



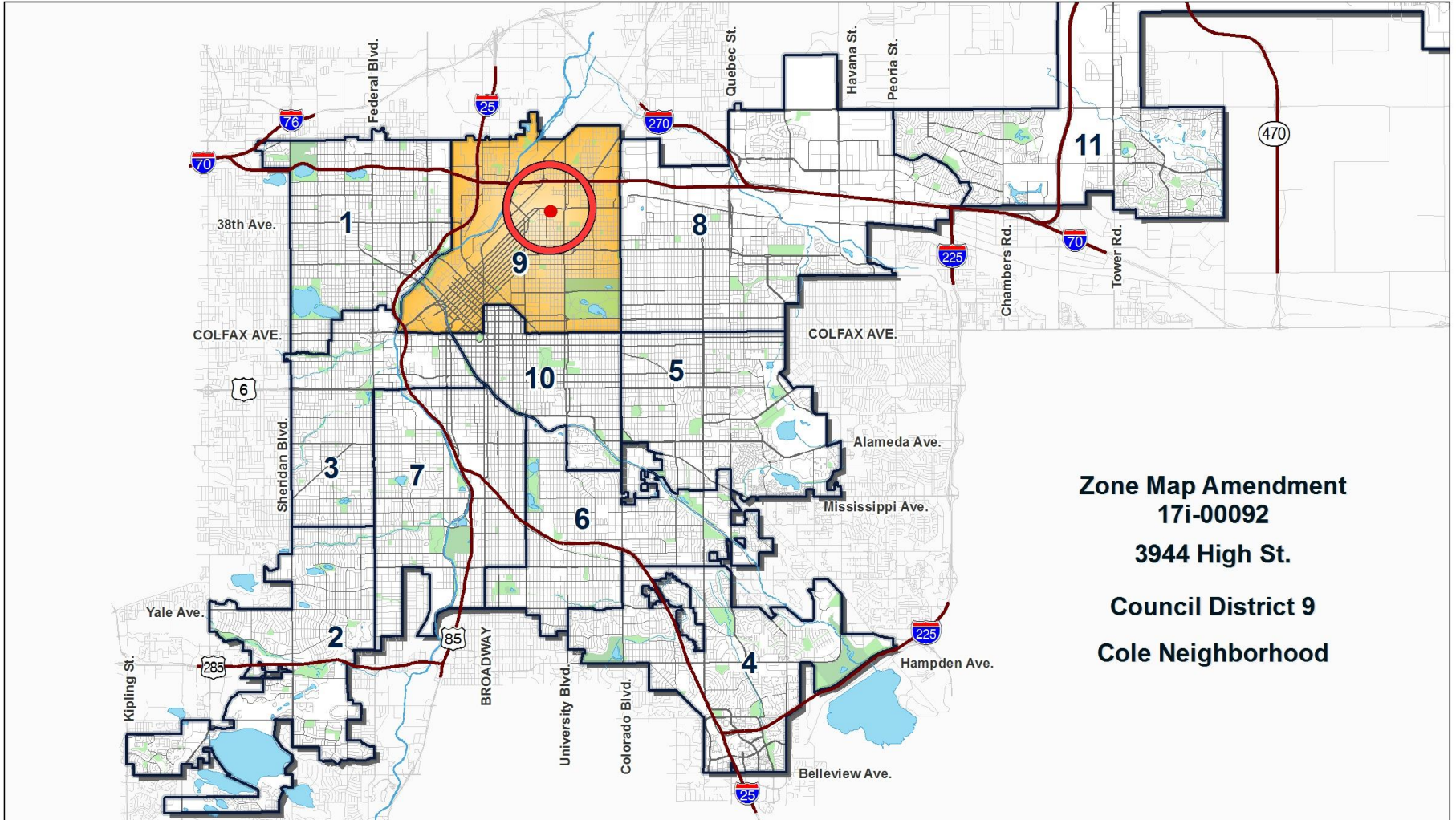
DENVER
THE MILE HIGH CITY

3944 N. High St.

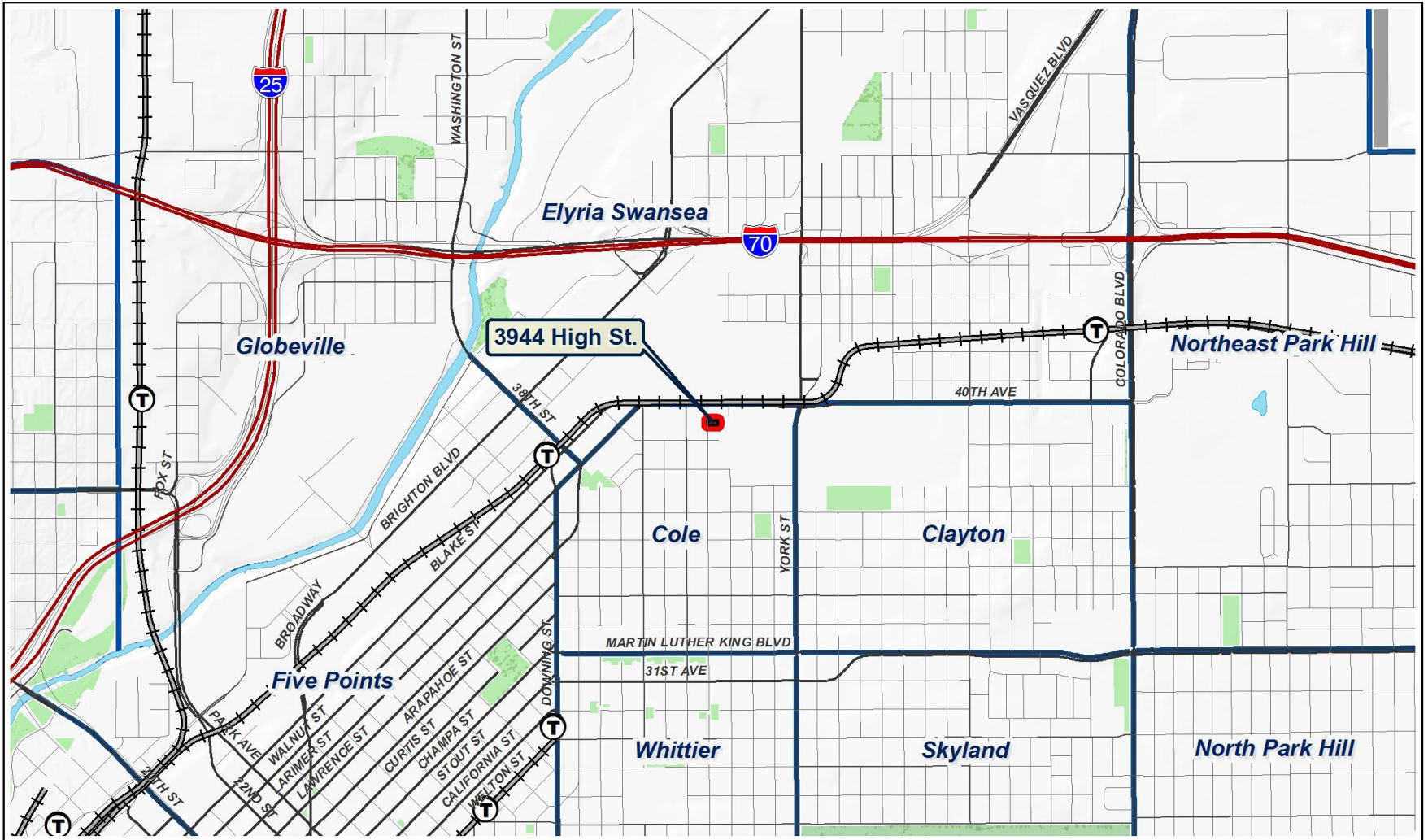
Existing Zone District: I-B UO-2

Proposed Zone District: I-MX-3

