



DENVER
THE MILE HIGH CITY

18400 E. 64th Ave., 6004-6294 Rifle
St., 6006-6106 Salida St., 6007-6208
Telluride Way & 6297 Tower Rd.

From: C-MU-10 with waivers and conditions AIO, C-MU-20 with
waivers and conditions AIO, C-MU-30 with waivers and conditions
UO-1 AIO

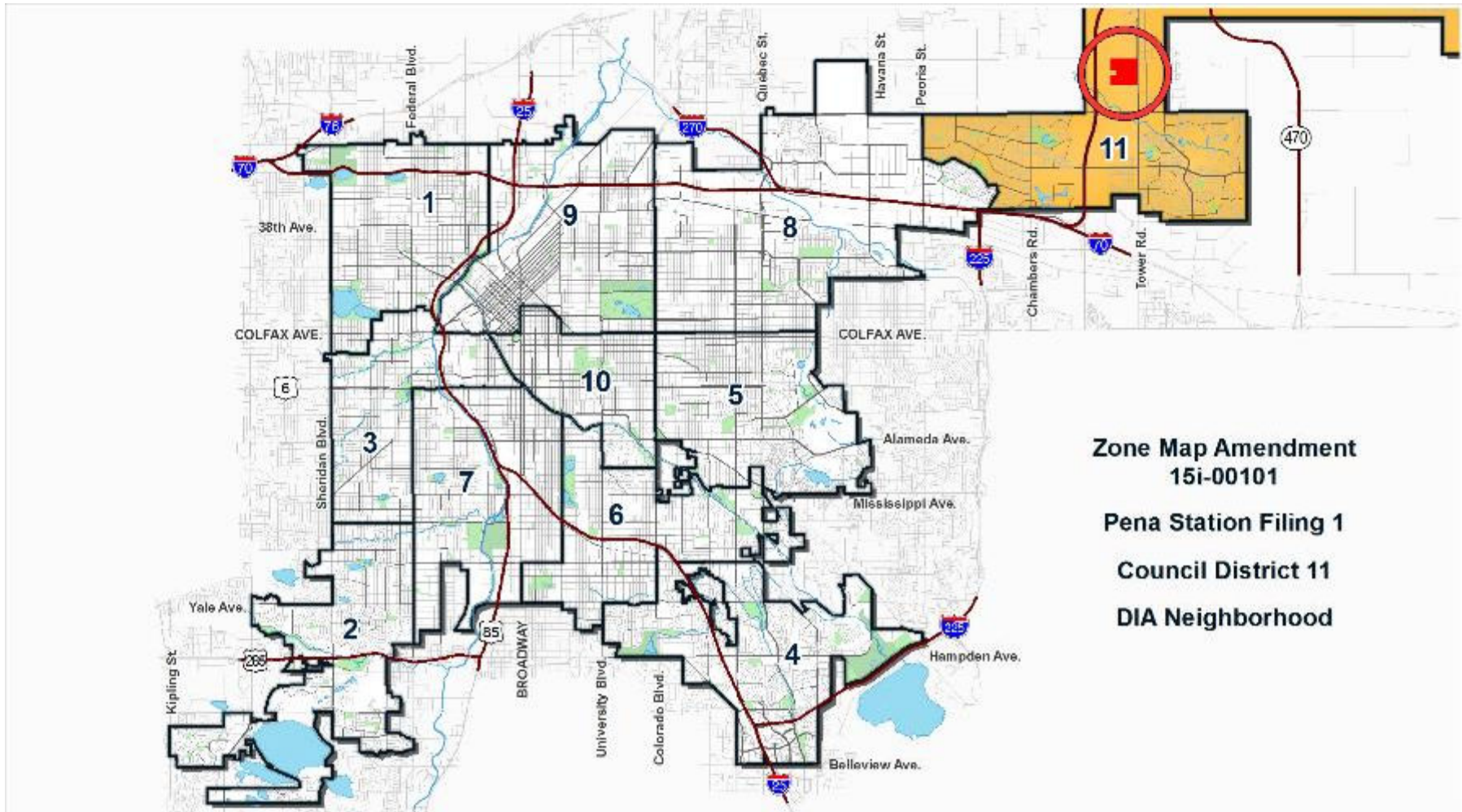
To: C-MX-8 AIO, C-MX-12 AIO, S-MX-8 AIO, S-MX-8A AIO, S-MX-
12 AIO, and S-CC-5 AIO

