



DENVER
THE MILE HIGH CITY

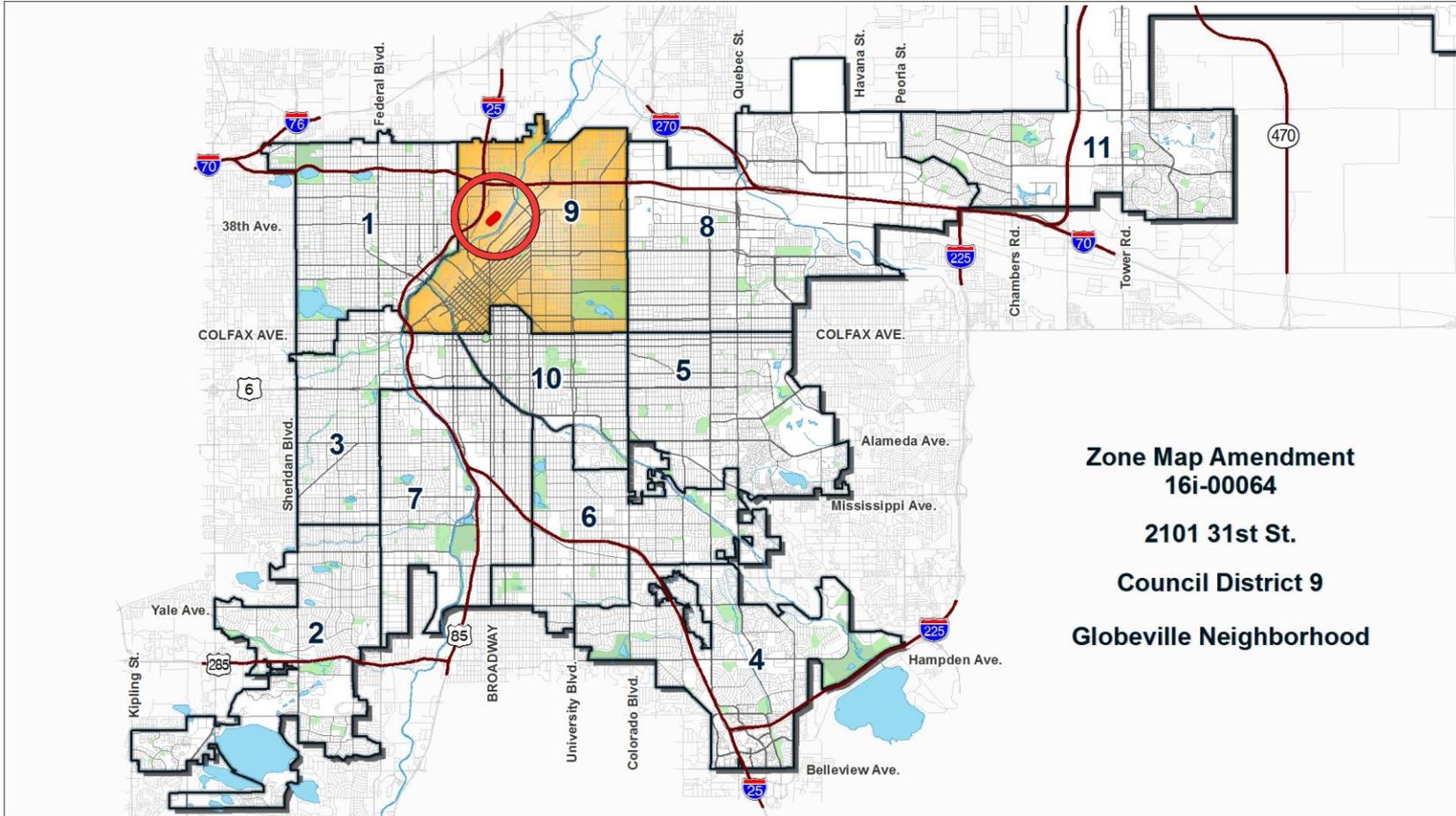
2101 & 2099 31st St

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

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

City Council Public Hearing
January 17, 2017

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



**Zone Map Amendment
16i-00064**

2101 31st St.

