



DENVER
THE MILE HIGH CITY

4000, 4020 & 4120 Brighton Blvd.

I-MX-5, UO-2 to I-MX-8, UO2

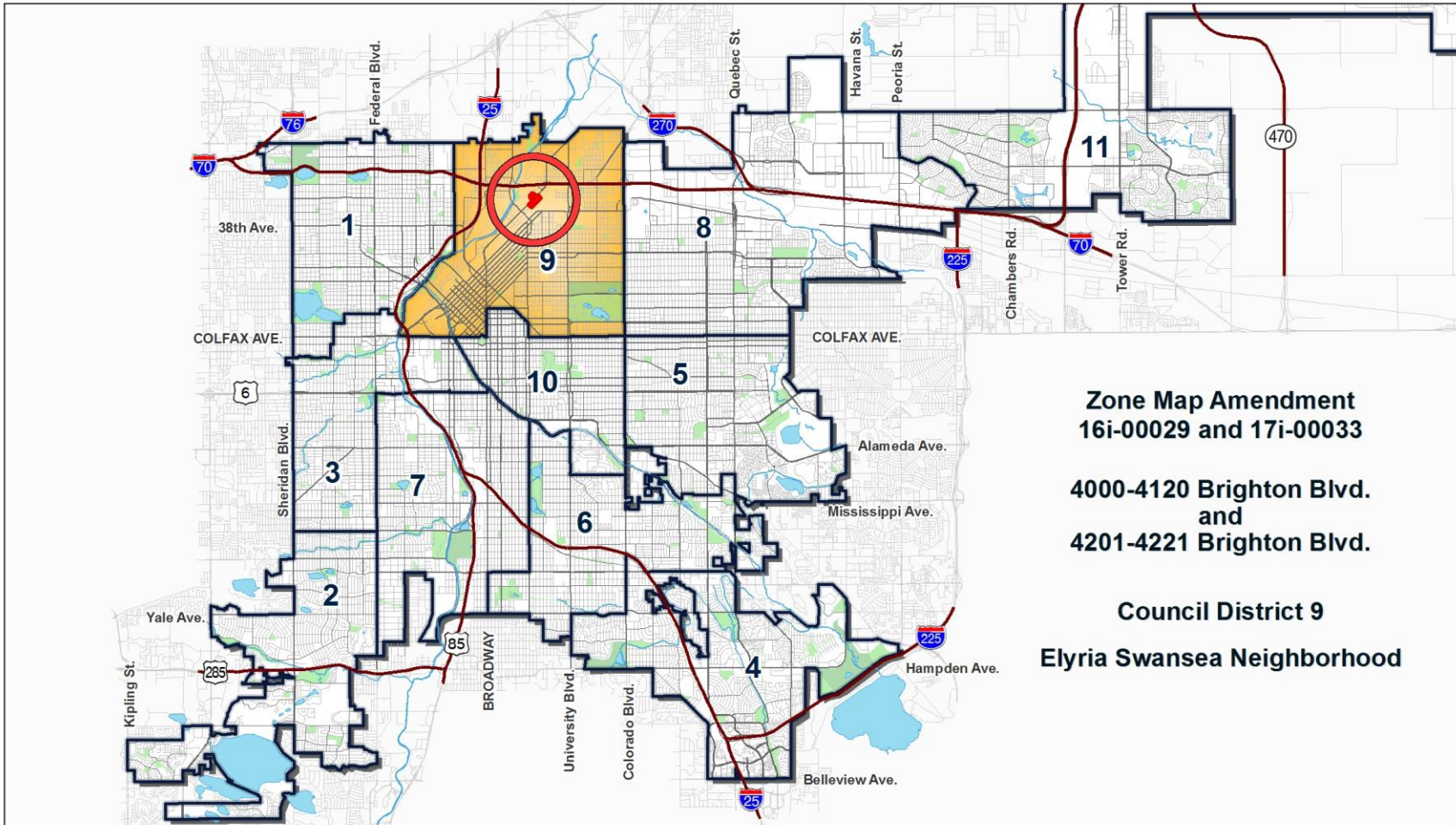
4201, 4203, 4211 & 4221 Brighton Blvd.