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



Council District 11

61st and Pena Blvd



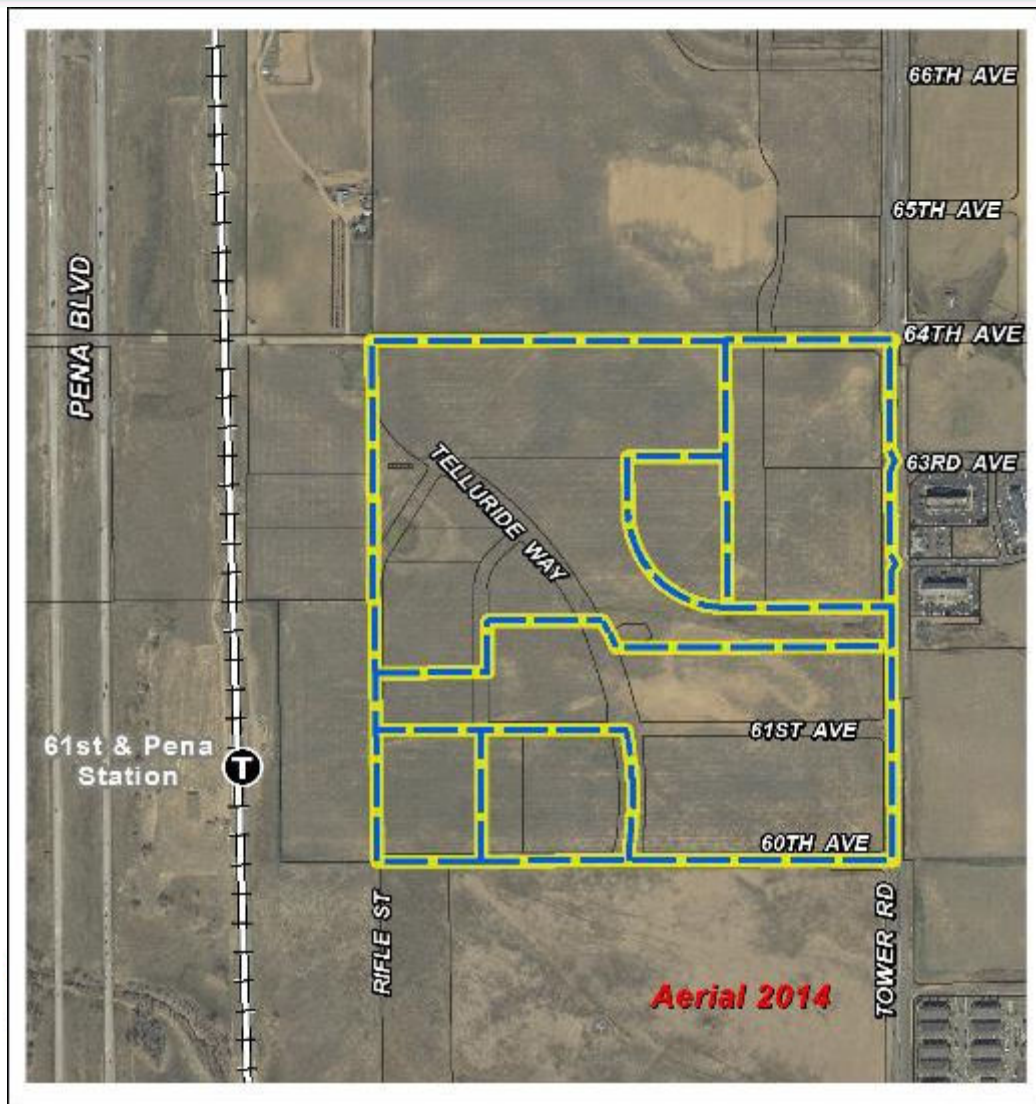
**Zone Map Amendment
15i-00101**

Pena Station Filing 1

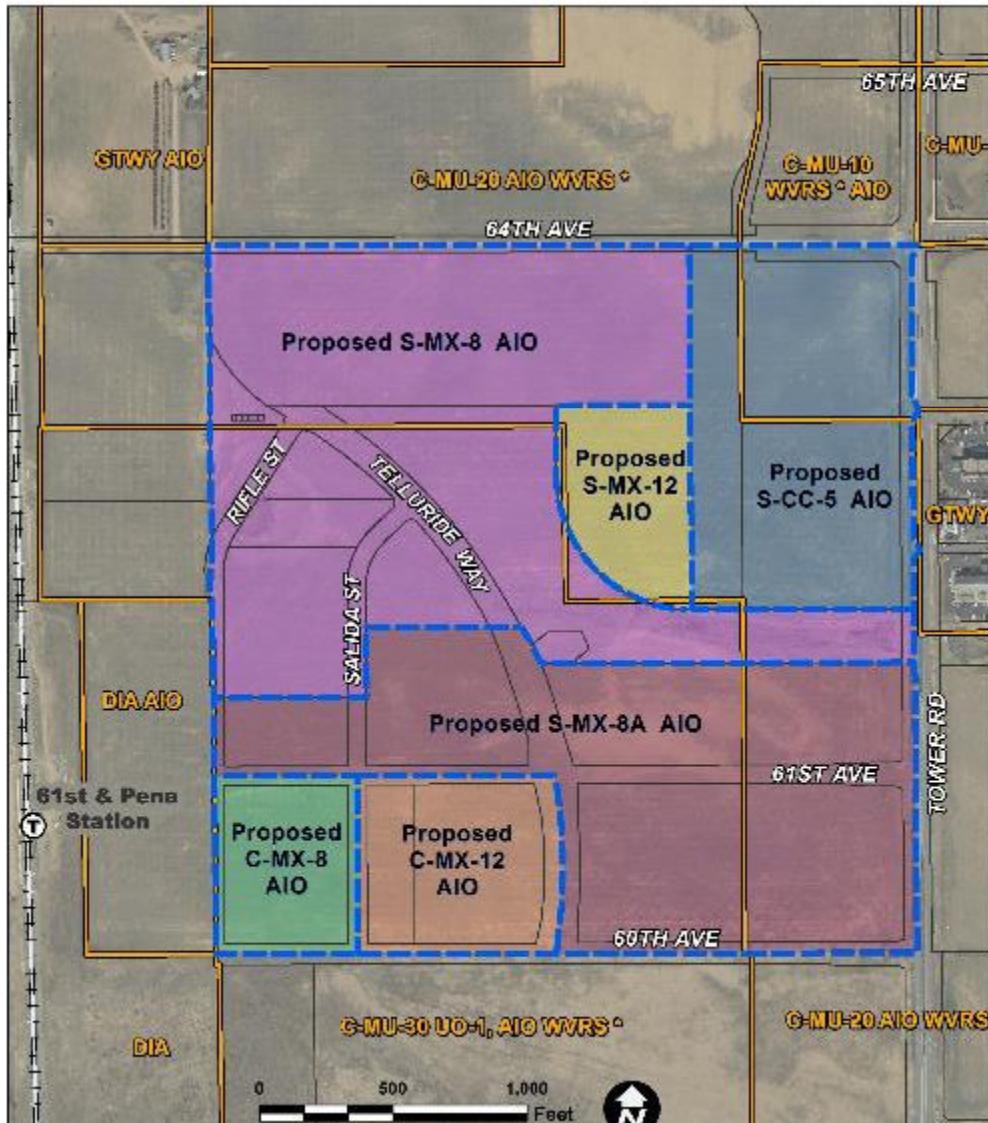
Council District 11

DIA Neighborhood





- 61st and Pena Station Area
- Bounded by 60th Ave., 64th Ave., Tower Rd., and Rifle St.



- **Property**
 - 147.3 Acres
- **Property Owner:**
 - Request to rezone to out of Former Chapter 59 into Denver Zone Code
 - Change zoning to be consistent with 61st and Pena Station Area Plan.
 - A mix of urban and suburban contexts and heights

S-MX-8 AIO, S-MX-8A AIO, S-MX-12 AIO, C-MX-8 AIO, C-MX-12 AIO, S-CC-5 AIO



Center Context – Mixed Use
 Suburban Context – Mixed Use
 Suburban Context – Commercial Corridors

SECTION 9.2.4 CAMPUS-EDUCATION/INSTITUTION (C)

9.2.4.1 INTENT

The Campus Education/Institution (C) District is intended to provide a high-quality educational environment for students and faculty. The District is intended to provide a high-quality educational environment for students and faculty. The District is intended to provide a high-quality educational environment for students and faculty.