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

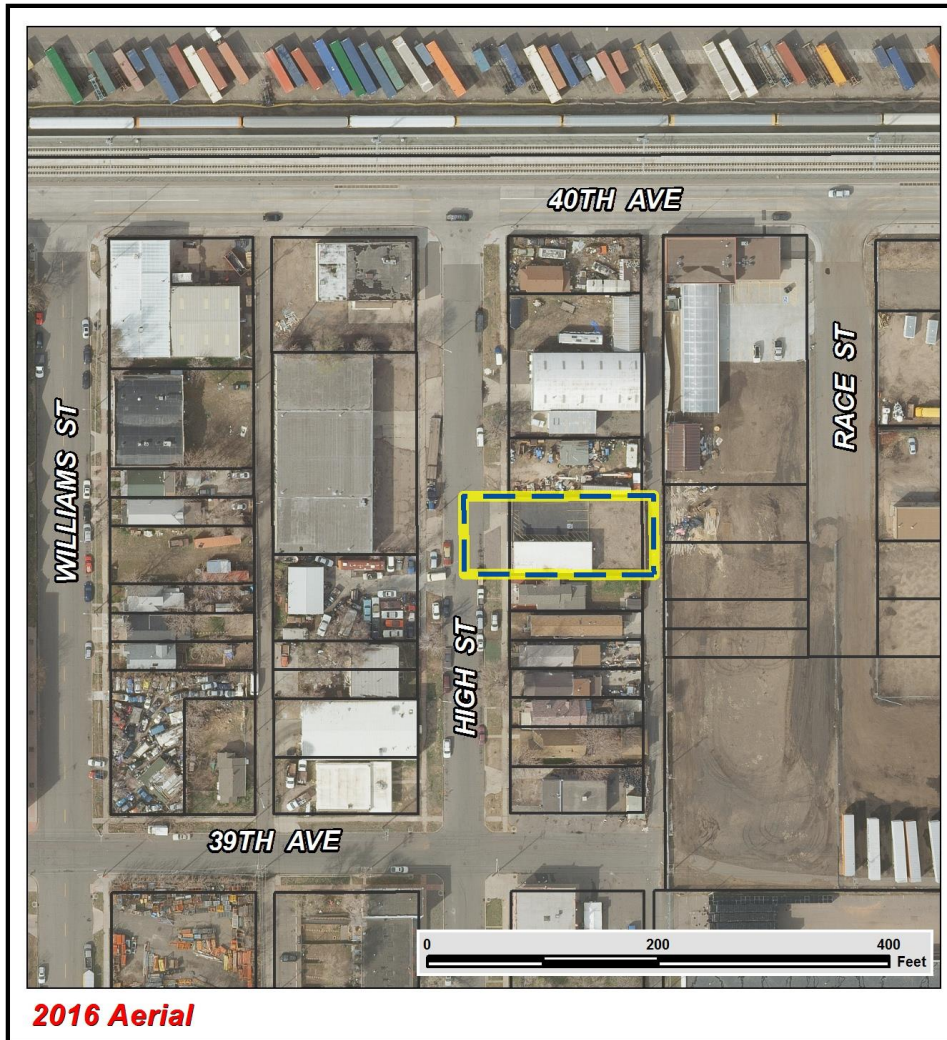


Statistical Neighborhood: Cole



Request: I-MX-3

Industrial Neighborhood Context – Mixed Use – 3 (Maximum 3 Stories)