I-A, UO-2 to I-MX-8, UO-2

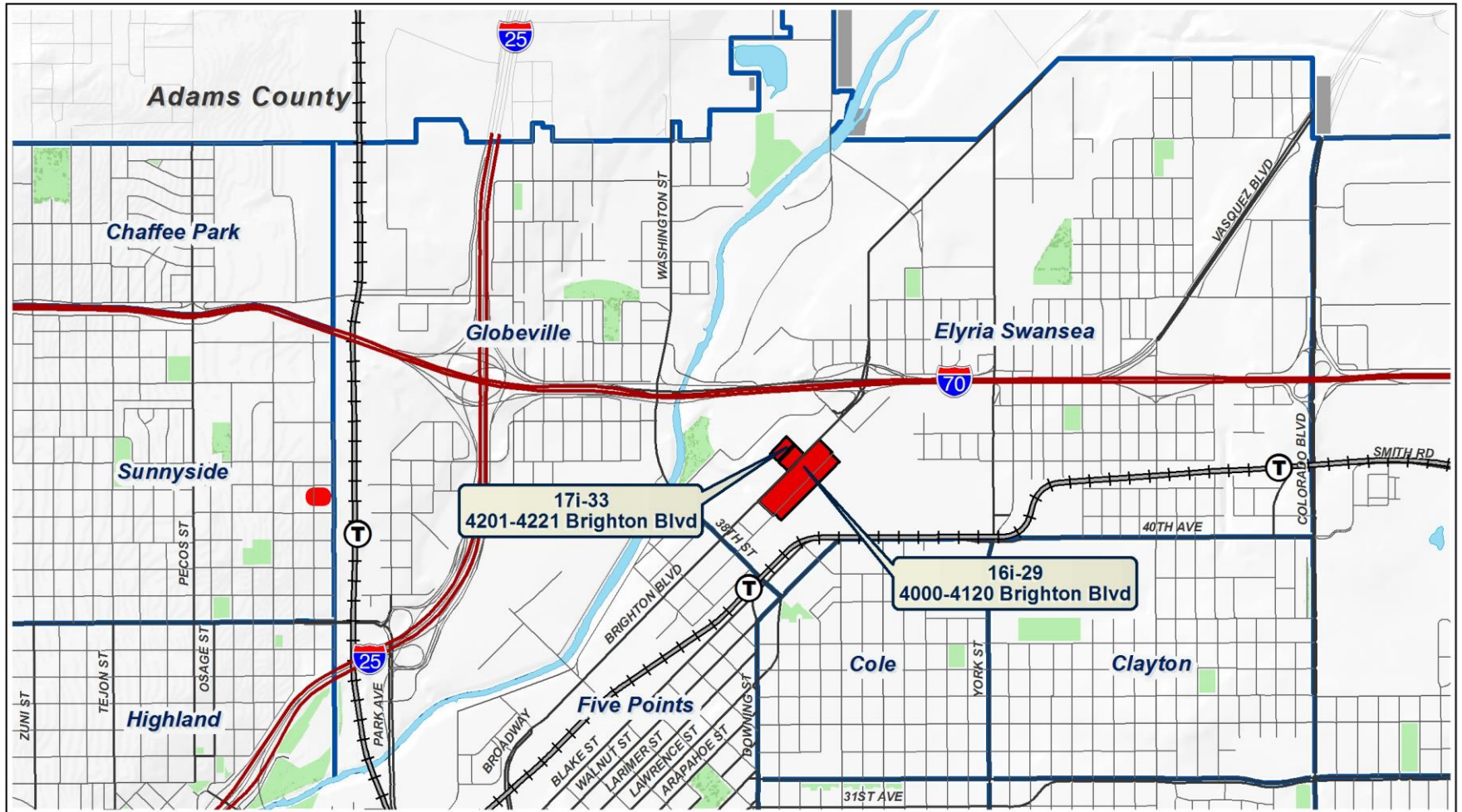
Land Use, Transportation and Infrastructure