9.2.4.2 DESIGN STANDARDS

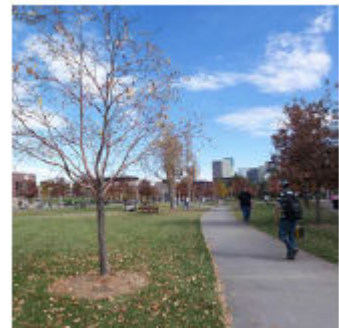
A. General Standards

1. **General Design Standards**
2. **Design Standards**

B. Building Standards

1. **Building Standards**
2. **Building Standards**

DENVER ZONING CODE
 May 22, 2012 / Revised 04/04/2015

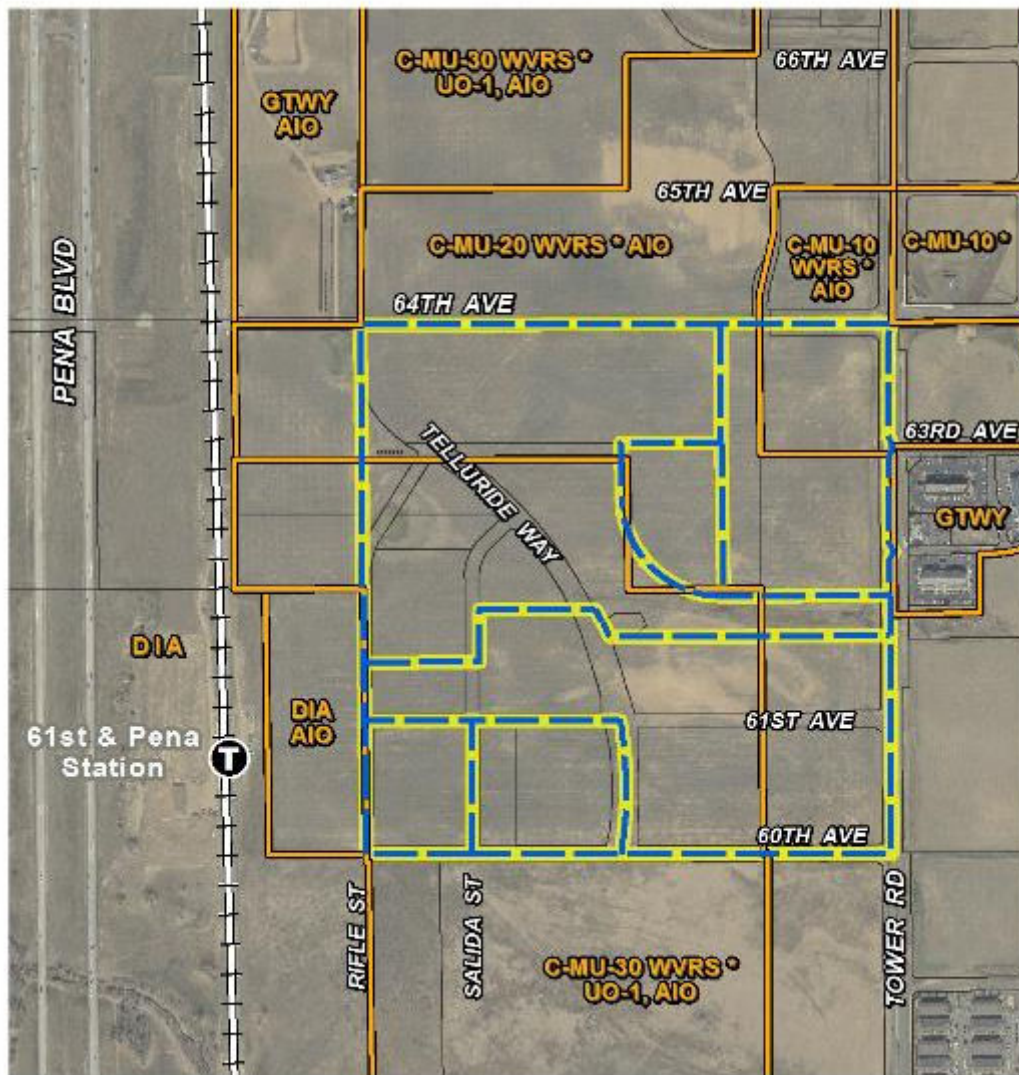




Existing Context

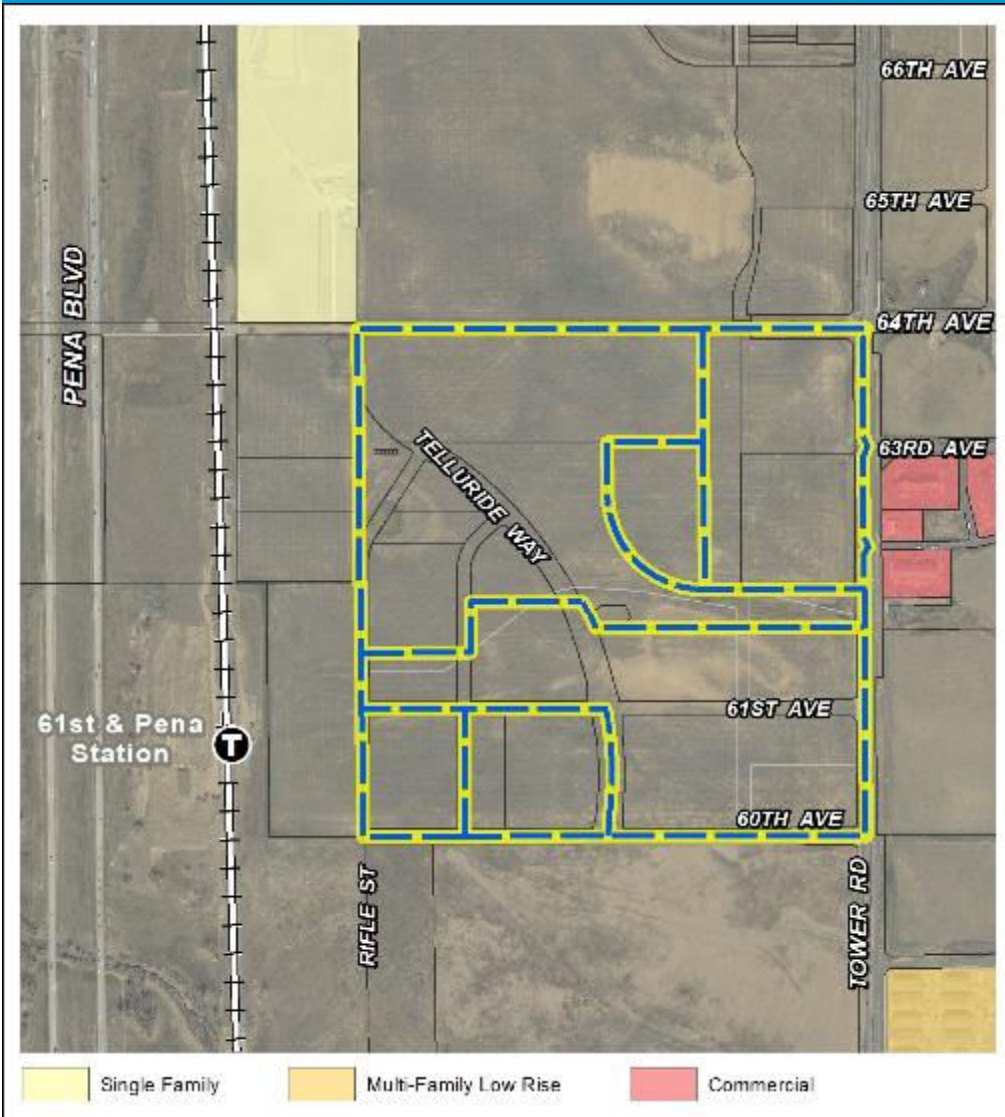
- Zoning
- Land Use
- Building Form/Scale