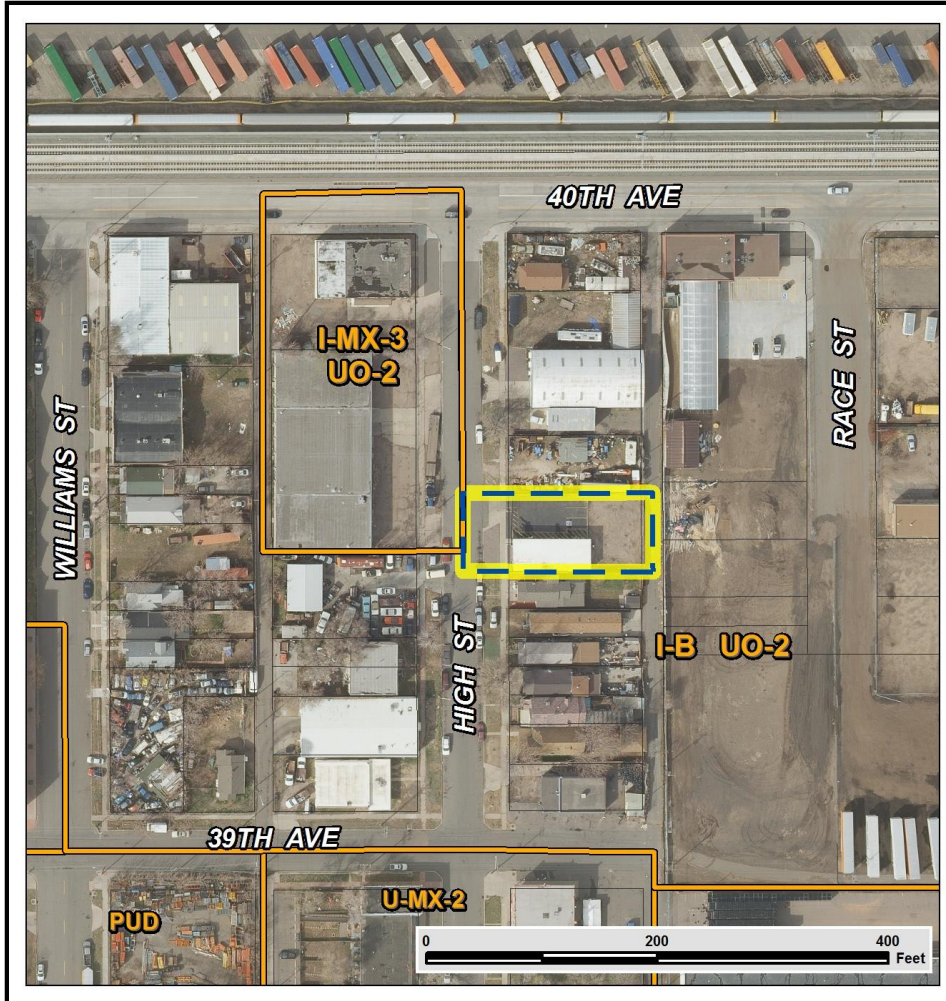
3944 North High Street

- .18 acres (7,910 square feet)
- On High Street between 39th and 40th Avenues
- Single industrial building on site

Property Owner request:

- Rezoning from I-B U0-2 to I-MX-3

Existing Context: Zoning



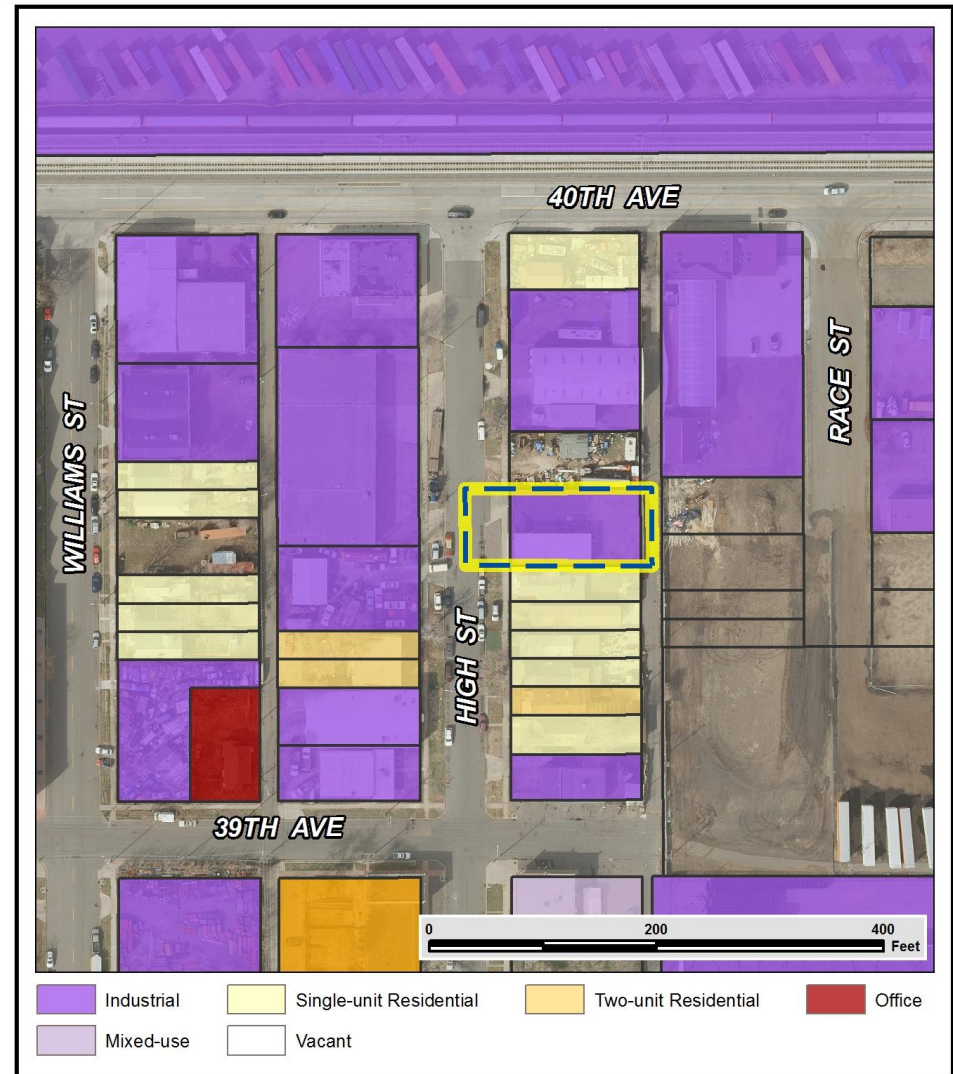
Subject Site: I-B UO-2

Surrounding Sites:

- I-B UO-2
- I-MX-3 UO-2
- U-MX-2
- PUD

Existing Context: Land Use

- Subject Site: Industrial
- North: Rail yard and multi-modal freight facility
- South, east, west: mix of industrial, commercial, materials storage and industrial uses. Multiple vacant properties.