Committee of the Denver City Council

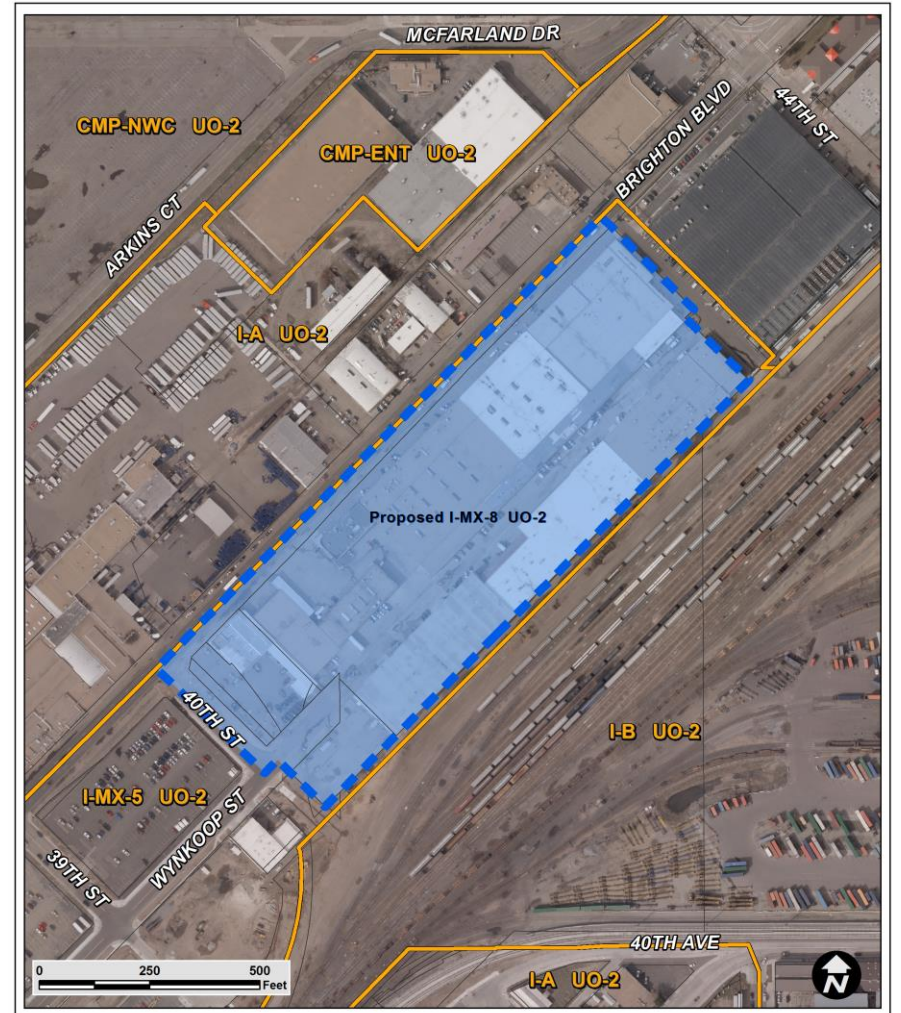
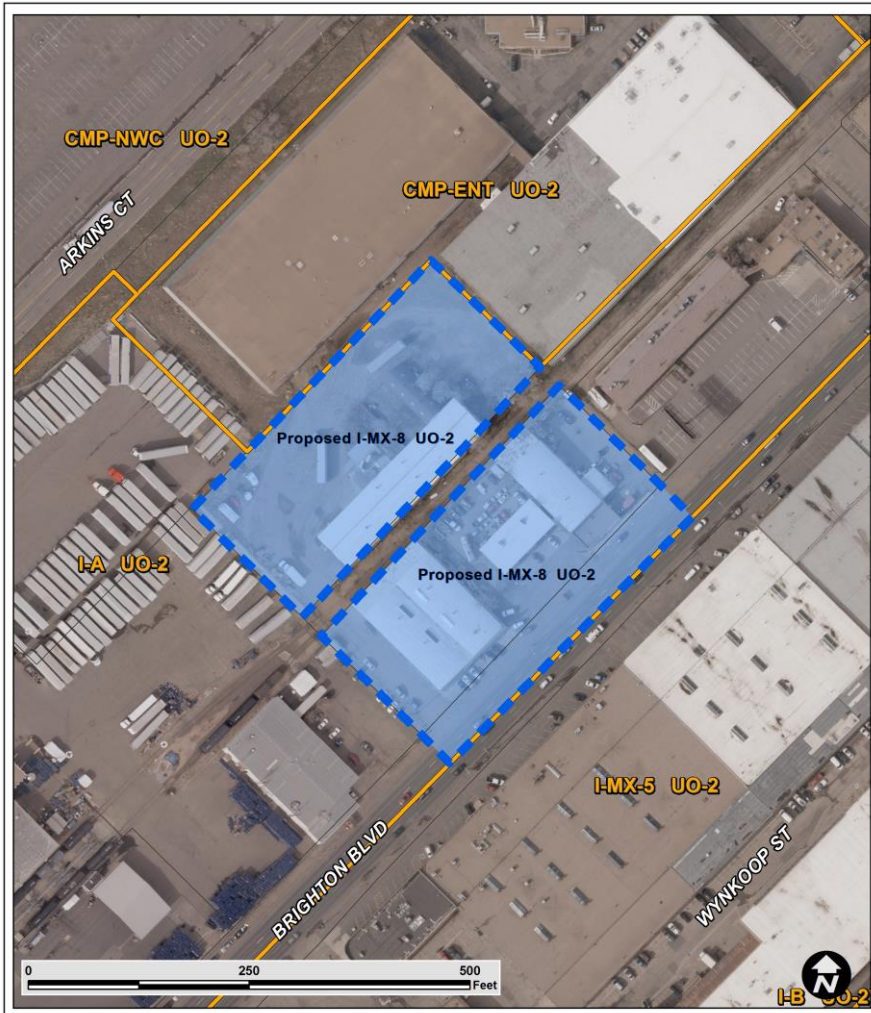
April 25, 2017