Existing Context – Zoning



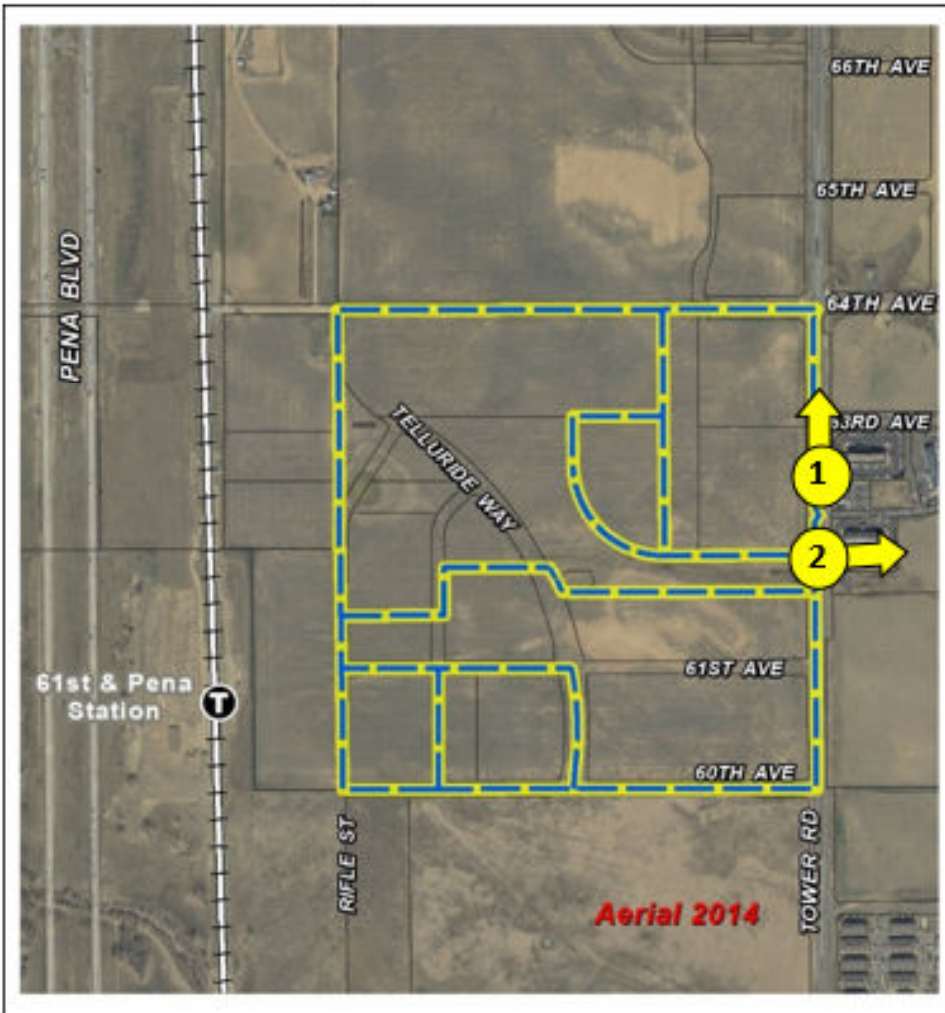
- **Current zoning for site:**
 - C-MU-10 with waivers and conditions AIO,
 - C-MU-20 with waivers and conditions AIO,
 - C-MU-30 with waivers and conditions UO-1 AIO
- **Site surrounded by:**
 - C-MU-10, 20, 30 with waivers and conditions AIO,
 - DIA
 - Gateway

Existing Context – Land Use



- **Site:** Vacant land
- **Surrounding:** Vacant land, rural single unit house, suburban-oriented hotel / restaurant

Existing Context – Building Form/Scale



- Notice of Receipt of Application: January 20th, 2016
- Notice of Planning Board Public Hearing: February 16th, 2016; April 4th, 2016
 - Inter-Neighborhood Cooperation;
 - Denver Neighborhood Assoc.
- Notification signs posted on property (2/11 – 4/20 updated)
- Planning Board (4/20)
- Planning and Neighborhoods Committee (5/11)
- City Council Public Hearing (6/20)