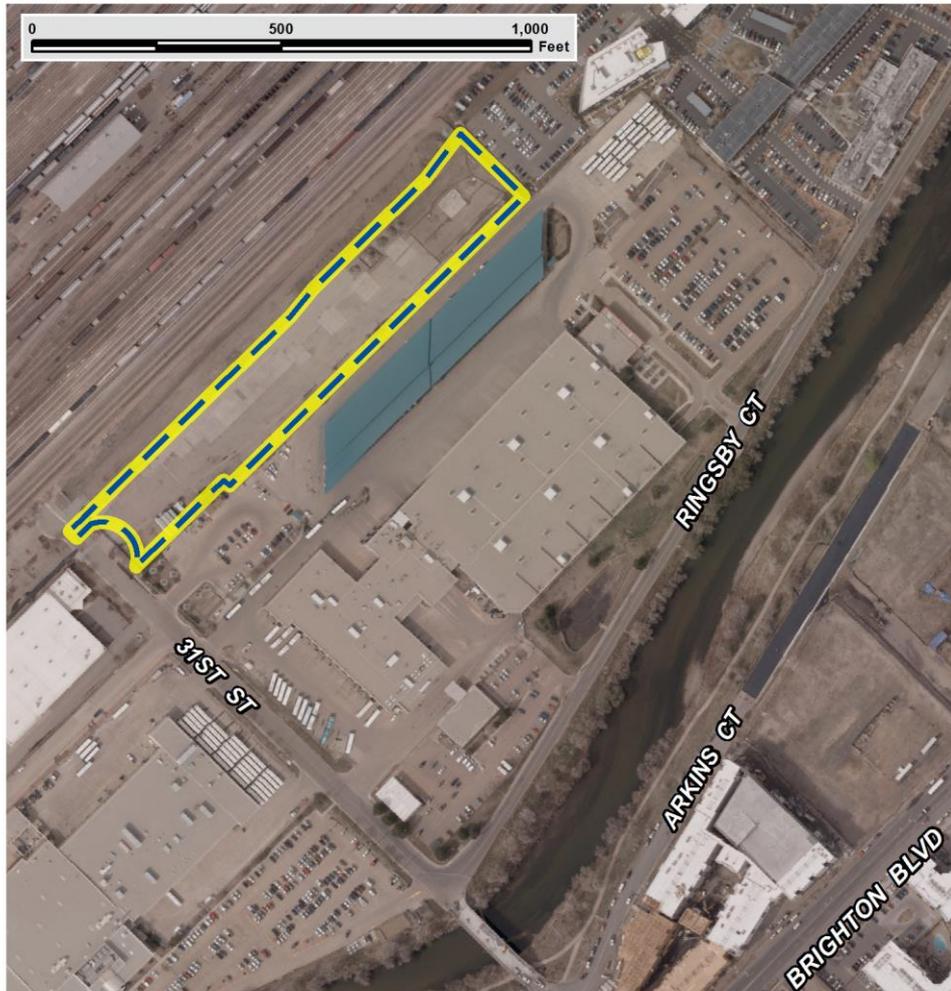
Council District 9

Globeville Neighborhood

Council District 9

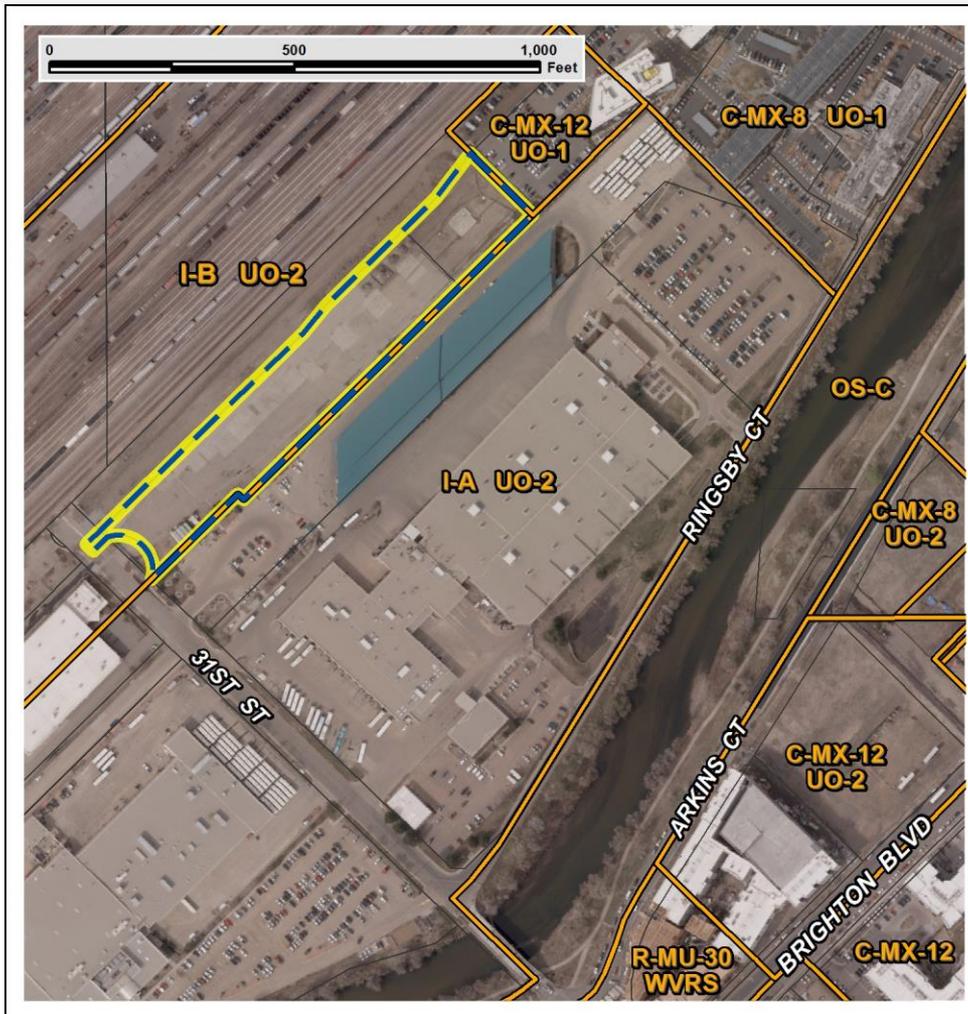
Globeville Neighborhood





2016 Aerial

- 31st St & Ringsby St (Nearest intersection)
- Former Reddy Ice Site, across from RTD bus maintenance facility
- Globeville Neighborhood



- Property:
 - 4.02 ac
- Property Owner:
 - Requesting rezoning to redevelop the site
- Rezone from I-B, UO-2 to I-MX-8

Industrial – Mixed Use – 8 Stories

Article 9. Special Contexts and Districts
Division 9.1 Industrial Context

SECTION 9.1.2 DISTRICTS ESTABLISHED

To carry out the provisions of this Code, the following zone divisions of the Industrial Context and are applied to property as set forth in the following table:

Industrial Context	Industrial Mixed Use District
I-MX-3, -5, -8	Light Industrial District
I-A	General Industrial District
I-B	

9.1.2.1 Purpose

The following paragraphs explain the general purpose of the Industrial Context districts.

A. I-MX Industrial Mixed Use Districts (I-MX)

1. General

- The Industrial Mixed Use Districts are characterized by a pattern, with buildings by street, and parking in the rear of the lot.
- The Industrial Mixed Use Districts are located in areas of the city where outdoor storage, heavy commercial uses and activities are accommodated, with appropriate screening, including 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.
- The Industrial Mixed Use Districts are located in areas of the city where outdoor storage, heavy commercial uses and activities are accommodated, with appropriate screening, including 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.