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

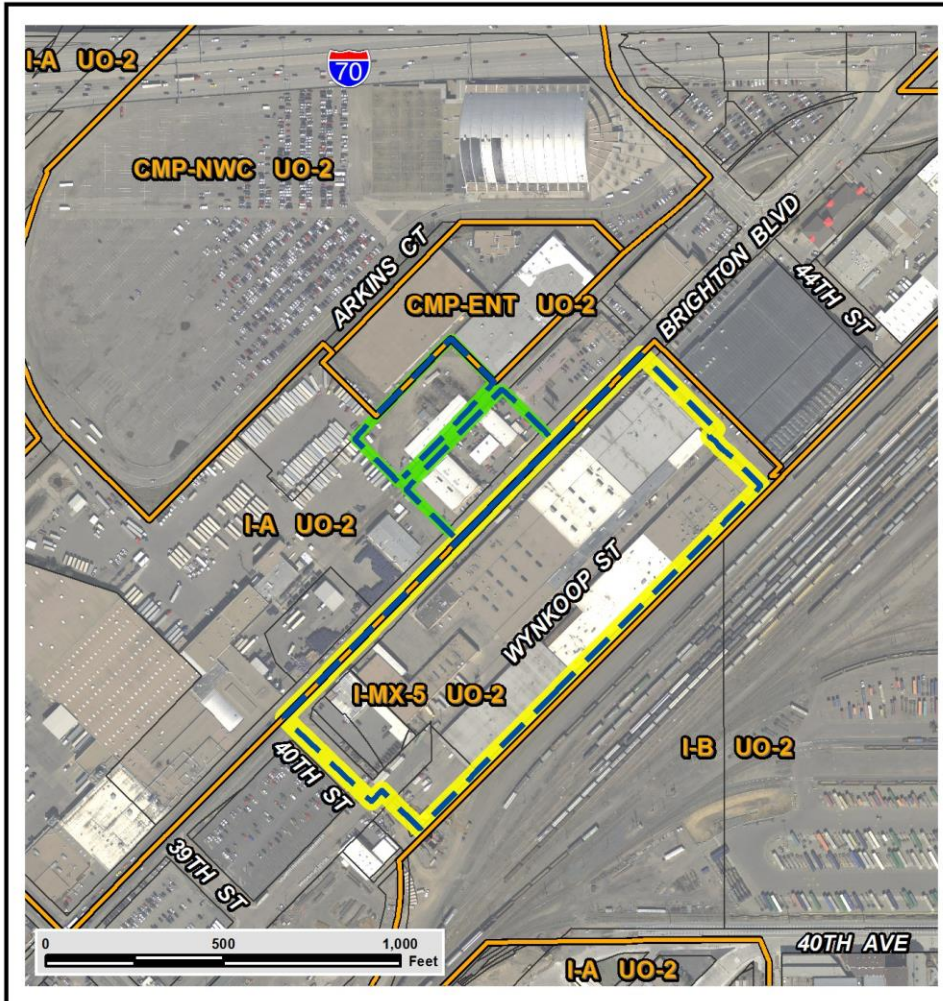


Elyria Swansea Neighborhood



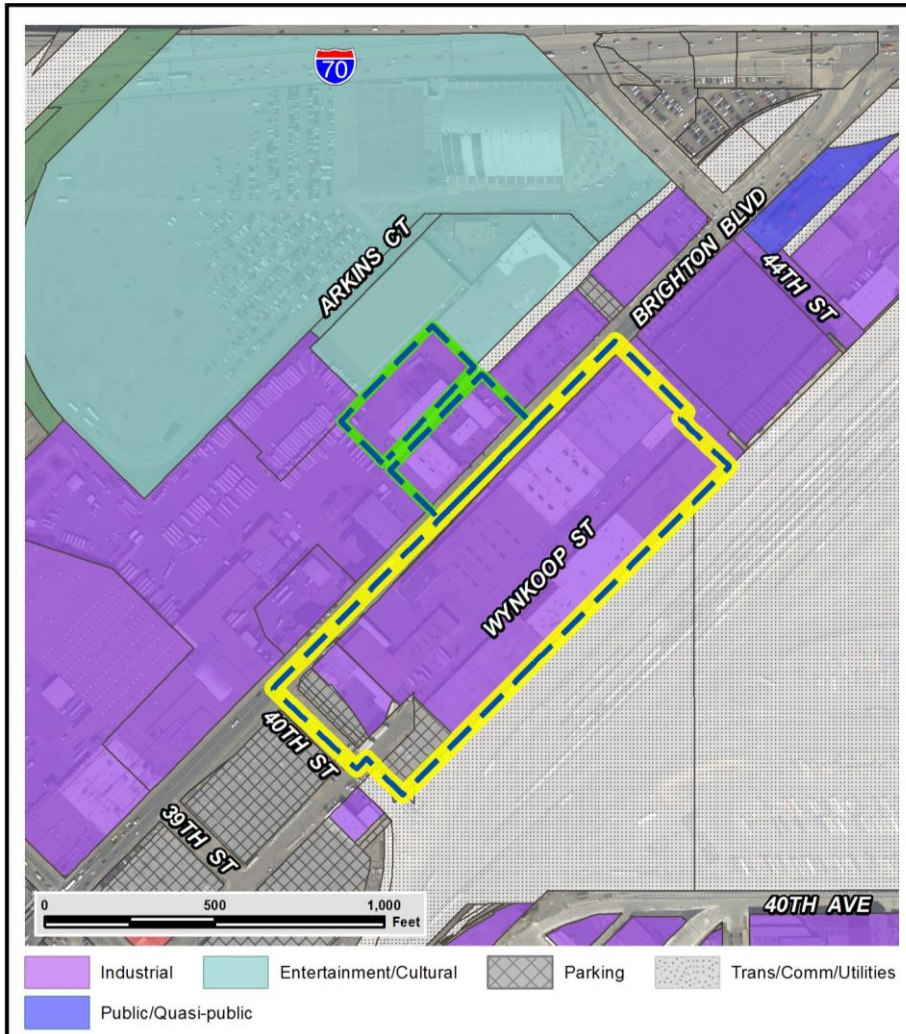


Existing Context – Zoning



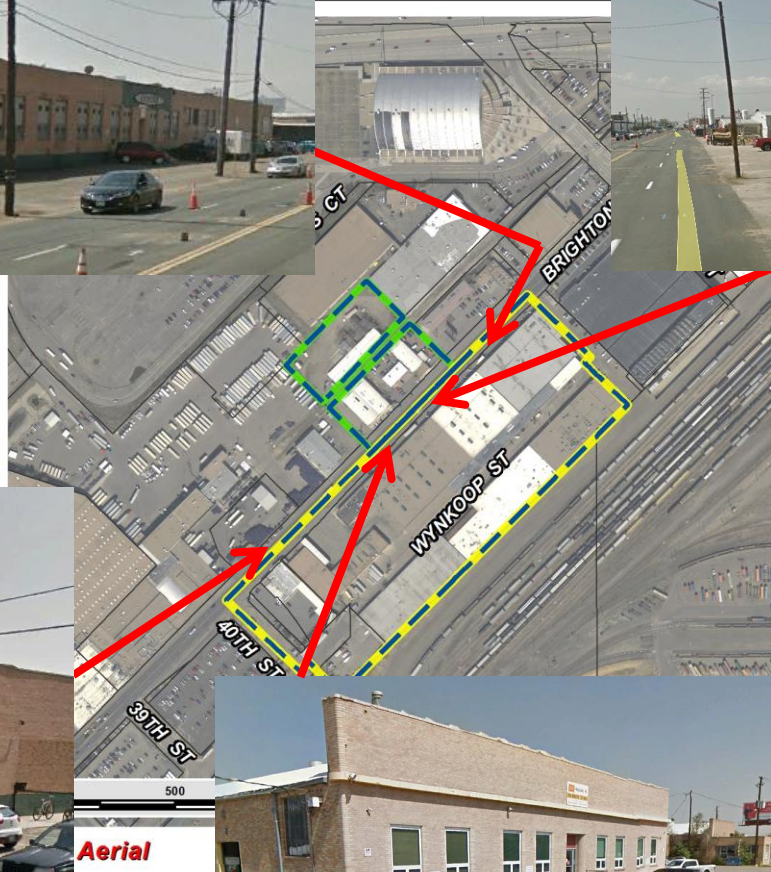
- Existing Zoning:
 - I-MX-5, UO-2 (Industrial Mixed Use, Billboard Use Overlay)
 - I-A, UO-2 (Industrial, Billboard Use Overlay)
- Surrounding Area Zoning:
 - Industrial
 - Industrial Mixed Use
 - Single Unit
 - Campus - Entertainment

