is a good example of how a clean street grid can maximize the walkable area. However, even in that case, comparing the buffer to the walkshed reveals 160 acres and 633 living units that are not actually accessible within the half mile walk.

By mapping the half mile walksheds as derived from the walk network, planners are also able to assess connectivity, identify barriers, and evaluate where potential infrastructure improvements would be most beneficial. Such analysis allows planners to more effectively plan for future development in each transit station area.

### STEPS TO CREATE WALKSHEDS

- Remove highways and highway ramps
- Add pedestrian bridges
- Add off-street trails
- Add funded and under construction connections

DENVER UNION STATION

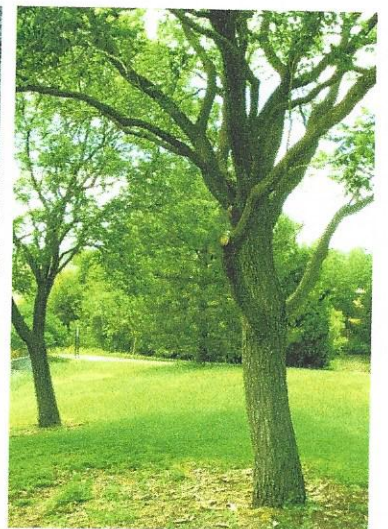
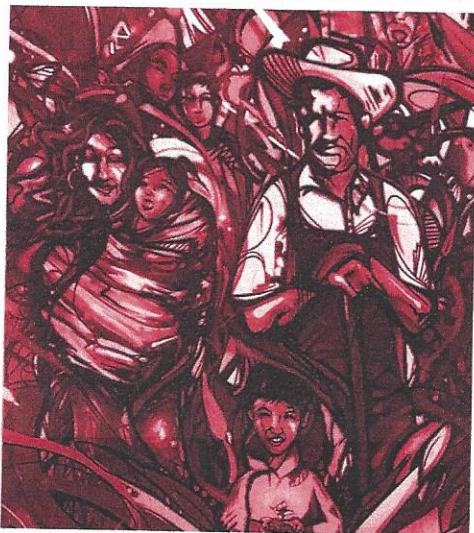




**DENVER**  
THE MILE HIGH CITY

# GLOBEVILLE

## NEIGHBORHOOD PLAN



### THIS PLAN AMENDED IN 2016

*The 38th & Blake Station Area Height Amendments, as adopted under Ordinance 2016-0760, refines and updates the building height recommendations of this plan as applied to the area near the 38th and Blake commuter rail station; recommends a new regulatory approach to achieve greater building design standards; and recommends the integration of affordable housing and mixed income development within the 38th and Blake station area. Where there is conflict between the plan amendments and this plan, the plan amendments supersedes this plan.*

Adopted December 1, 2014

## RECOMMENDATION 1: A Land Use Plan that Balances the Needs of Residents, Commerce, and Industry

### Concept Land Use and Building Height in the 41st and Fox Station Area Plan.

The concept land use and building height recommendations in this plan are intended to be fully consistent with the *41st and Fox Station Area Plan*. Should any inconsistencies be found, please refer to the adopted *Station Area Plan* for the official *Plan* guidance.

### B1. MAINTAIN STABILITY IN THE RESIDENTIAL NEIGHBORHOOD CORE CHARACTER AREA.

In areas identified with Single Family with ADUs Concept Land Use:

- Maintain the current mix of low-scale residential building forms consisting predominantly of single unit dwellings with occasional duplexes or multi-unit structures.
- Allow accessory dwelling units to enable aging in place, additional income through rentals, and to increase the population density of the neighborhood without altering its character.
- Promote existing development patterns, including relatively small lots, shallow setbacks, and moderate building coverage, with parking and vehicle access in the rear and serviced by alleys.
- Encourage the use of streetscape elements that promote residential character, walking, and bicycle use, including detached sidewalks, pedestrian scale lighting, limited curb cuts, and tree lawns.

### B2. MAINTAIN STABILITY IN INDUSTRIAL AREAS.

In areas identified as Industrial Concept Land Use:

- Allow general flexibility in siting and building form for new industrial uses while improving the attractiveness of the site design overall and along the street edge in particular.