2. Industrial Mixed Use District I-MX-3

I-MX-3 applies to industrial streets with a maximum building height of 15 feet.

3. Industrial Mixed Use District I-MX-5

I-MX-5 applies to industrial streets with a maximum building height of 25 feet.

4. Industrial Mixed Use District I-MX-8

I-MX-8 applies to industrial streets with a maximum building height of 40 feet.

B. I-A Light Industrial District

This district is established in areas of the city where outdoor storage, heavy commercial uses and activities are accommodated, with appropriate screening, including 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.

C. I-B General Industrial District

This district is established in areas of the city where outdoor storage, heavy commercial uses and activities are accommodated, with appropriate screening, including 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.

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, warehouse and heavy 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, including outdoor storage, heavy commercial uses and activities are accommodated, with appropriate screening, including 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.

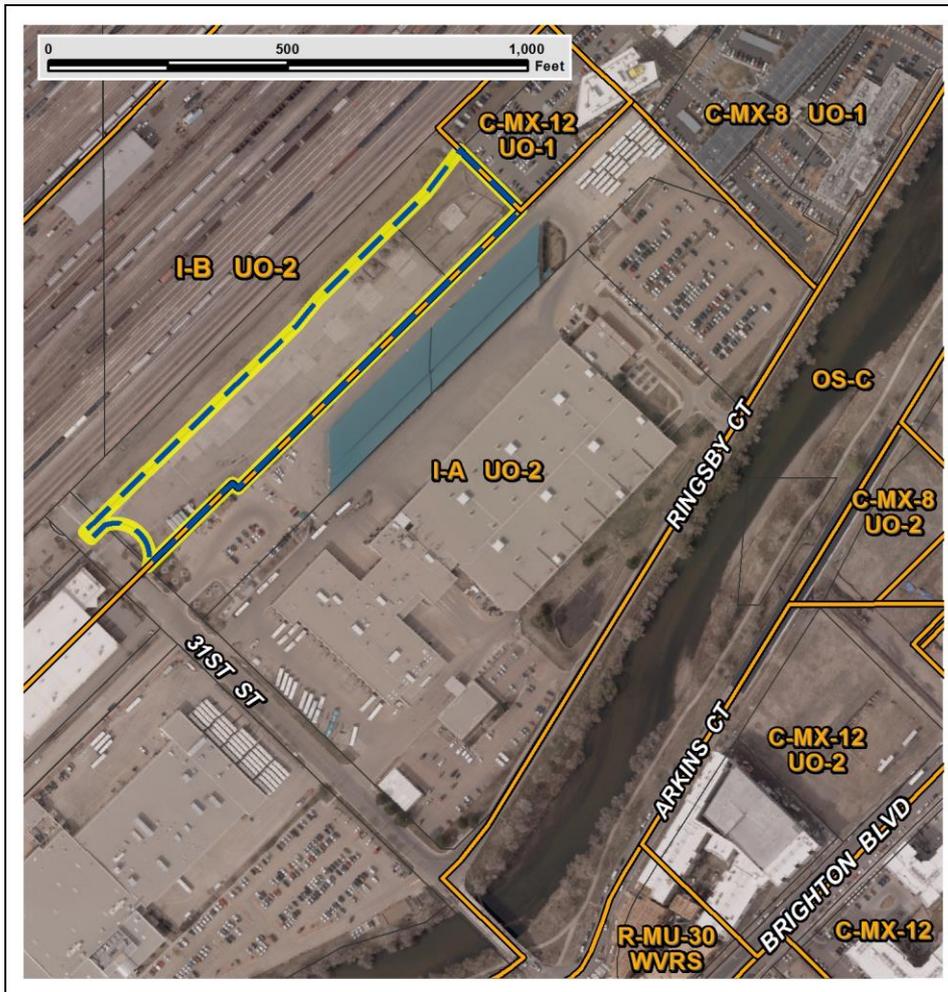
Building Placement and Location: Industrial buildings are typically placed to accommodate the specific activity, often with parking surrounding the building. In many cases, the Industrial Context incorporates existing buildings with raised loading docks presenting particular access and parking challenges. 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.