Existing Context: View Looking North



Existing Context: View Looking South

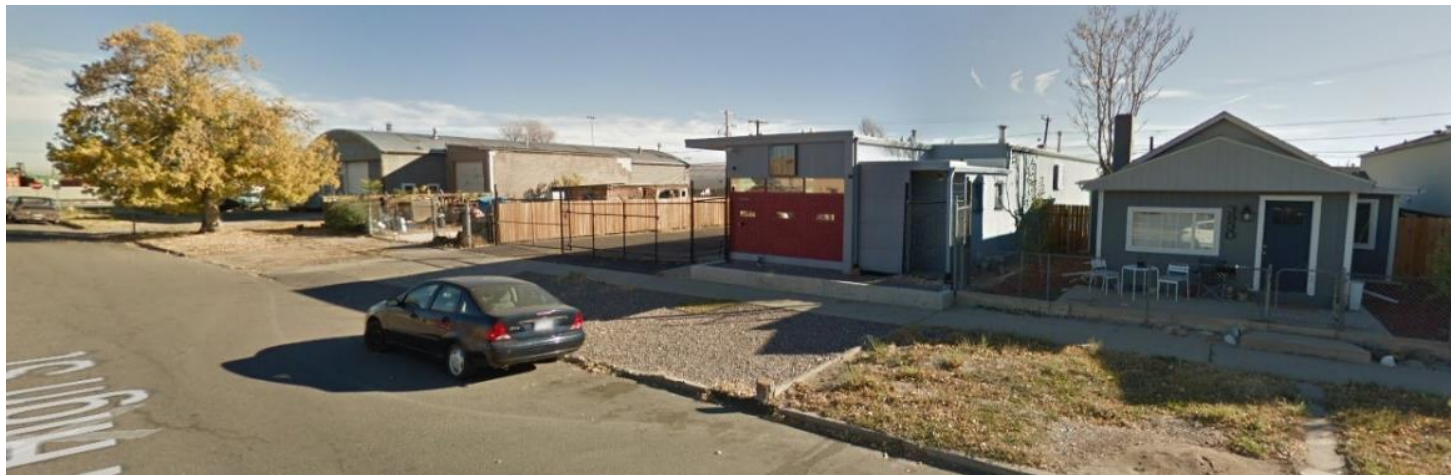


Existing Context: Building Form/Scale

Subject site,
looking
southeast
along High
Street (Google
Maps)



Subject site,
looking
northeast along
High Street
(Google Maps)



Existing Context: Building Form/Scale

Properties
across High
Street, looking
northwest
(Google Maps)



Properties
across High
Street, looking
southwest
(Google Maps)



- I-B UO-2
 - General Industrial District, intended for intense industrial uses.
 - Retail sales limitations:

11.4.10.2 I-B Industrial Zone District

In the I-B Industrial zone district, where permitted with limitations

A. Retail Sales are permitted only if:

1. The commodity sold is manufactured, processed, or fabricated on the site; or
2. The commodity sold is not manufactured, processed, or fabricated on the site, but is warehoused on the site. Such retail sales use is limited to a maximum of 20 percent of the gross floor area of the warehouse; or

Request: I-MX-3

Industrial Neighborhood Context, Mixed Use, maximum height of 3 stories.

SECTION 9.1.
To carry
Industri

Indus
I-MX
I-A
I-B

9.1.2.1 Pu
Th
di
A

Article 9. Special Contexts and Districts
Division 9.1 Industrial Context

DIVISION 9.1 INDUSTRIAL CONTEXT (I-MX, I-A, I-B)

SECTION 9.1.1 INDUSTRIAL CONTEXT DESCRIPTION



General Character: The Industrial Context consists of areas of light industrial, heavy industrial and general industrial areas, as well as areas subject to transitions from industrial to mixed-use. The Industrial Context includes parts of the city where outdoor uses and activities are accommodated, with appropriate screening, buildings or multi-story buildings with tall ceilings that accommodate industrial processes, loading bays, and specialized equipment. Industrial uses are primarily located along or in proximity to highway or arterial streets, and often include heavy rail access.

Street, Block, and Access Patterns: The Industrial Context consists of an irregular pattern of large blocks. Vehicle access is typically a drive from the street to a surface parking lot. Truck access, loading, and parking are important attributes. The Industrial Mixed Use Districts have a more urban context with a rectangular street grid and alley access.

Building Placement and Location: Industrial buildings are typically placed to accommodate the specific activity, often with parking surrounding the building. In many cases, the Industrial Context incorporates existing buildings with raised loading docks presenting particular access and parking challenges. Building placement in the Industrial Mixed Use districts is closer to the street with parking, loading and access in the rear of the site. Reuse of existing industrial buildings with street facing loading presents design challenges.

Building Height and Form: Building heights range from 1-8 stories which utilize simple forms to maximize open floor space to accommodate warehousing, although older industrial areas include multi-story warehouse buildings, manufacturing uses, adaptive re-use of industrial structures, and multi-storied mixed use buildings.

Mobility: The Industrial Context has typically had a relatively low level of access to the multi-modal transit system, although many areas are adjacent to transitioning Areas of Change associated with new or existing rail transit lines.



- Promotes pedestrian-scaled development with buildings at the street and an active street level (especially in General building form)
- Permits retail as a primary use
- Accommodates a variety of industrial, commercial, civic and residential uses
- Intended as a transition between mixed use areas and I-A or I-B industrial areas¹²

- Informational Notice: August 31, 2017
- Planning Board – notification signs and written notice (15 days): October 2 through October 18, 2017
- Planning Board: October 18, 2017
(*Recommendation of Approval, 9-0*)
- LUTI Committee: November 7, 2017
- **Council Hearing: December 18, 2017**

- Registered Neighborhood Organizations Notified of this Application
 - Denver Neighborhood Association, Inc.
 - Inter-Neighborhood Cooperation (INC)
 - Five Points Business District
 - United Community Action Network Inc.
 - North Neighborhoods Democratic Council
 - Cole Neighborhood Association
 - The Points Historical Redevelopment Corp
 - Denver Arts and Culture Initiative
 - Opportunity Corridor Coalition of United Residents

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 (2002)
- River North Plan (2003)
- Elyria Swansea Neighborhood Plan (2015)
- 38th & Blake Station Area Height Amendments (2016)