### B3. IMPROVE COMPATIBILITY BETWEEN INDUSTRIAL AND RESIDENTIAL USES.

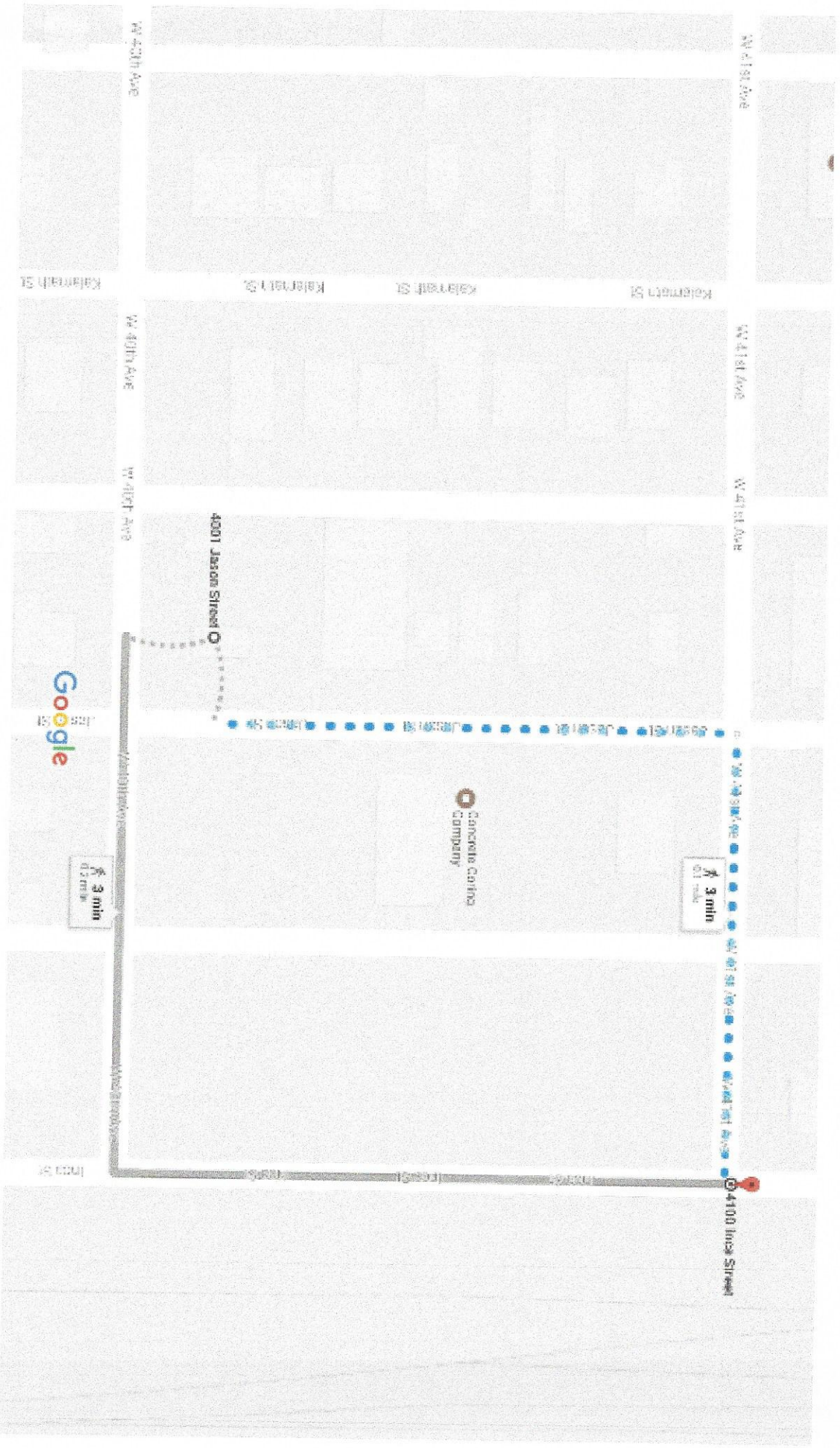
Improve compatibility where these uses coexist in close proximity by using the following strategies:

- Reduce industrial use intensity when adjacent to residential. Ensure that industrial uses that most heavily impact residential areas, such as salvage yards, recycling centers, and automobile towing, observe separation and screening requirements as established by zoning.
- Use Industrial Mixed Use Concept Land Use as a buffer. Where industrial uses are immediately adjacent to residential uses, improve the transition through the use of Industrial Mixed Use Concept Land Use.
- Use urban design solutions to more effectively buffer industrial and residential uses (see recommendations A8 and A9 in the Unique Chapter).



4001 Jason Street, Denver, CO to 4100 Inca St, Denver, CO 80211

Walk 0.1 mile, 3 min



via Jason St and W 41st Ave



3 min  
0.1 mile

Map data ©2017 Google 50 ft

3 min  
0.1 mile