Existing Context – Zoning



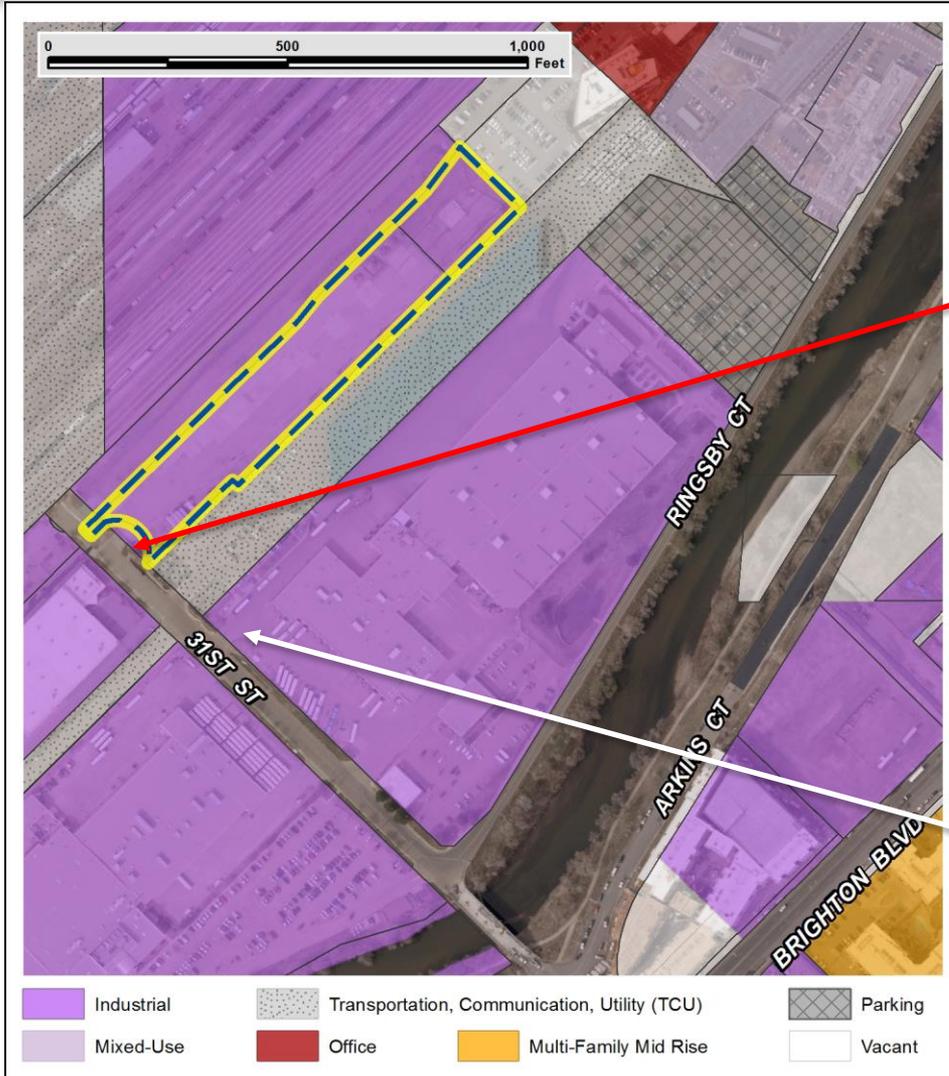
- Site:
 - I-B, UO-2
- Surrounding:
 - I-A, UO-2
 - I-B, UO-2
 - C-MX-12, UO-1