2. Uniformity of District Regulations

3. Further Public Health, Safety and Welfare

4. Justifying Circumstances

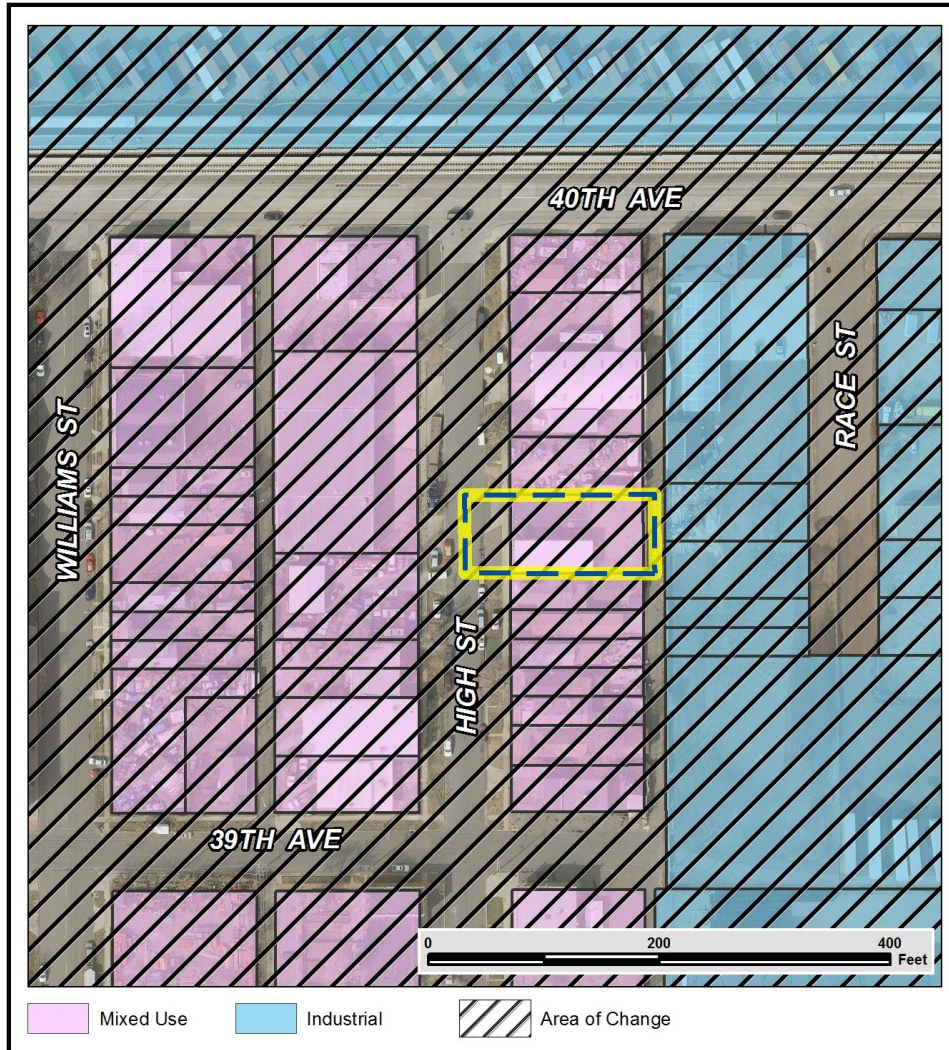
5. Consistency with Neighborhood Context, Zone District Purpose and Intent

Review Criteria: Consistency with Adopted Plans

Comprehensive Plan 2000

- Land Use Strategy 3-B: *Encourage quality infill development that is consistent with the character of the surrounding neighborhood; that offers opportunities for increased density and more amenities; and that broadens the variety of compatible uses. (p 60)*
- Mobility Strategy 4-E: *Continue to promote mixed-use development, which enables people to live near work, retail and services. (p 78)*
- Legacies Strategy 3-A: *Identify areas in which increased density and new uses are desirable and can be accommodated. (p 99)*
- Vision of Success – Congruency of land use and zoning: *Ongoing clarification of the Zoning Ordinance in a process linked to a citywide land-use plan will eventually result in a built environment with greater overall urban design integrity, stronger connections among urban centers, and a richer and more diverse mix of uses within geographically proximate areas. (p 54)*
- Vision of Success – Compact Development: *Development and redevelopment of urban centers present opportunities to concentrate population and land uses within a limited geographic space [and] will improve neighborhood cohesion, reduce urban sprawl and connect residents more directly to services and amenities within their immediate living environment. (p 55)*

Review Criteria: Consistency with Adopted Plans



Blueprint Denver (2002)