Existing Context – Land Use



- Existing Use:
 - Industrial
 - Parking
- Surrounding Use:
 - Industrial
 - Parking
 - Entertainment/Cultural
 - Transportation/Communications/Utilities

Existing Context – Building Form/Scale



- Planning Board (April 5, 2017) – recommendation of approval
- Land Use, Transportation and Infrastructure Committee (April 25, 2017)
- City Council (Tentative: June 12, 2017)
- Public Outreach
 - Denver Neighborhood Association Inc.
 - Inter-Neighborhood Cooperation (INC)
 - Elyria and Swansea Neighborhood Association
 - North Neighborhoods Democratic Council
 - Comunidades Unidas Globeville Elyria & Swansea
 - Cross Community Coalition
 - United Community Action Network Inc.,
 - RiNo, River North Art District
 - Elyria Swansea/Globeville Business Association
- Letters of **SUPPORT** from The Elyria-Swansea-Globeville Business Association, The Elyria-Swansea Neighborhood Association, The North Neighborhoods Democratic Council & The RiNo Art District

- CPD must determine whether a GDP is mandatory before or concurrent with rezoning.
- Considering all site-specific circumstances, and that all relevant issues have already been addressed through formation of the Midtown Metropolitan District and a development agreement to provide open space (publicly-accessible plazas and expanded streetscape), a GDP is not mandatory.

Denver Zoning Code Review Criteria

1. Consistency with Adopted Plans

- Comprehensive Plan 2000
- Blueprint Denver: A Land Use and Transportation Plan
- River North Neighborhood Plan (2003)
- 38th and Blake Station Area Plan (2009)
- Elyria & Swansea Neighborhood Plan (2015)
- 38th & Blake Height Amendments (2016)

2. Uniformity of District Regulations

3. Further Public Health, Safety and Welfare

4. Justifying Circumstances

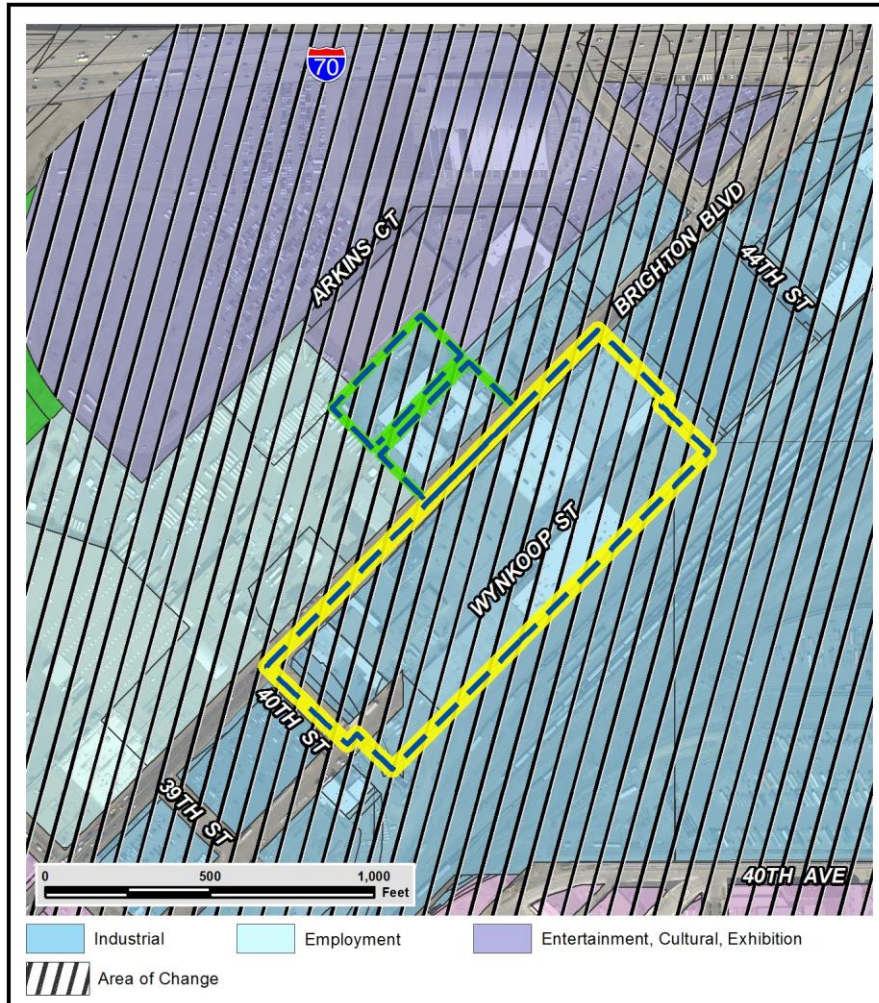
5. Consistency with Neighborhood Context, Zone District Purpose and Intent