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
- 61st and Pena Station Area Plan

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

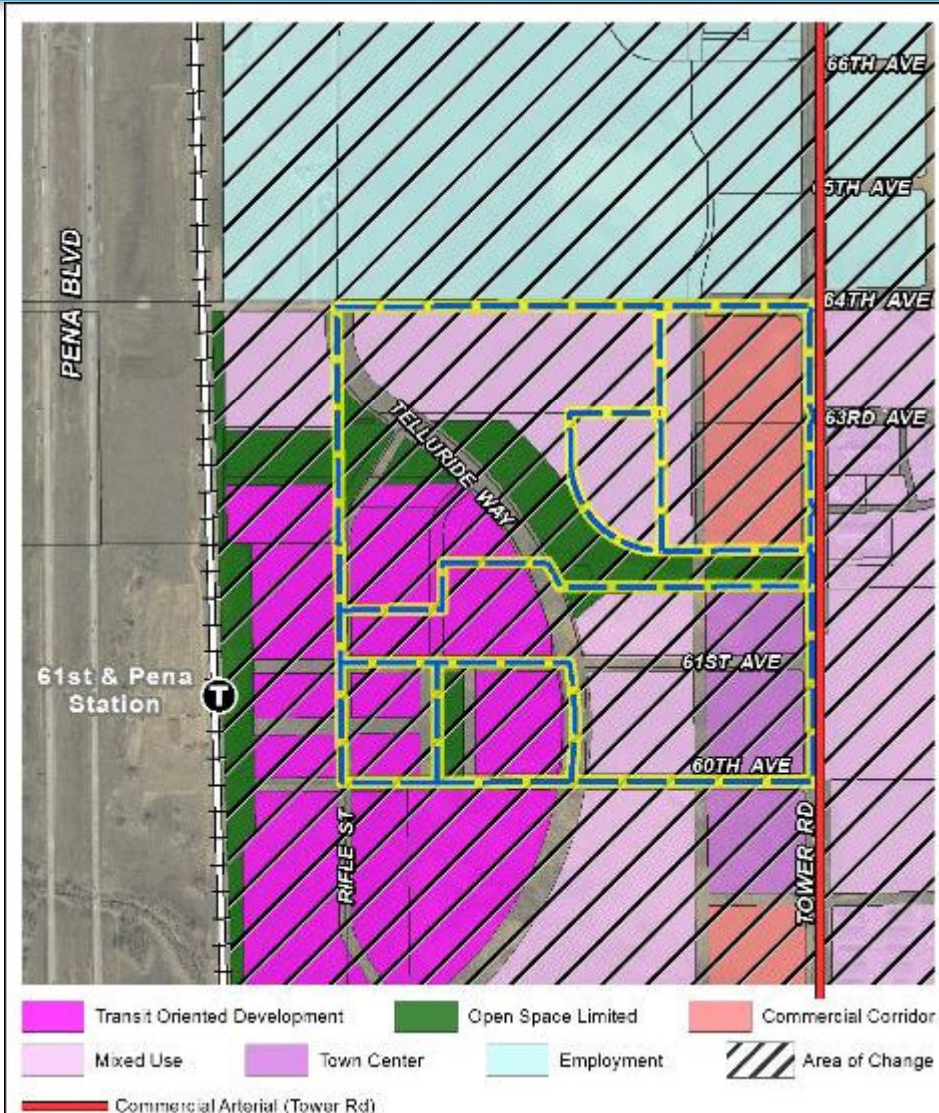
Comprehensive Plan 2000

- Environment Strategy 2-B – *Protect and improve air quality Reducing vehicular pollution by expanding the use of transit and other travel alternatives, supporting telecommuting and home-based employment, increasing the mix of uses within neighborhoods, and expanding the use of alternative fuels.*
- Land Use Strategy 4-A – *Encourage mixed-use, transit-oriented development that makes effective use of existing transportation infrastructure, supports transit stations, increases transit patronage, reduces impact on the environment, and encourages vibrant urban centers and neighborhoods*
- Land Use Strategy 4-B – *Ensure that land-use policies and decisions support a variety of mobility choices, including light rail, buses, paratransit, walking and bicycling, as well as convenient access for people with disabilities.*
- Mobility Strategy 3-B – *Promote transit-oriented development (TOD) as an urban design framework for urban centers and development areas. Development at transit stations should provide both higher ridership to the transit system and viability and walkability in the area.*
- Mobility Strategy 4-E – *Continue to promote mixed-use development, which enables people to live near work, retail and services.*

Review Criteria: Consistency with Adopted Plans

Blueprint Denver (2002)

- Land Use Concept:
 - Transit Oriented Development, Open Space, Town Center, Commercial Corridor, Mixed Use, Area of Change
- Future Street Classification:
 - Tower Road
 - Commercial Arterial