- Land Use Concept:
 - Mixed Use
 - Area of Change

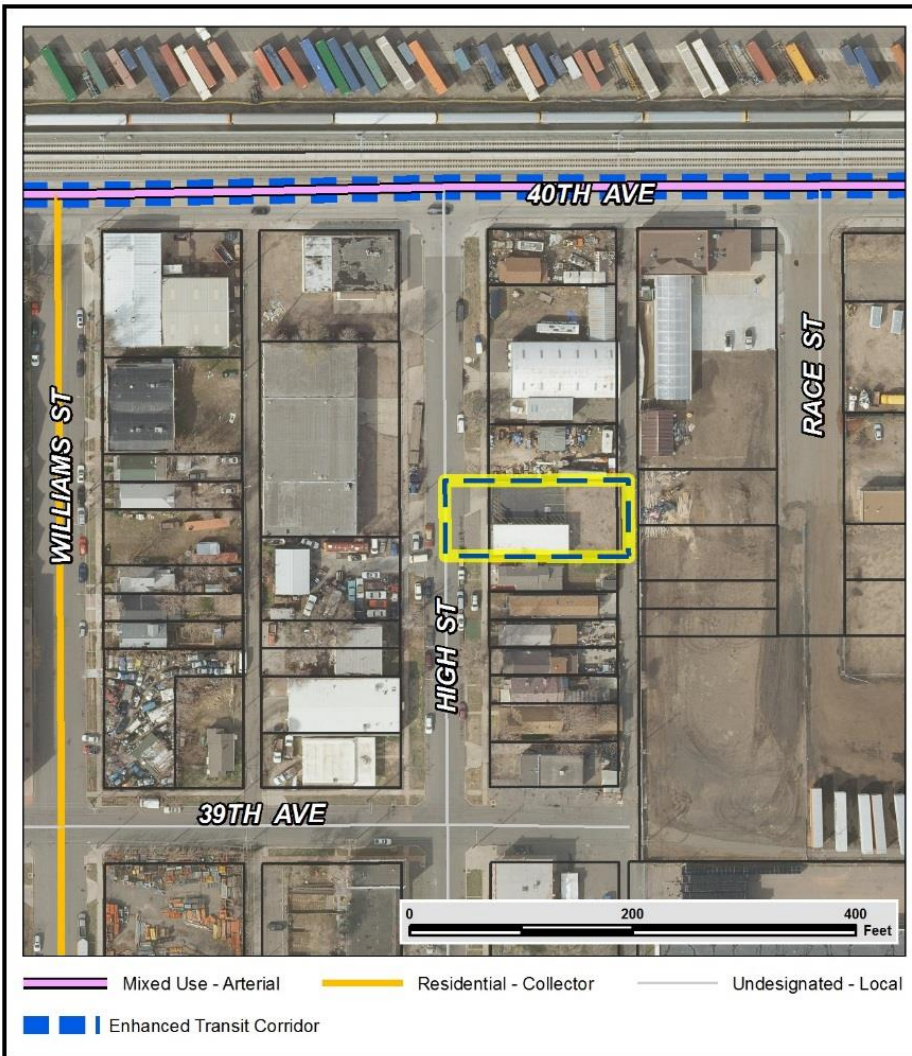
Mixed-Use

These areas have 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. The proportion of residential to commercial uses varies considerably from one mixed-use district to another. The Golden Triangle, Uptown and the Jefferson Park-Highland Area of Change are examples of mixed-use districts.

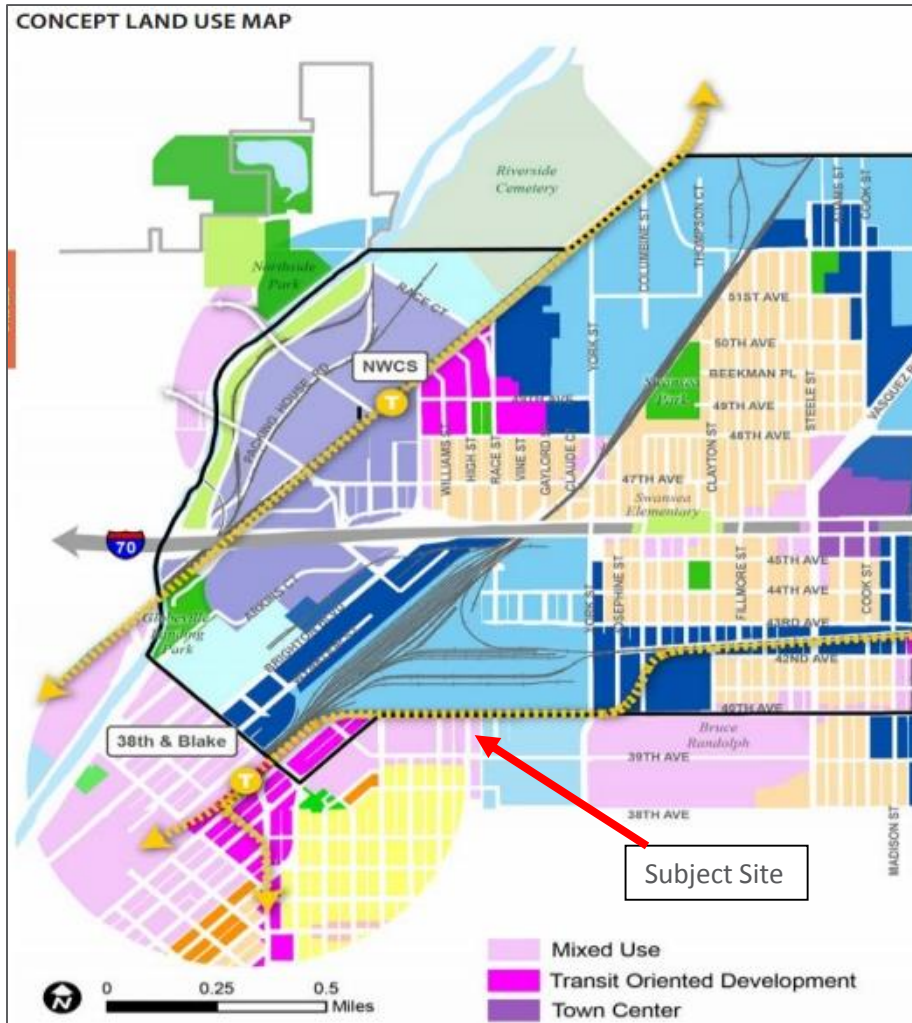
Review Criteria: Consistency with Adopted Plans