Existing Context – Land Use



- Site:
 - Industrial
- Surrounding:
 - Industrial
 - Transportation, Communication, Utility
 - Vacant/Surface Parking

Existing Context – Building Form/Scale



- Planning Board (November 16, 2016)
 - Recommended Approval
- Land Use, Transportation and Infrastructure Committee (December 6, 2016)
- City Council (January 17, 2017)
- Public Outreach
 - RNOs
 - Support: Elyria-Swansea-Globeville Business Association
 - Support: RiNo Art District
- Notification signs posted on property

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)
- Globeville Neighborhood Plan (2014)
- 38th & Blake Station Area Height Amendments (2016)

2. Uniformity of District Regulations

3. Further Public Health, Safety and Welfare

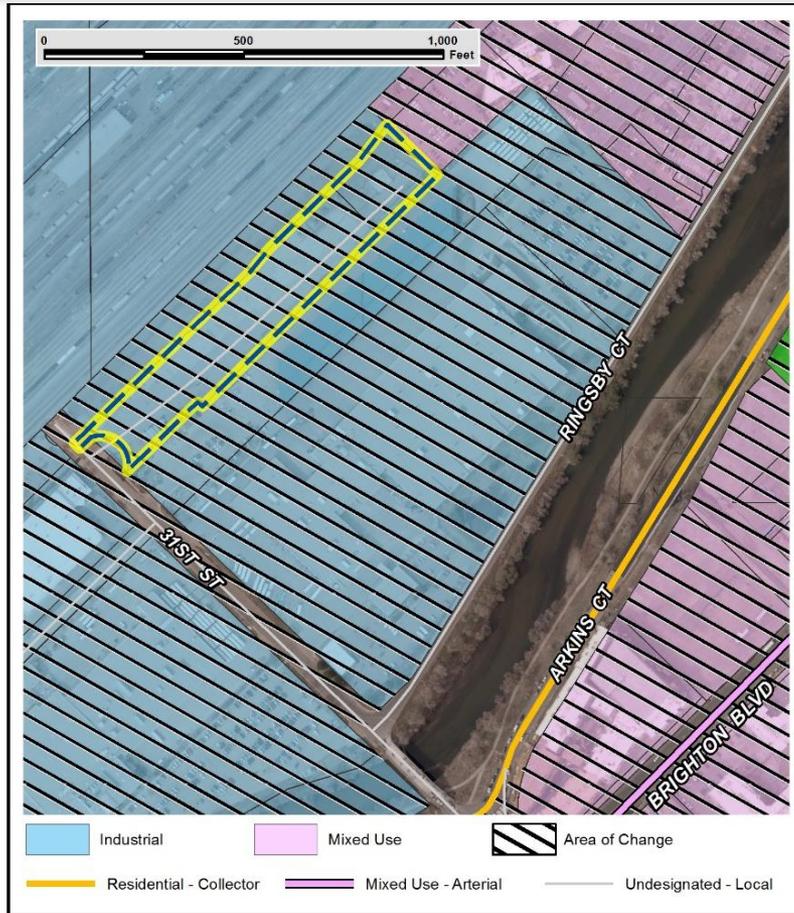
4. Justifying Circumstances

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

Comprehensive Plan 2000

- Environmental Sustainability Strategy 2-F – *Conserve land by: promoting infill development with Denver at sites where services and infrastructure are already in place. Designing mixed-use communities and reducing sprawl, so that residents can live, work and play within their own neighborhoods. (p 39)*
- 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)*
- Land Use 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. (p 60)*
- Mobility 3-B- *Promote transit-oriented development (TOD) as an urban design framework for urban centers and development areas. (p 77)*
- Mobility Strategy 4-E – *Continue to promote mixed-use development, which enables people to live near work, retail and services. (p 76)*