Blueprint Denver

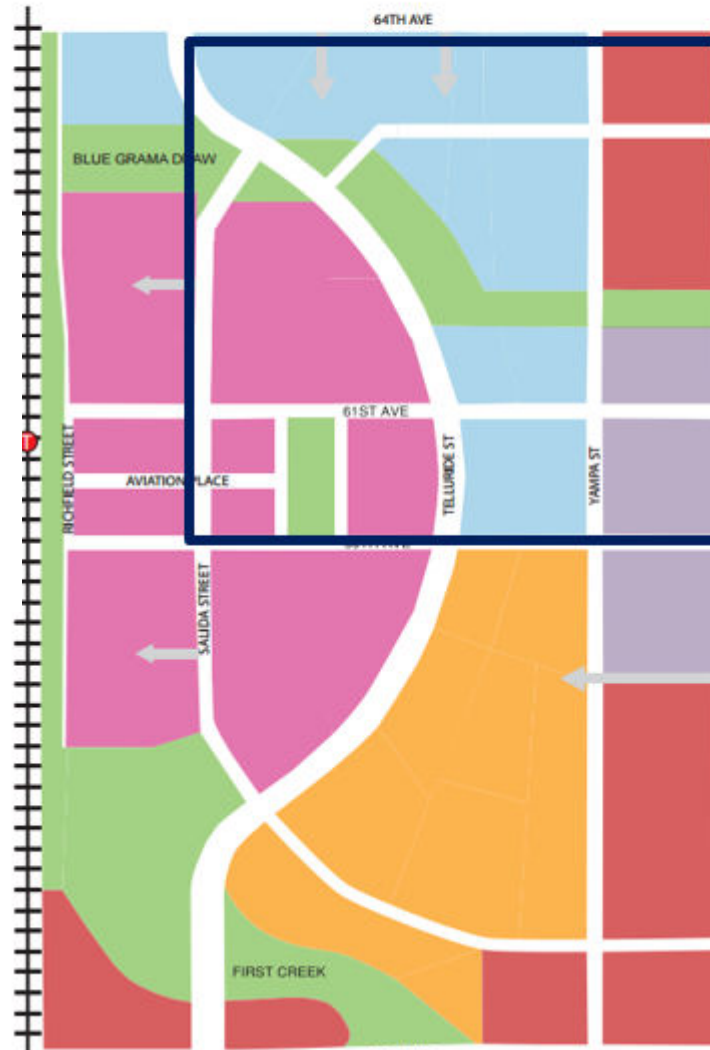
Area of Change: “The goal for Areas of Change is to channel growth where it will be beneficial and can best improve access to jobs, housing and services with fewer and shorter auto trips” (p. 127)

- **Mixed Use:** “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.” (p.41)
- **Transit Oriented Development:** “A balanced mix of uses (residential, retail, office, entertainment, public facilities and others), compact, mid- to high-density development in close proximity to transit, emphasizing a pedestrian-friendly and attractive pedestrian environment, and attractive, multi-story buildings facing the station and adjacent streets” (p. 44)

61ST & PEÑA STATION CONCEPTUAL LAND USE MAP

LEGEND

-  TOD - Transit Community Core
-  Mixed Use - Employment
-  Mixed Use - Residential
-  Commercial Corridor
-  Town Center
-  Proposed Open Space Network

