



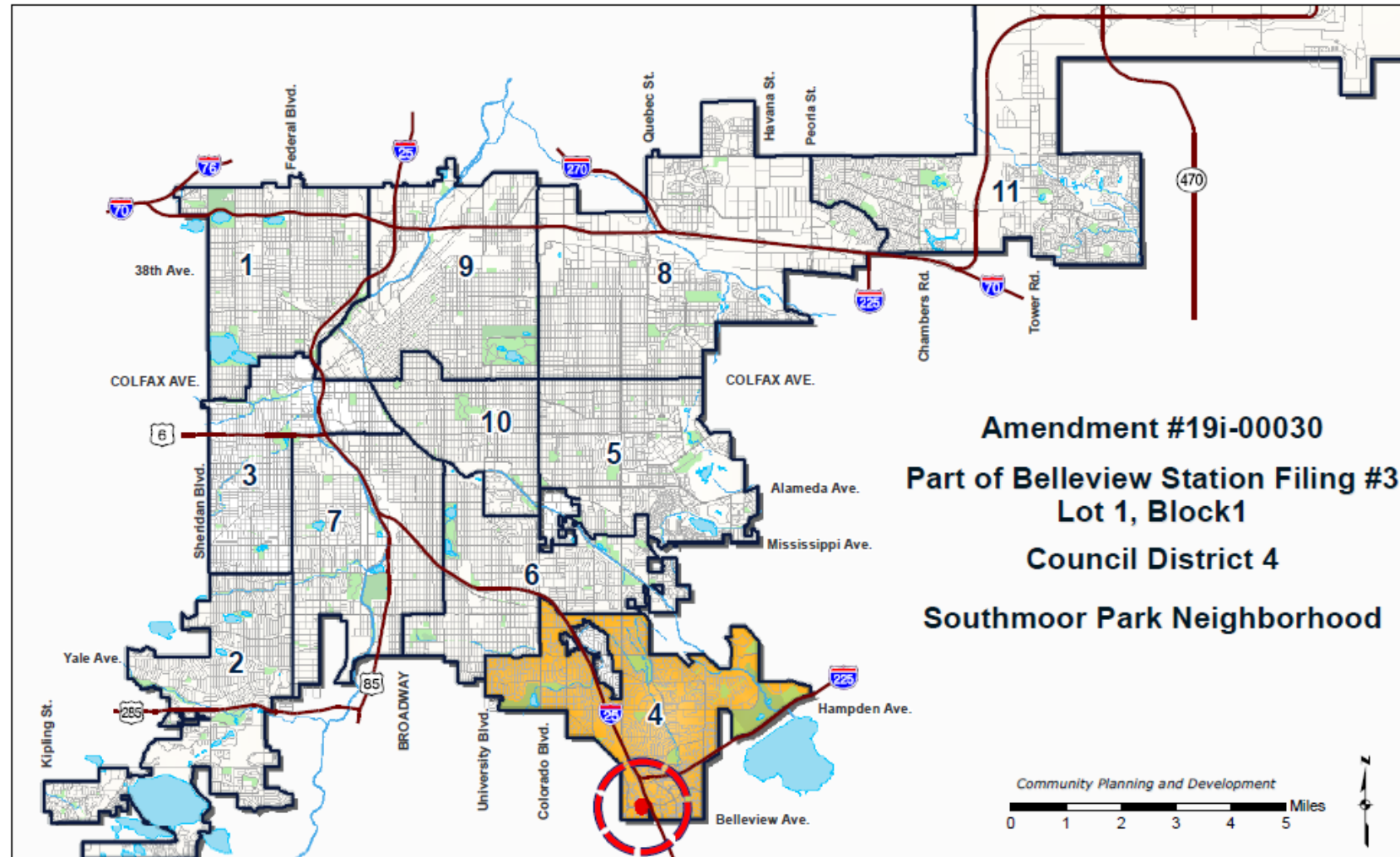
4706, 4752, & 4792 S. Newport
St. and 6804 Layton Ave.