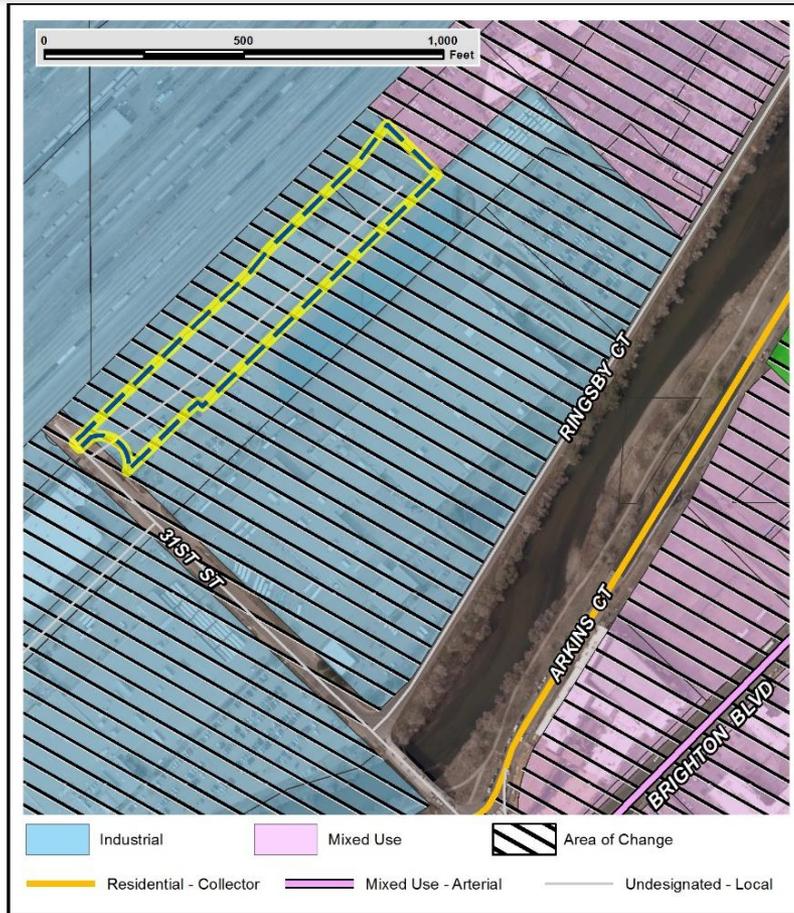
Review Criteria: Consistency with Adopted Plans



Blueprint Denver (2002)

- Land Use Concept:
 - Industrial
 - “have the potential to be more diverse employment areas” (P. 40)
 - Area of Change
 - “to channel growth where it will be beneficial and can best improve access to jobs, housing and services” (P. 127)