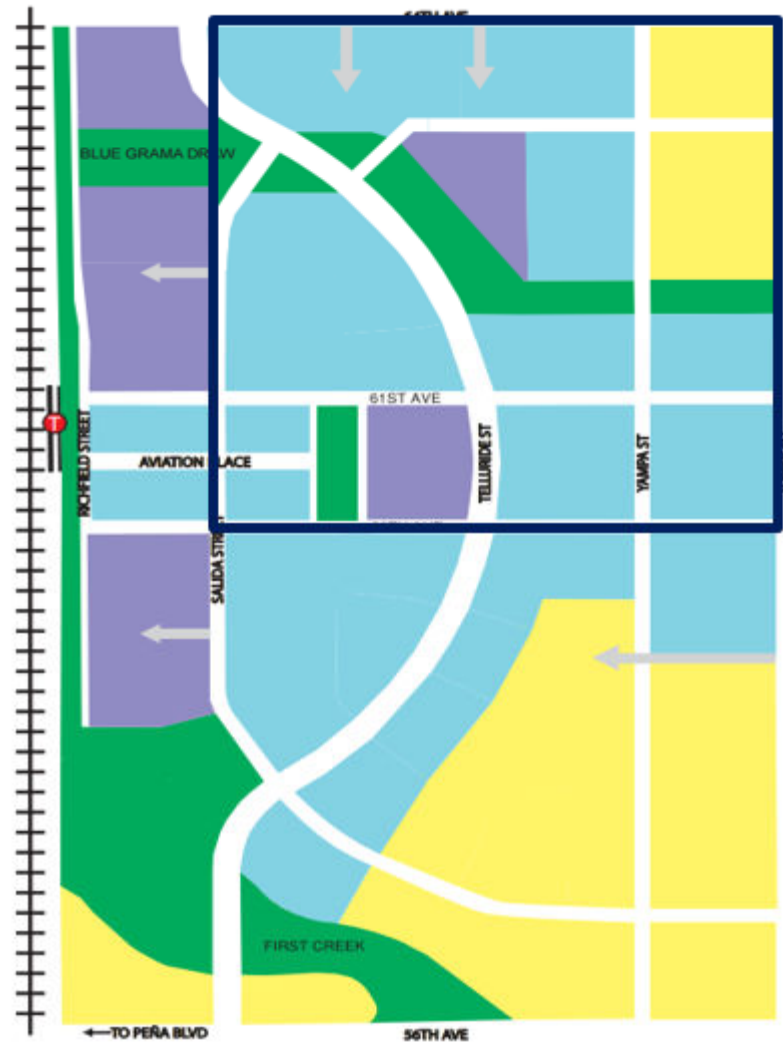


61st and Peña Station Area Plan

61ST & PEÑA STATION CONCEPTUAL BUILDING HEIGHTS MAP

LEGEND


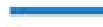

-  Maximum 5 stories
-  Maximum 8 stories
-  Maximum 12 stories
-  Proposed Open Space Network

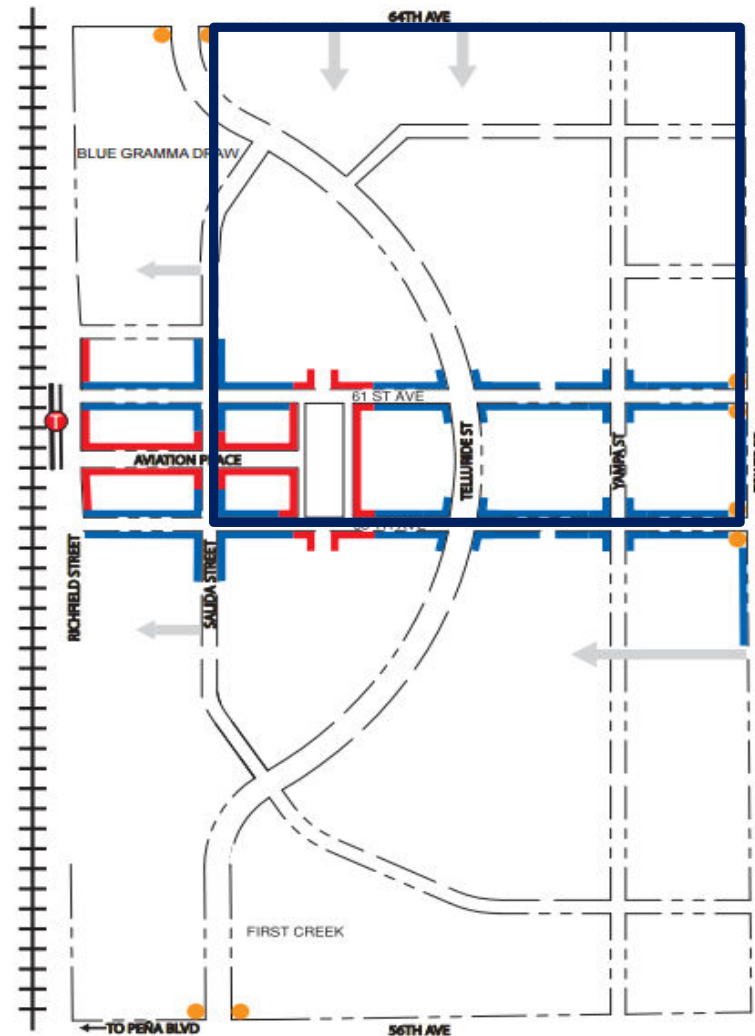


61st and Peña Station Area Plan

61ST & PEÑA STATION ACTIVE EDGES AND BUILDING FRONTAGES

LEGEND

-  Active Edges
-  Building Frontage
-  Gateway Entry Architectural, Signage & Landscape Feature



Denver Zoning Code Review Criteria

1. Consistency with Adopted Plans
 - CPD finds the rezoning is consistent with Comprehensive Plan 2000, Blueprint Denver, and 61st and Pena Station Area Plan
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
3. Further Public Health, Safety and Welfare
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.
 - Adopted 61st and Peña Station Area Plan promotes intensive transit oriented development.
 - The commuter rail station will encourage more intensive development
5. Consistency with Neighborhood Context, Zone District and Intent

Purpose

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
 - **Urban Center Mixed Use** Zone Districts are intended to promote safe, active, and pedestrian-scaled, diverse areas through the use of town house, row house, apartment, and shopfront building forms that clearly define and activate the public street edge.
 - **Suburban Mixed Use** Zone Districts are intended to promote safe, active, pedestrian-scaled, diverse areas and enhance the convenience and ease of walking, shopping and public gathering within and around the city's neighborhoods
 - **Suburban Commercial Corridor** Zone Districts are intended to balance the need for safe, active, and pedestrian-scaled, diverse areas with the need for convenient automobile access.

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