19I-00030: T-MU-30 w/ waivers U0-1 to C-MX-20

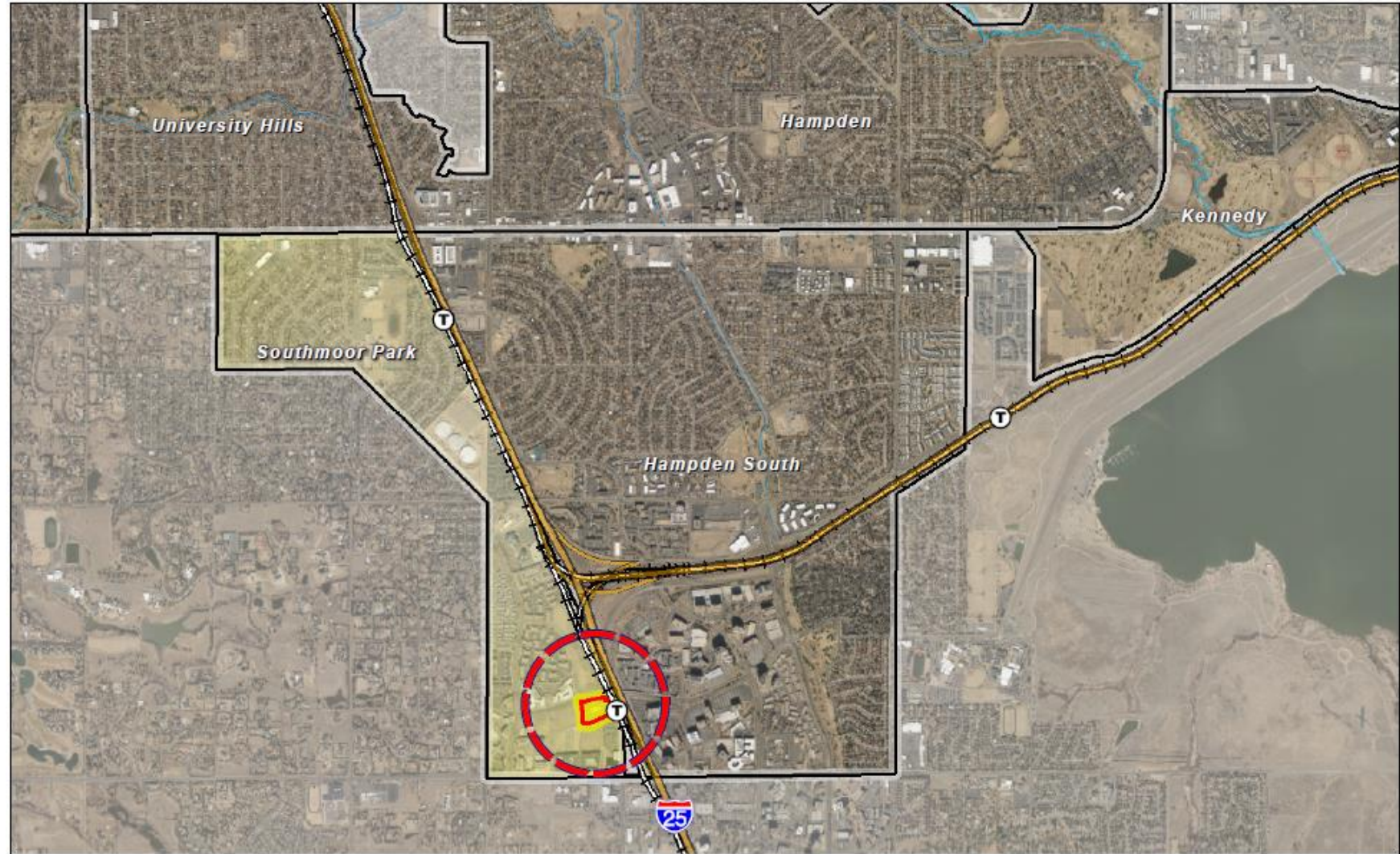
Date: 1/7/2020

4706, 4752, &
4792 S. Newport
St. and 6804
Layton Ave.

T-MU-30 w/
waivers U0-1 to
C-MX-20



Southmoor Park Neighborhood



Request: T-MU-30 w/ waivers UO-1 to C-MX-20



Location

- Southwest corner of Union Ave. and I-25
- Adjacent to Belleview Station
- 3.66 acres
- Vacant

Proposal:

- Rezoning from T-MU-30 w/ waivers UO-1 to C-MX-20
- Requesting rezoning to develop the site

Existing Zoning



- Subject site: T-MU-30 w/ waivers UO-1
- Surrounding properties: T-MU-30 w/ waivers UO-1; B-4 w/ waivers & conditions UO-1 UO-2; C-MX-20; S-MX-12 UO-1 UO-2; B-8 w/waivers UO-1 UO-2