Review Criteria: Consistency with Adopted Plans

Comprehensive Plan 2000

- Land Use Strategy 4-A – “Encourage mixed-use, transit-oriented development that makes effective use of existing transportation infrastructure, supports transit stations...” (page 60)
- Mobility Strategy 4-E – “Continue to promote mixed-use development, which enables people to live near work, retail and services” (page 78)
- Denver’s Legacies Strategy 3-A – “Identify areas in which increased density and new uses are desirable and can be accommodated” (page 99)

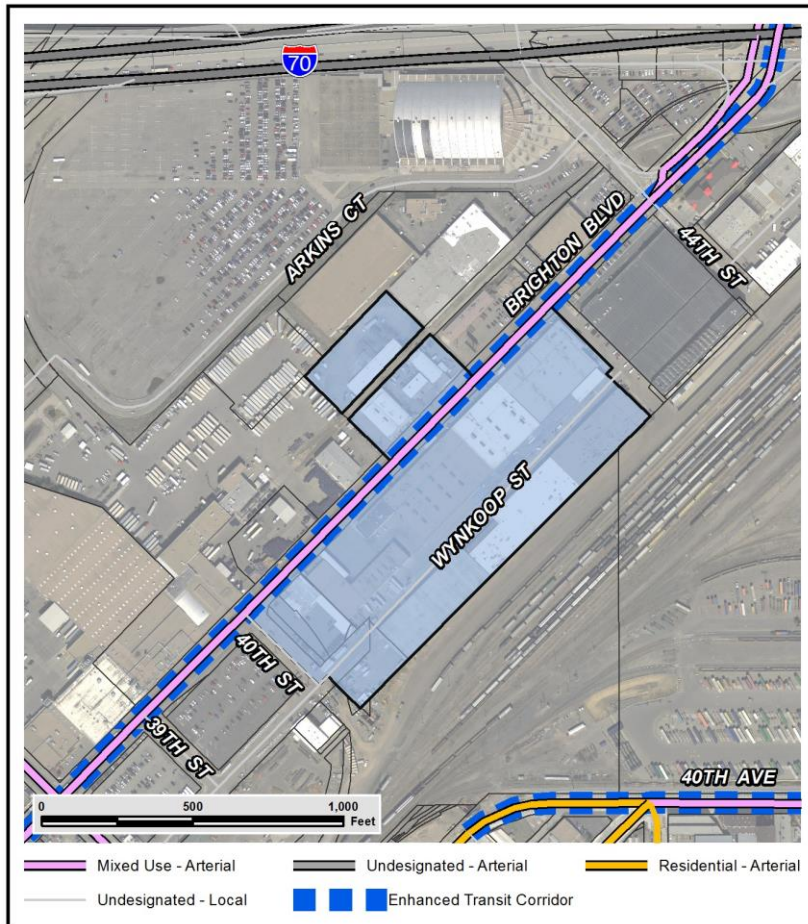
Review Criteria: Consistency with Adopted Plans



Blueprint Denver (2002)

- Land Use Concept:
 - Industrial
 - Improve to serve industry
 - Consider converting to mixed use near transit and to buffer adjacent neighborhoods
 - Area of Change

Review Criteria: Consistency with Adopted Plans



Blueprint Denver (2002)

- Future Street Classification:
 - Brighton Blvd: Mixed Use Arterial
 - Emphasize a variety of travel choices such as pedestrian, bicycle and transit use
 - Located in areas that are, or are intended to become, high-intensity mixed-use commercial, retail and residential areas with substantial pedestrian activity

Reminder: Evaluating whether the proposed zone district is consistent with the Future Street Classification, but not to assess the traffic impacts of a specific development proposal.¹³