Blueprint Denver (2002)

- Future Street Classification:
 - N. High St.
 - Undesignated Local
 - E. 40th Ave.
 - Mixed Use Arterial



Review Criteria: Consistency with Adopted Plans



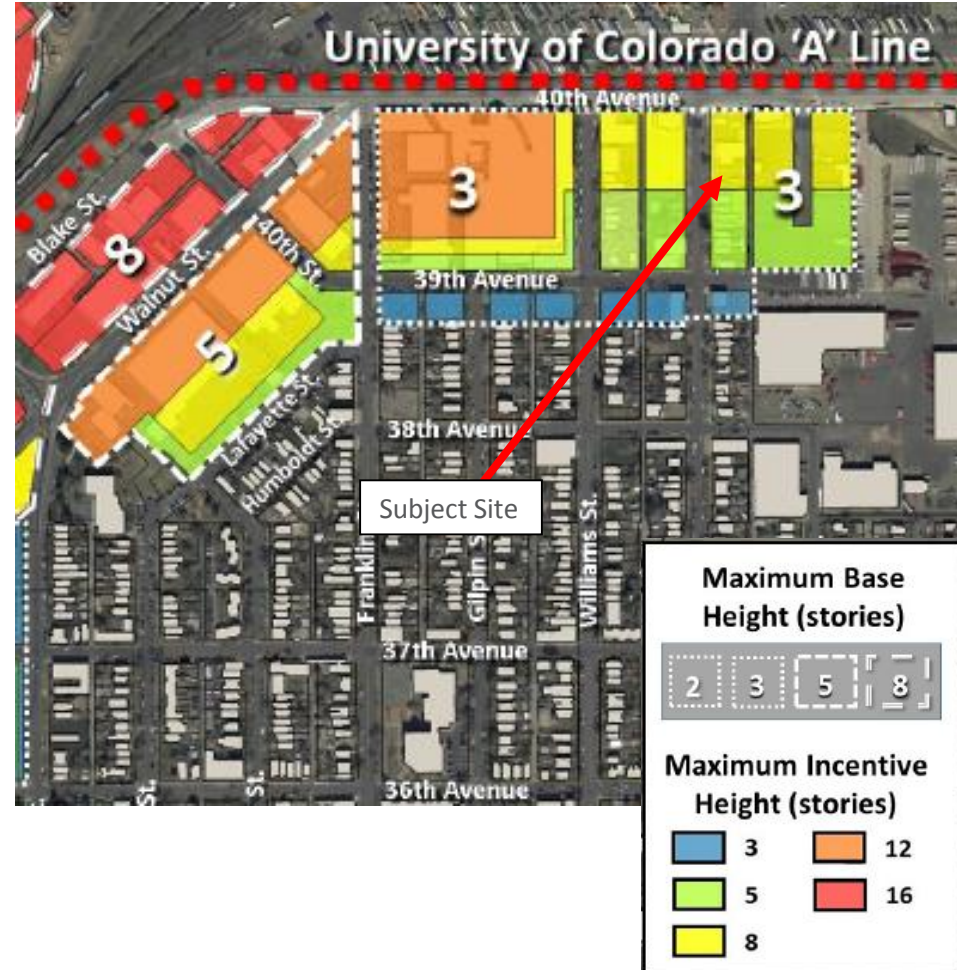
Elyria and Swansea Neighborhood Plan (2015)

- Recommended “mixed use” for this area with focus on employment.
- Notes that “pedestrian access is important within mixed-use areas”

Review Criteria: Consistency with Adopted Plans

38th and Blake Station Area Height Amendments

- Maximum Base Height: 3 Stories
- Maximum Incentive Height: 5/8 Stories



Denver Zoning Code 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 and policies for walkable development to support transit-oriented redevelopment
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
 - River North area has seen considerable mixed-use infill and adaptive reuse
 - Activity and interest intensified with 2016 opening of A-Line station at 38th & Blake

5. Consistency with Neighborhood Context, Zone District Purpose and Intent
 - Industrial Neighborhood Context:
 - Includes areas subject to transition from industrial to mixed-use.
 - I-MX Industrial Mixed Use districts further refine context to include finer-grained areas where light industrial and residential uses are in close proximity

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