Existing Zoning

T-MU-30

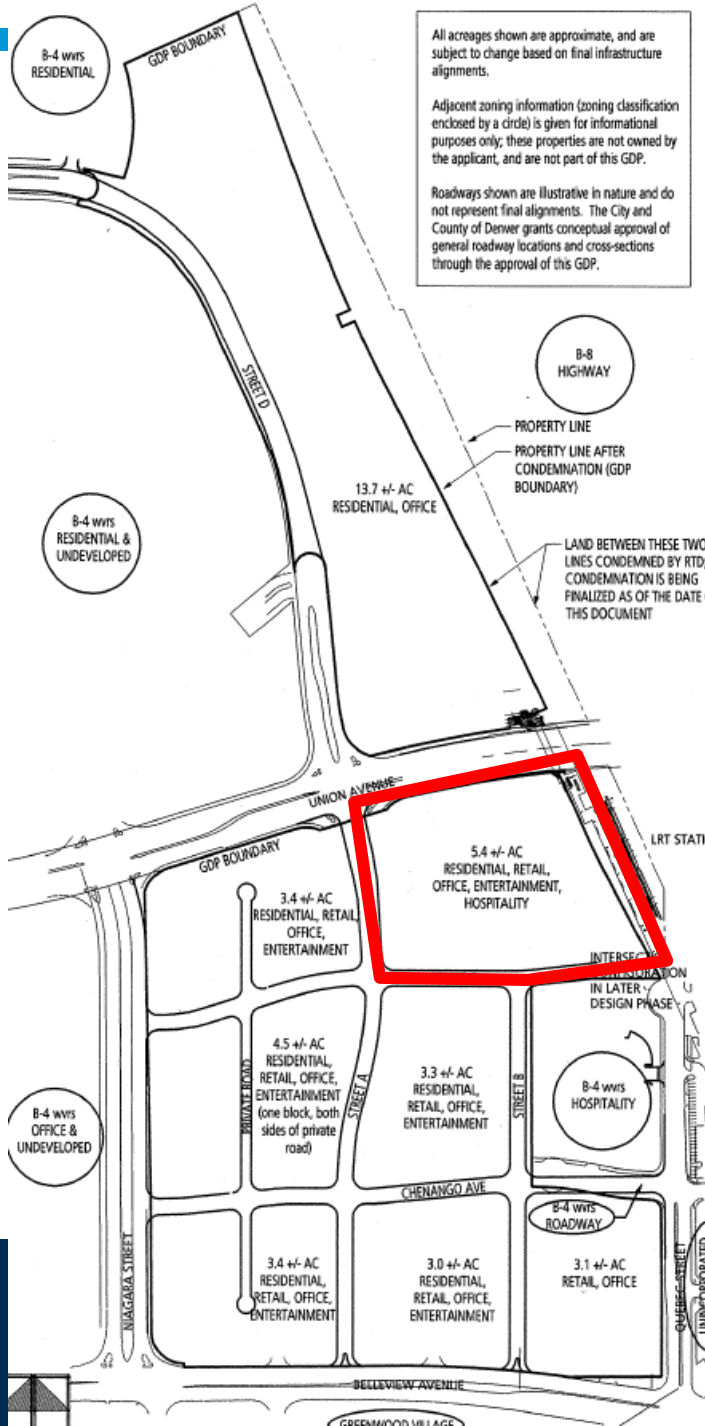
- Former Chapter 59
- 220' maximum height, 5:1 maximum FAR
- Allows a broad range of uses
- Requires 10% open space
- FAR can be shared across entire GDP area