Review Criteria: Consistency with Adopted Plans

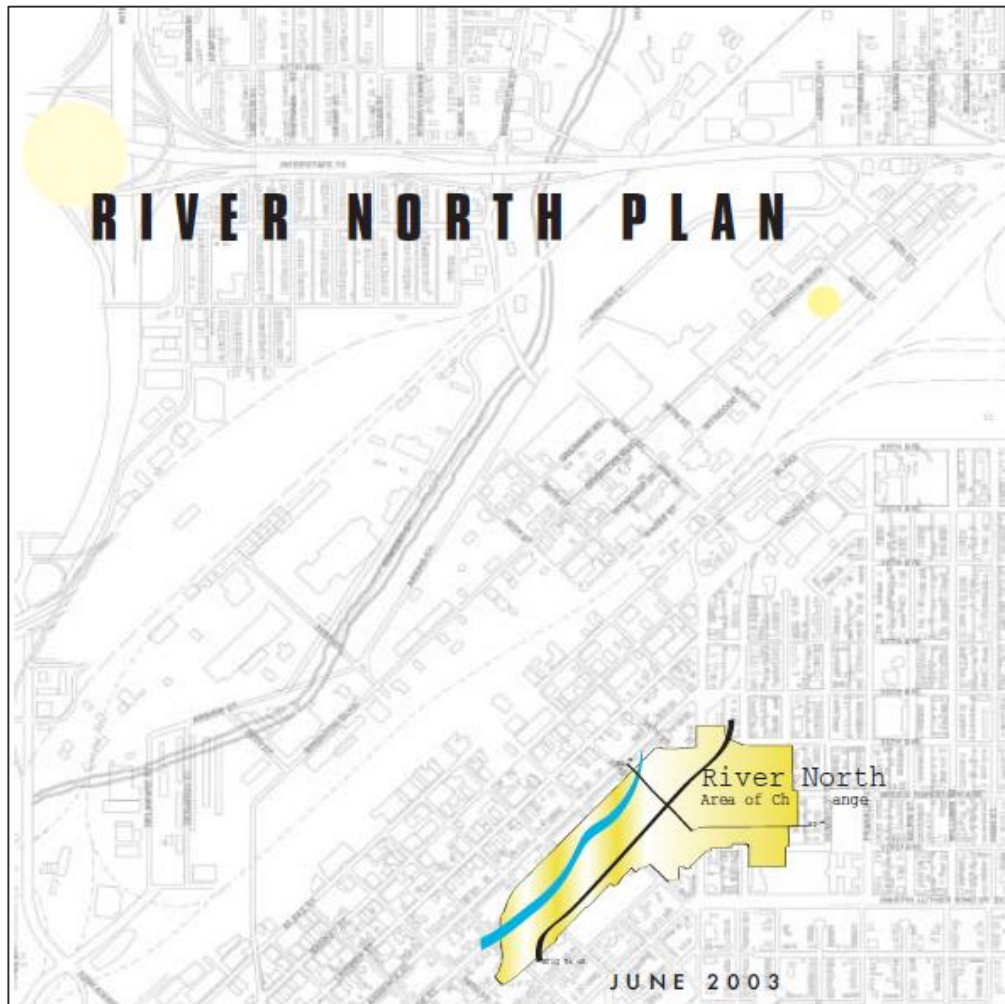


Blueprint Denver (2002)

- Future Street Classification:
 - Enhanced Transit Corridor
 - Provide enhanced mobility through excellent access to efficient forms of transportation including walking, biking, buses, and rail transit.
 - Located in areas that are, or are intended to become, high-intensity mixed-use commercial, retail and residential areas with substantial pedestrian activity.

Reminder: Evaluating whether the proposed zone district is consistent with the Future Street Classification, but not to assess the traffic impacts of a specific development proposal.¹⁴

Review Criteria: Consistency with Adopted Plans



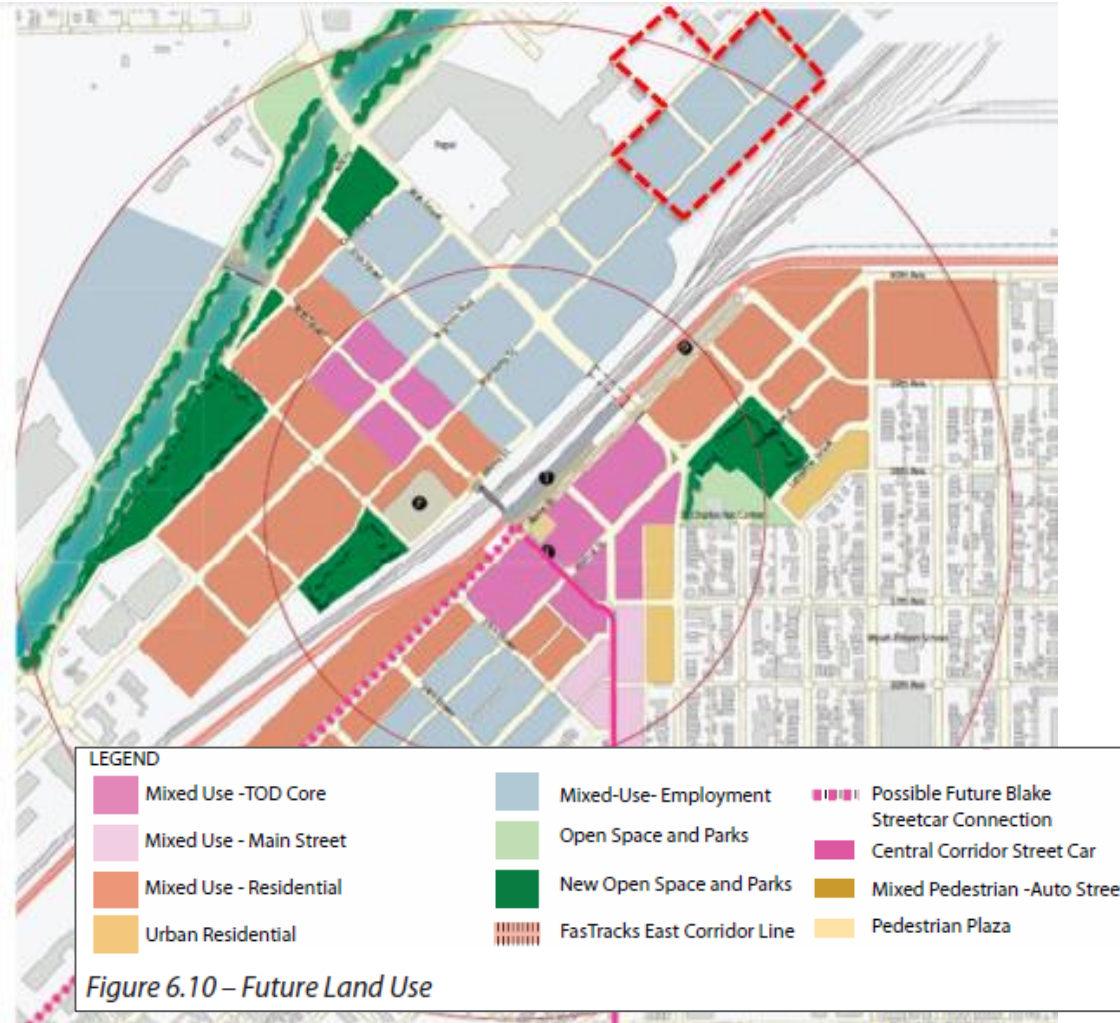
River North Neighborhood Plan (2003)

- Concept Land Use:
Transit Oriented
Development (TOD)
Mixed Use
 - Intensive office and residential uses
 - Supporting retail oriented to the rail station