Review Criteria: Consistency with Adopted Plans



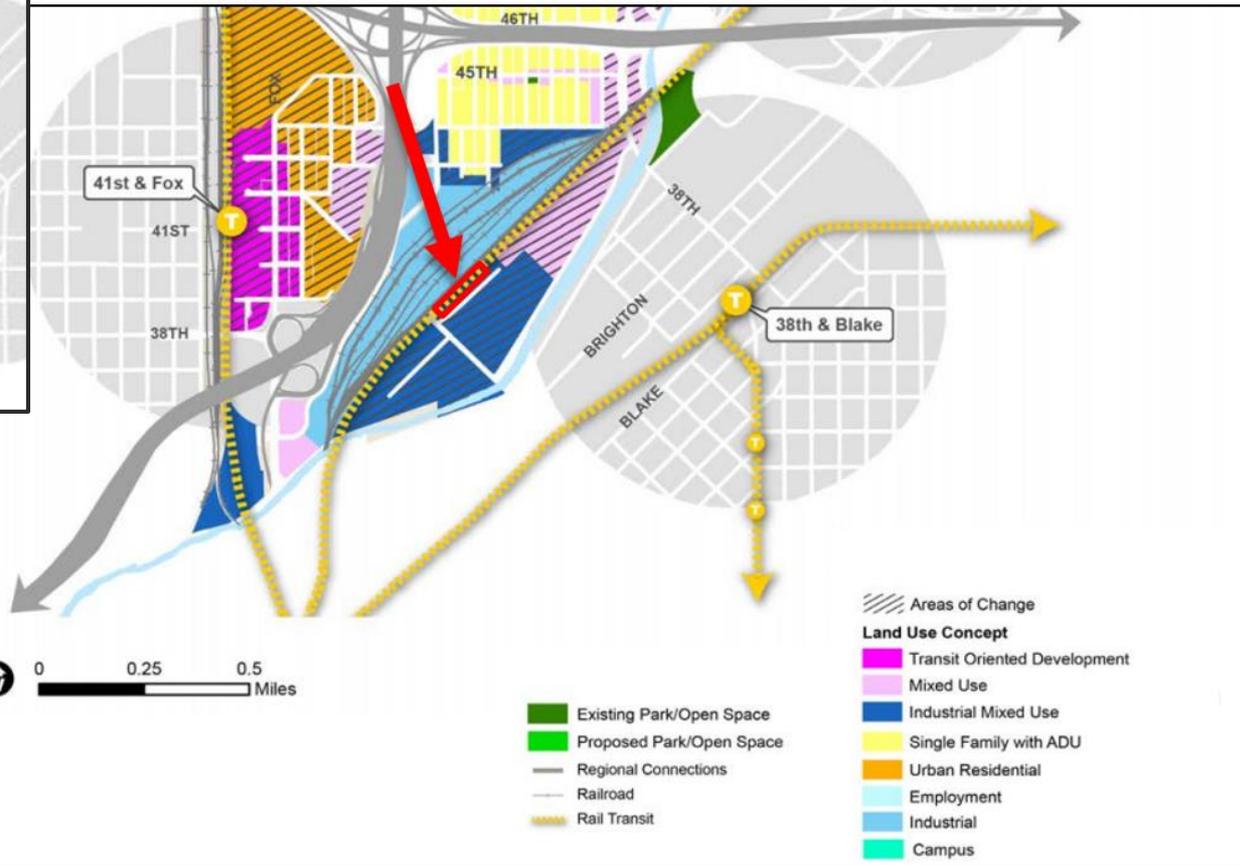
Blueprint Denver (2002)

- Future Street Classification:
 - Undesignated Local: 31st St & Perkins St
 - Less traffic volumes
 - Emphasize local access, short trips, and lower speeds

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.

Review Criteria: Consistency with Adopted Plans

Gloveville Neighborhood Plan (2014)



Review Criteria: Consistency with Adopted Plans

Gloveville Neighborhood Plan (2014)

- **B3. Improve compatibility between industrial and residential uses.**
 - 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.
- **B5. Revitalize through mixed-use development.**
 - Industrial Mixed Use as “mixed-use areas with **light industrial uses that are compatible with residential uses**, such as light manufacturing and smaller warehouses. These areas have both a sizable employment base as well as a variety of mid-density housing options.” (p. 31).
- **E12F. Transition to Industrial Mixed Use in the 31st Avenue and Ringsby Court Area.**
 - “Industrial Mixed use is recommended in this are to acknowledge the mixed-use character that is emerging along this portion of the South Platte River.”

Review Criteria: Consistency with Adopted Plans

38th and Blake: Height Amendments (2016)

- This is the maximum height based on review of recommendations from previously adopted plans. Zoning map amendments that would allow these base heights are appropriate prior to adoption of tools to implement requirements for higher design quality and integrated affordable housing. (p. 7)



Denver Zoning Code Review Criteria

1. Consistency with Adopted Plans

- CPD finds the rezoning is consistent with Comprehensive Plan 2000, Blueprint Denver: A Land Use and Transportation Plan, Globeville Neighborhood Plan and the 38th and Blake Height Amendments 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

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