Waivers

- Modify setbacks, sign requirements

UO-1

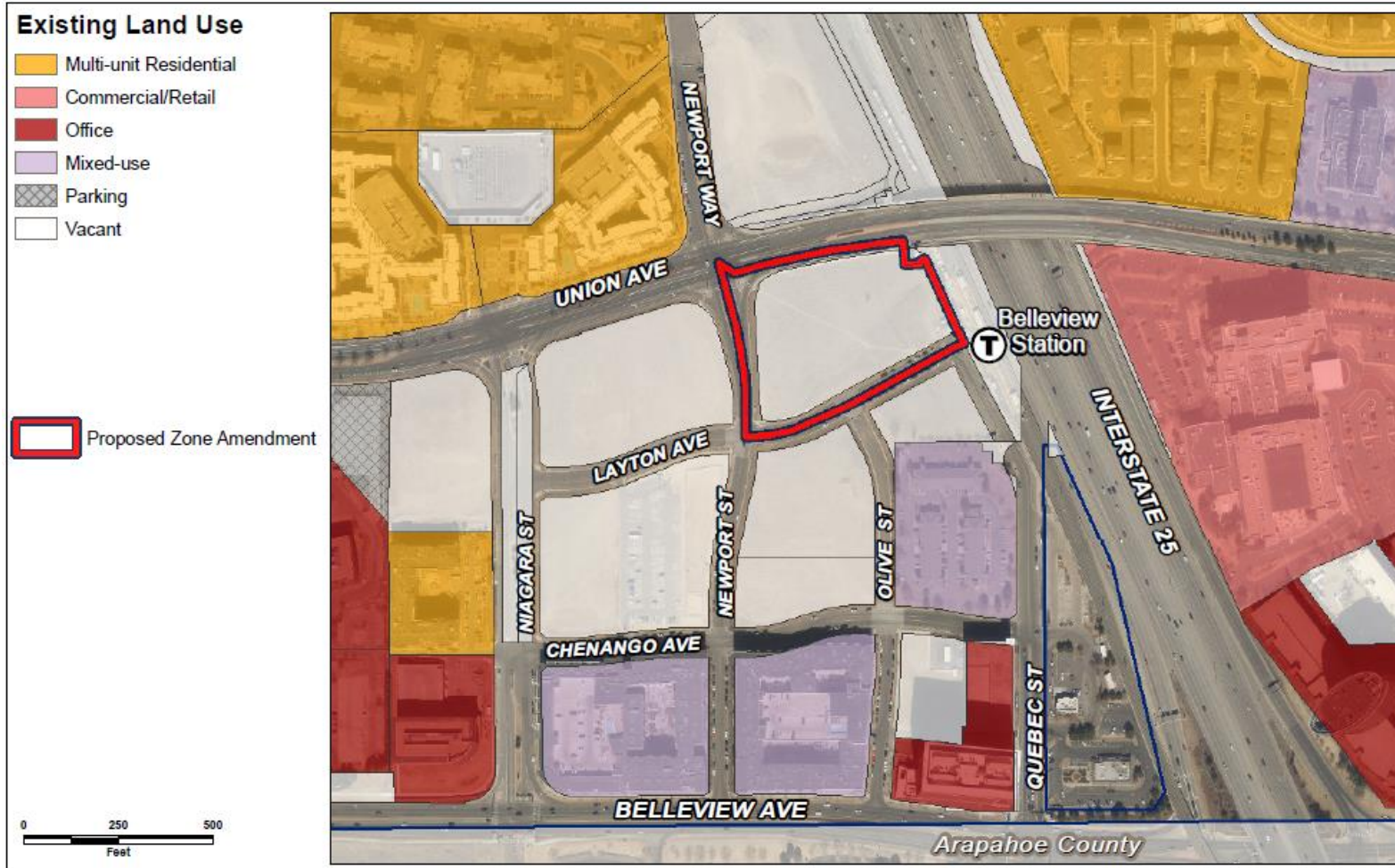
- Adult use overlay



GDP & UDSG

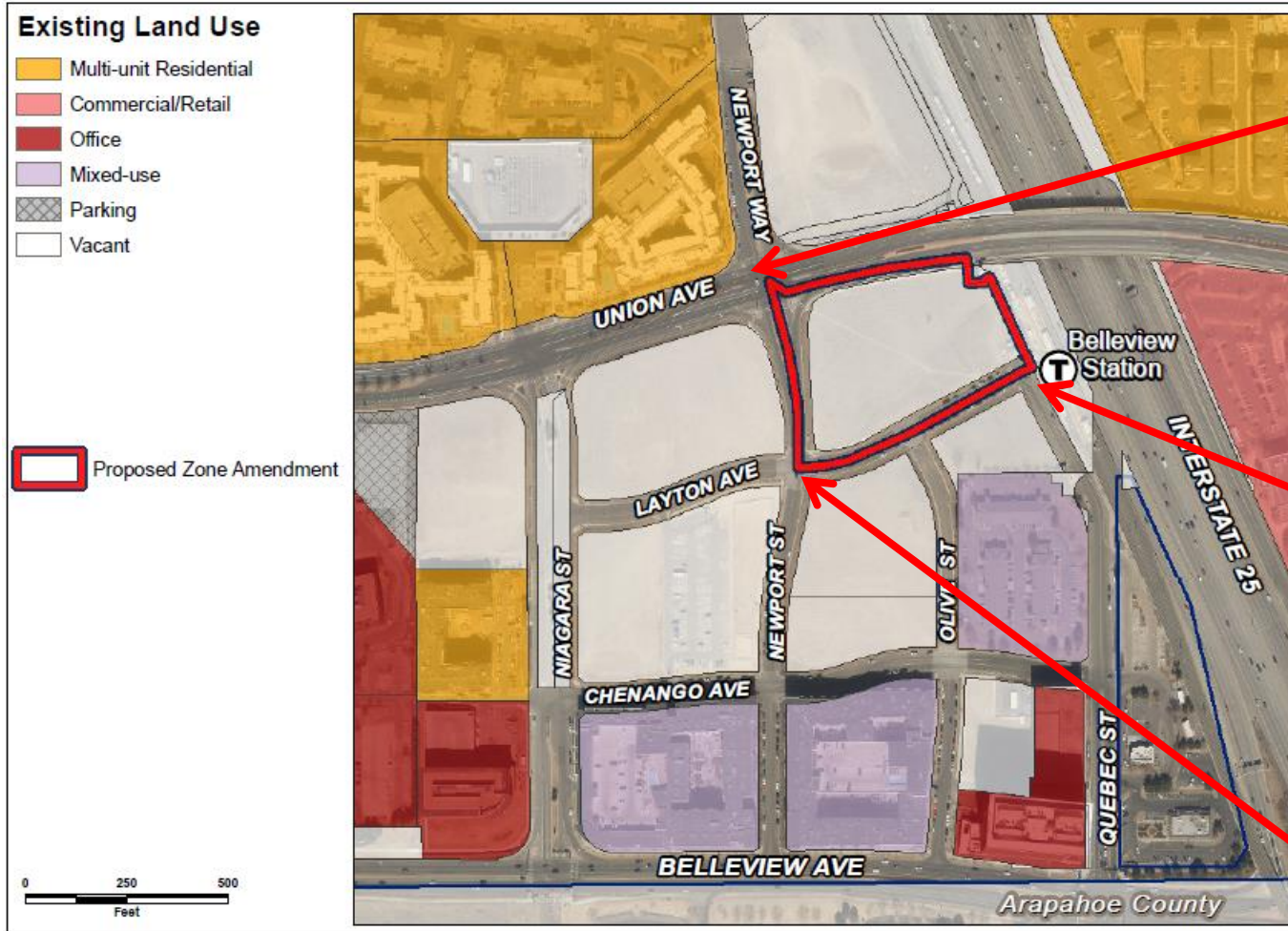
- Residential, retail, office, entertainment, hospitality uses
- Higher density to the east, close to the station
- Tallest buildings along I-25, near station, and north of Union
- 10% open space required
- Transit plaza on the subject property
- Changes to allocation of height, mix of uses, or density do not require a GDP amendment
- DSGs to create dense, walkable urban neighborhood

Existing Land Use



- Subject property: Vacant
- North: Vacant
- East: Light Rail Station, Freeway
- South: Vacant, Hotel
- West: Vacant, Residential

Existing Context – Building Form/Scale



Proposed Zone District

Urban Center (C-) Neighborhood Context Zone Districts		Building Forms															
		Suburban House	Urban House	Duplex	Tandem House	Row House	Garden Court	Town House	Apartment	Drive Thru Services	Drive Thru Restaurant	General	Cherry Creek General	Cherry Creek General - Small Lot on South Side of 3rd Ave	Cherry Creek Open Space	Cherry Creek Open Space - Small Lot on South Side of 3rd Ave	Shopfront
Max Number of Primary Structures per Zone Lot		No Maximum															
Residential Mixed Use (RX)	C-RX-5, -8, -12							■				■					
Mixed Use (MX)	C-MX-3, -5, -8, -12, -20							■		□	□	■					■
Main Street (MS)	C-MS-5, -8, -12							■		□	□						■
Cherry Creek North (CCN)	C-CCN-3, -4, -5											■	■	■	■		
	C-CCN-7, -8, -12											■		■			

■ = Allowed □ = Allowed subject to geographic limitations

C-MX-20

- Town House, General, Shopfront building forms
- Drive Thru forms not allowed due to station proximity
- Wide range of commercial, residential, and civic uses
- 250' maximum height