Review Criteria: Consistency with Adopted Plans

38th and Blake Station Area Plan (2009)

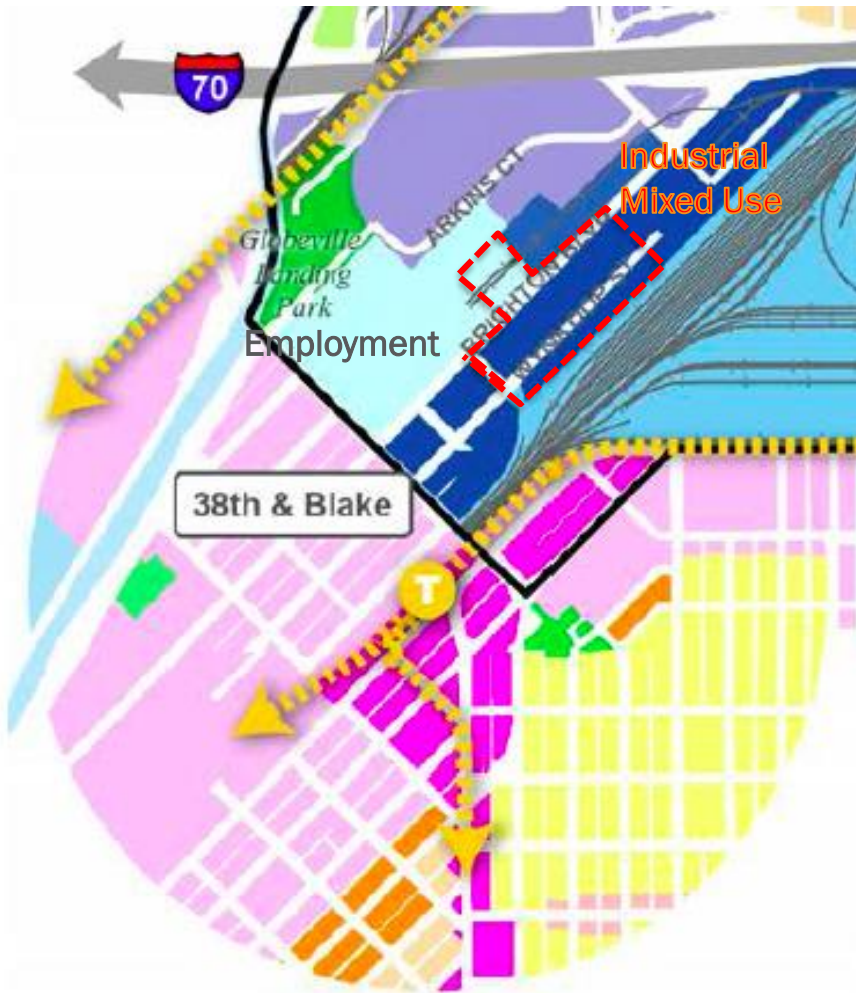
- Land Use Concept:
 - Mixed use Employment
 - Warehouse
 - Incubator
 - Residential
- Brighton North Mixed Use Employment District
 - Maintain employment base
 - Improve aesthetics
 - Accommodate greater mix of uses



Review Criteria: Consistency with Adopted Plans

Elyria & Swansea Neigh Plan (2015)

- Land Use Concept:
 - Industrial Mixed Use
 - Explore opportunities to transition land uses from Industrial to Industrial Mixed Use to better protect the neighborhood from heavy industrial uses and provide a buffer between non-compatible land uses.
 - Invest in higher density housing, services and employment opportunities near rail stations



Review Criteria: Consistency with Adopted Plans



38th & Blake Station Area Height Amendments

ADOPTED BY DENVER CITY COUNCIL
SEPTEMBER 19, 2016



38th and Blake Height Amendments (2016)

- Promote taller building heights to support transit-oriented development that provides community benefits and incorporates appropriate height transitions
- Adopt a new regulatory approach to:
 - Ensure greater design quality throughout the station area
 - Integrate affordable housing and mixed-income development within the 38th and Blake Station area

Review Criteria: Consistency with Adopted Plans



38th and Blake Height Amendments

- Maximum Height:
 - Base: 8
 - Incentive: 12 with requirements to provide integrated affordable housing

Denver Zoning Code Review Criteria

1. Consistency with Adopted Plans

- CPD finds this criteria is met through consistency with the adopted Comprehensive Plan 2000, River North Neighborhood Plan, 38th and Blake Station Area Plan, Elyria & Swansea Neighborhood Plan, and 38th & Blake Height Amendments

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
 - CPD finds this criteria is met because rezoning to the I-MX-8 zone district will result in the uniform application of zone district building form, use, and design regulations.
3. Further Public Health, Safety and Welfare
 - CPD finds this criteria is met by implementing adopted community objectives through:
 - A more varied mix of high-intensity uses with expanded pedestrian connections
 - Appropriate building heights, form standards and allowed uses
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
 - CPD finds that ‘changing conditions’ is a justifying circumstance
 - 38th and Blake commuter rail station
 - Brighton Blvd. reconstruction
 - Rapidly changing development pattern in the area
5. Consistency with Neighborhood Context, Zone District Purpose and Intent
 - CPD finds that the proposed zone district is consistent with this criteria because intent statements for I-MX districts match plan objectives:
 - I-MX is intended to develop in a pedestrian-oriented pattern, with buildings built up to the street and an active Street Level and to provide a transition between mixed use areas and I-A or I-B Industrial Districts
 - I-MX-8 appropriate for areas served primarily by collector or arterial streets

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