Process

- Planning Board (December 18, 2019)
 - Unanimous vote for recommendation of approval
 - No members of the public spoke
- Land Use, Transportation and Infrastructure Committee (January 7, 2020)
- City Council (Tentative: February 18, 2020)
- Public comment
 - None

Review Criteria

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

Review Criteria

Denver Zoning Code Review Criteria

1. Consistency with Adopted Plans

- *Comprehensive Plan 2040*
- *Blueprint Denver 2019*
- *Bellevue Station GDP (2006)*

2. Uniformity of District Regulations

3. Further Public Health, Safety and Welfare

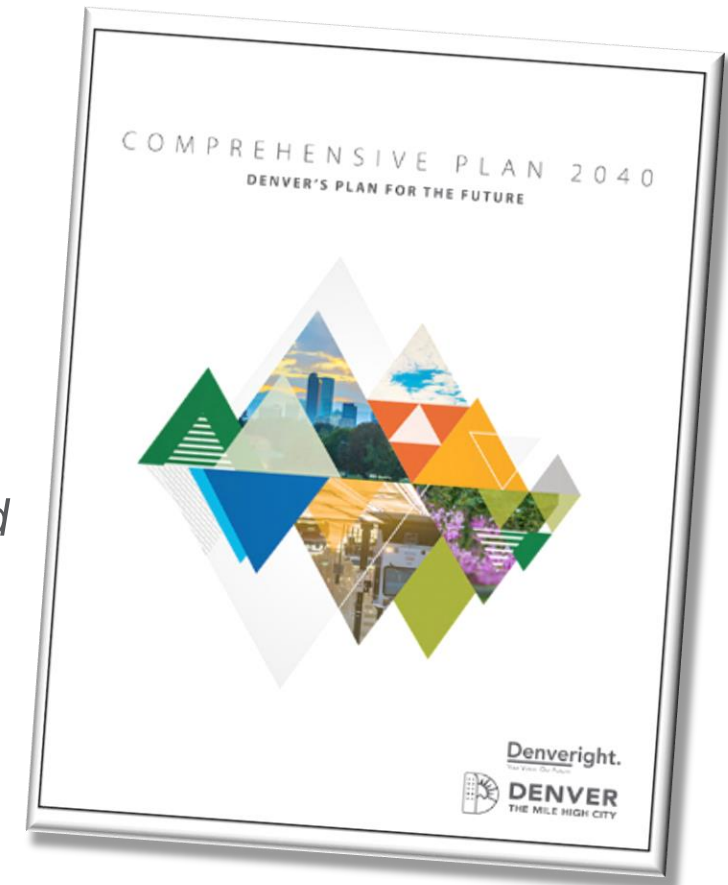
4. Justifying Circumstances

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

Review Criteria: Consistency with Adopted Plans

Comprehensive Plan 2040

- *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 B – Ensure neighborhoods offer a mix of housing types and services for a diverse population (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).*
- *Denver and the Region Goal 2, Strategy A – Direct significant growth to regional centers and community centers and corridors with strong transit connections (p. 64).*
- *Denver and the Region Goal 4, Strategy A – Leverage the regional investment in RTD’s FasTracks program to develop a network of transit-oriented centers at rail stations (p. 65).*



Review Criteria: Consistency with Adopted Plans

Equity



Comprehensive Plan 2040

- 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).

Review Criteria: Consistency with Adopted Plans

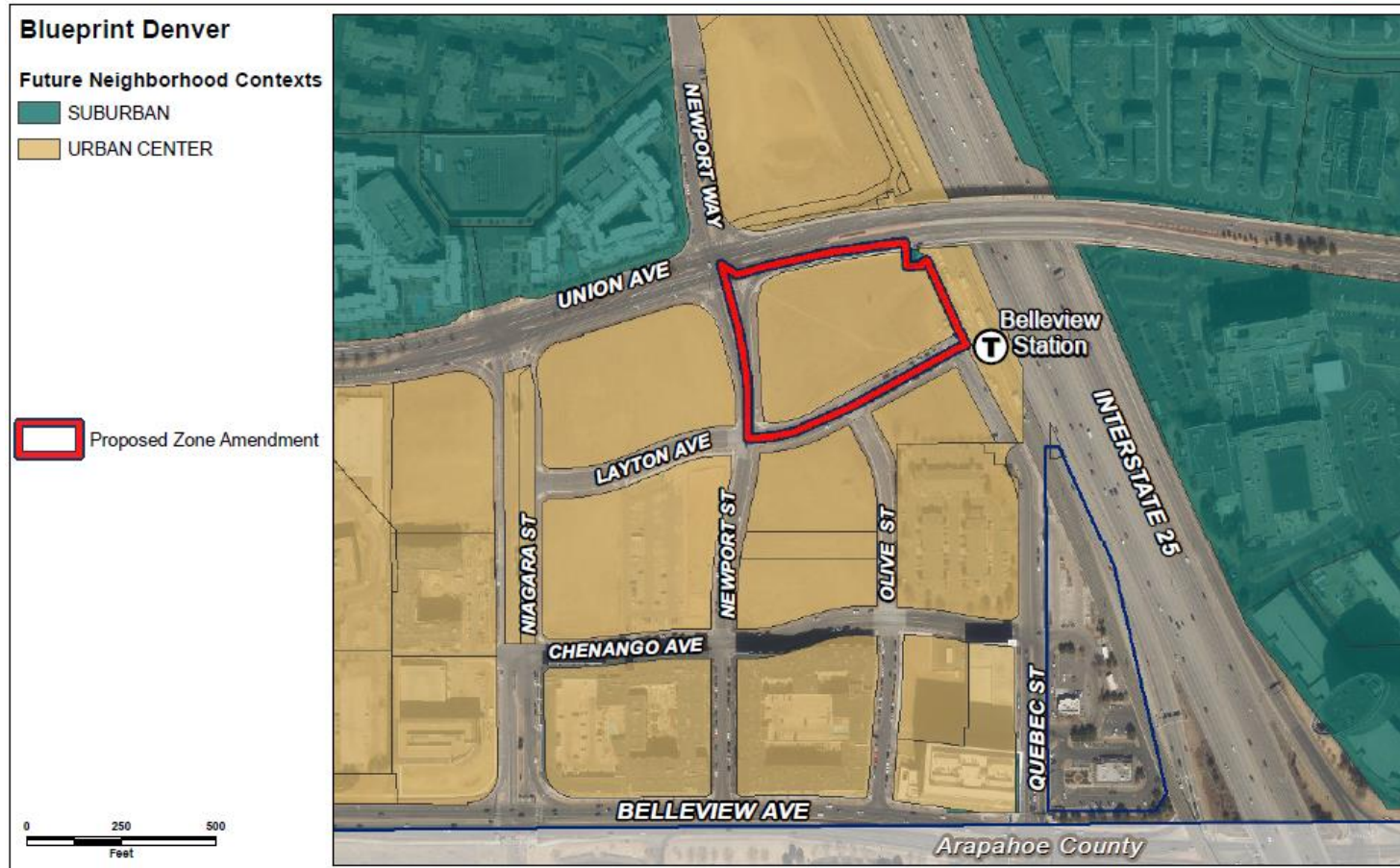
Climate

Comprehensive Plan 2040

- Environmentally Resilient Goal 8, Strategy A: Encourage mixed-use communities where residents can live, work and play in their own neighborhoods (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).

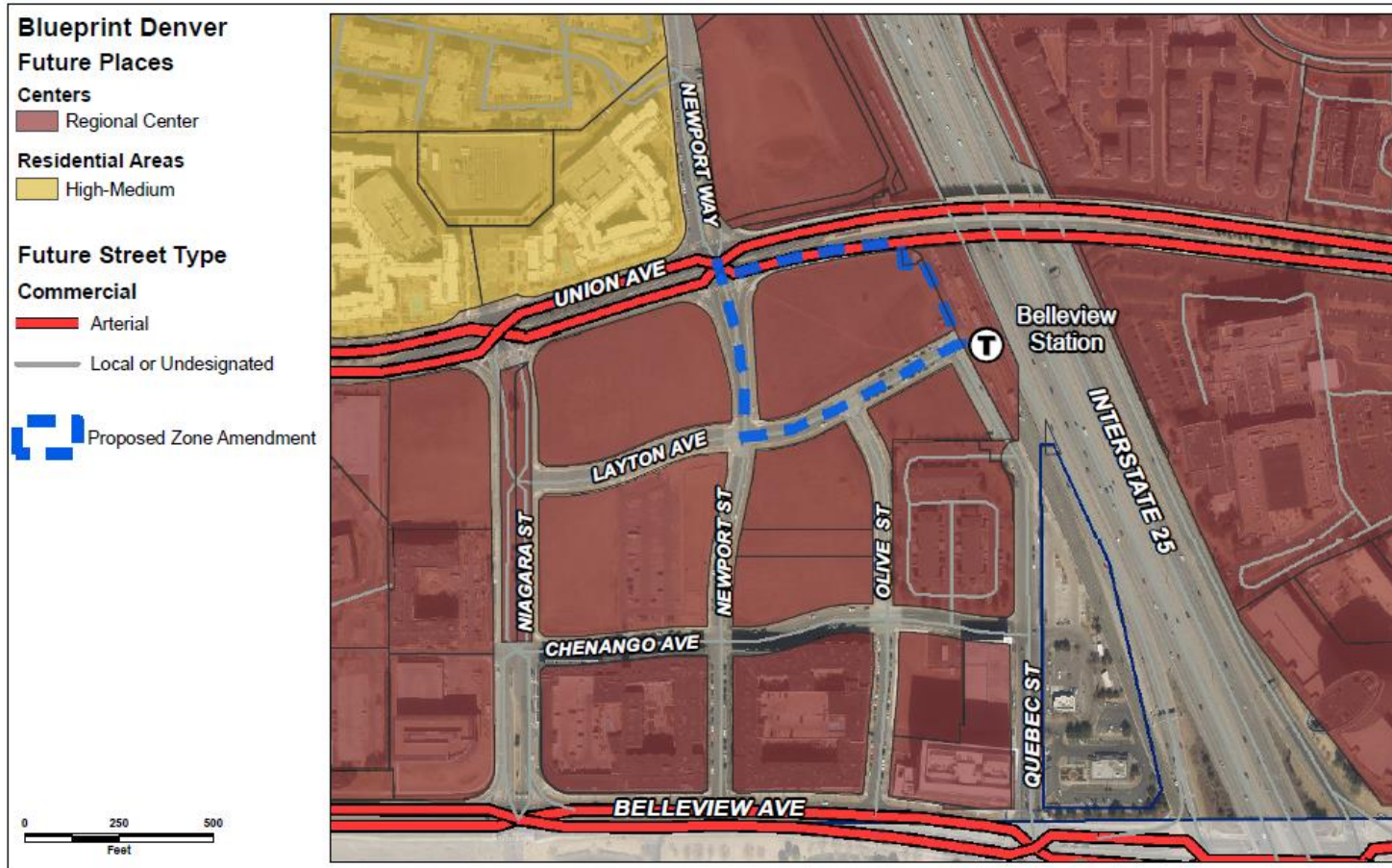


Consistency with Adopted Plans: Blueprint Denver 2019



- **Urban Center Context**
 - High intensity residential and significant employment areas
 - Development typically contains a substantial mix of uses, with good street activation and connectivity

Consistency with Adopted Plans: Blueprint Denver 2019



- Regional Center
 - Larger scale mixed-use buildings are common.
 - High degree of urbanism with continuous building frontages to define the public realm.
 - Heights are generally the tallest in the context and transition gradually within the center to the surrounding residential areas.
- Commercial Arterial
 - Commercial streets typically contain commercial uses including shopping centers, auto services and offices.
- Local Street
 - Designed for the highest degree of property access and the lowest amount of through movement

Consistency with Adopted Plans: Blueprint Denver 2019



- Growth Areas Strategy
 - Regional Center
 - 50% of new jobs
 - 30% of new housing

Consistency with Adopted Plans: Belleview Station GDP

- Residential, retail, office, entertainment, hospitality uses
- Higher density to the east, close to the station
- Tallest buildings along I-25, near station, and north of Union
- 10% open space required
- Transit plaza on the subject property
- Changes to allocation of height, mix of uses, or density do not require a GDP amendment
- DSGs to create dense, walkable urban neighborhood

Review Criteria

1. Consistency with Adopted Plans
2. Uniformity of District Regulations
 - Request is consistent
3. Further Public Health, Safety and Welfare
 - Implements adopted plans, promotes walkable mixed-use area
4. Justifying Circumstances
 - Changed or Changing Conditions: Property has retained Former Chapter 59 zoning
5. Consistency with Neighborhood Context, Zone District Purpose and Intent
 - “Applies to areas or intersections served primarily by major arterial streets where a building scale of 3 to 20 stories is desired”

CPD Recommendation

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