



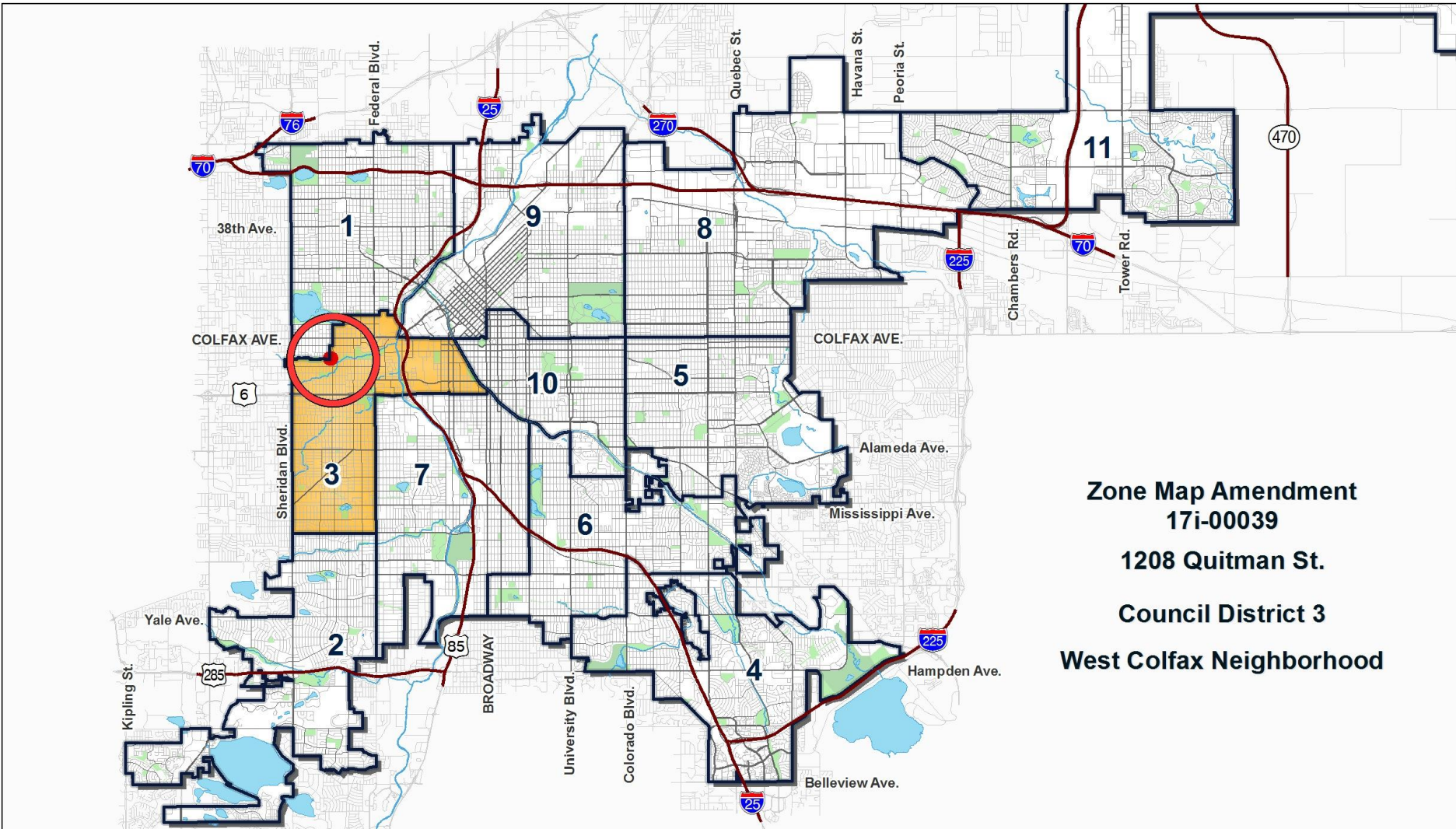
DENVER
THE MILE HIGH CITY

1208 North Quitman Street

G-MU-3 to G-RX-5

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

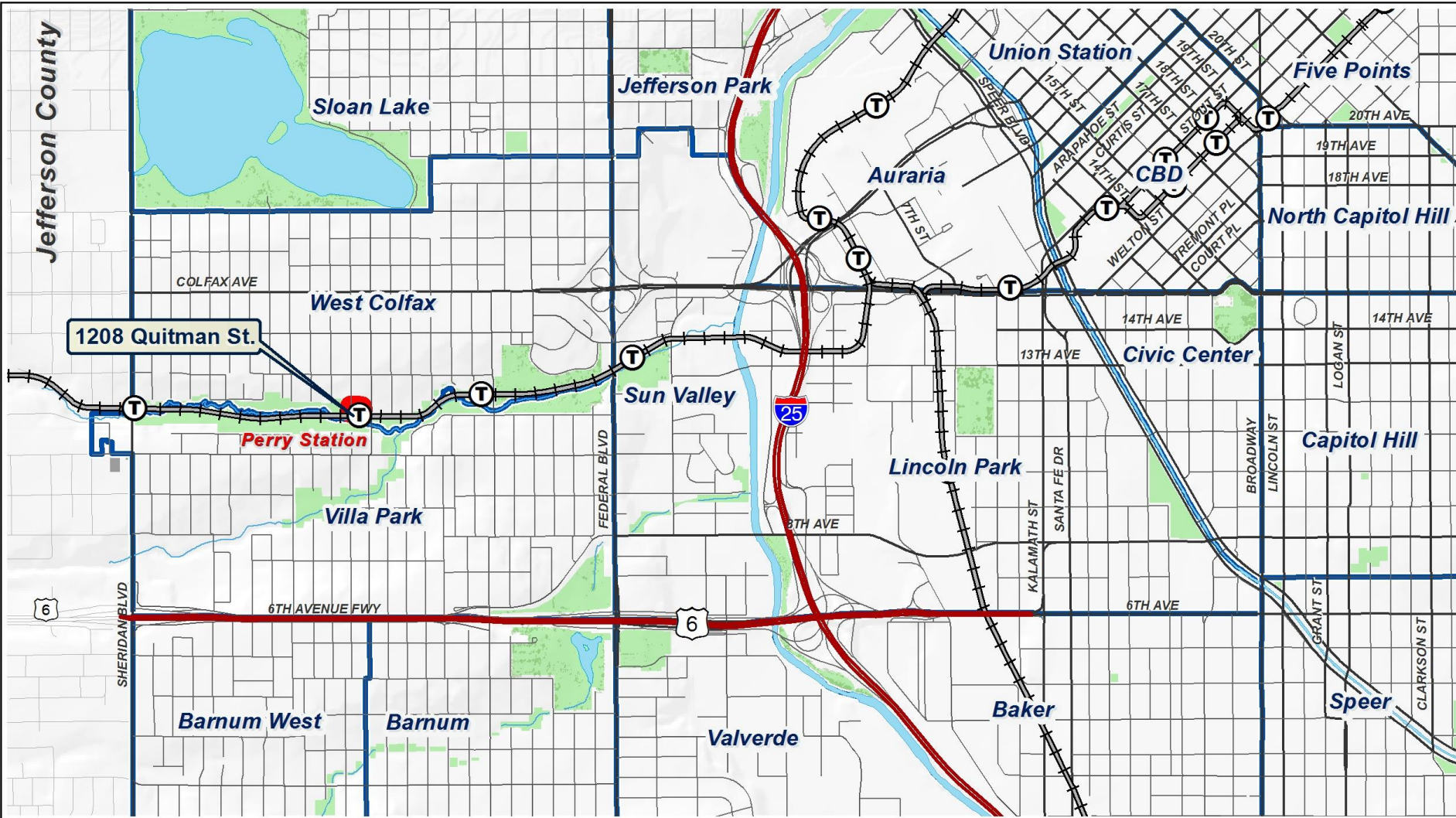
City Council District 3





DENVER
THE MILE HIGH CITY

West Colfax Neighborhood





2016 Aerial

- Adjacent to Perry Street Station and Lakewood / Dry Gulch Park
- 4 blocks south of St. Anthony Redevelopment and Sloan's Lake Park
- 3 blocks south of West Colfax Avenue
- 4 blocks north of west 6th Avenue



2016 Aerial

- Property:
 - 10,480 SF, 0.24 acres
 - Single-family Structure
- Applicant:
 - Requesting rezoning for redevelopment
- Request: From G-MU-3 to G-RX-5

Reminder: Approval of a rezoning is not approval of a proposed specific development project

Request: G-RX-5

General Urban Neighborhood Context – Residential Mixed Use – 5 stories max. ht.

Article 6. General Urban Neighborhood Context
Division 6.1 Neighborhood Context Description

DIVISION 6.1 NEIGHBORHOOD CONTEXT DESCRIPTION



SECTION 6.1.1 GENERAL CHARACTER

The General Urban Neighborhood Context is characterized by multi-unit residential uses in a variety of building forms. Single-unit and two-unit residential uses are also found in a mix of residential building forms. Low-scale commercial areas are embedded within residential areas. Commercial uses occur in a variety of building forms that may contain a mixture of uses within the same structure. Residential uses are primarily located along local and residential arterial streets. Commercial uses are primarily located along mixed-use arterial and main streets but may be located at or between intersections of local streets.

SECTION 6.1.2 STREET, BLOCK AND ACCESS PATTERNS

The General Urban Neighborhood Context consists of a regular pattern of block shapes surrounded by an orthogonal street grid. Orthogonal streets provide a regular pattern of pedestrian and vehicular connections through this context and there is a consistent presence of alleys. Block sizes and shapes are consistent and include detached sidewalks, tree lawns, street and surface parking, and landscaping in the front setback.

SECTION 6.1.3 BUILDING PLACEMENT AND LOCATION

Residential buildings typically have consistent, shallow to moderate front setbacks, shallow side setbacks and consistent orientation. Commercial buildings typically have consistent orientation and shallow front setbacks with parking at the rear and/or side of the building.

SECTION 6.1.4 BUILDING HEIGHT

The General Urban Neighborhood Context is characterized by moderate to high residential buildings and low to moderate commercial and mixed use structures in appropriate locations to promote a dense urban character. Lower scale structures are typically found in areas transitioning to a less dense urban neighborhood.

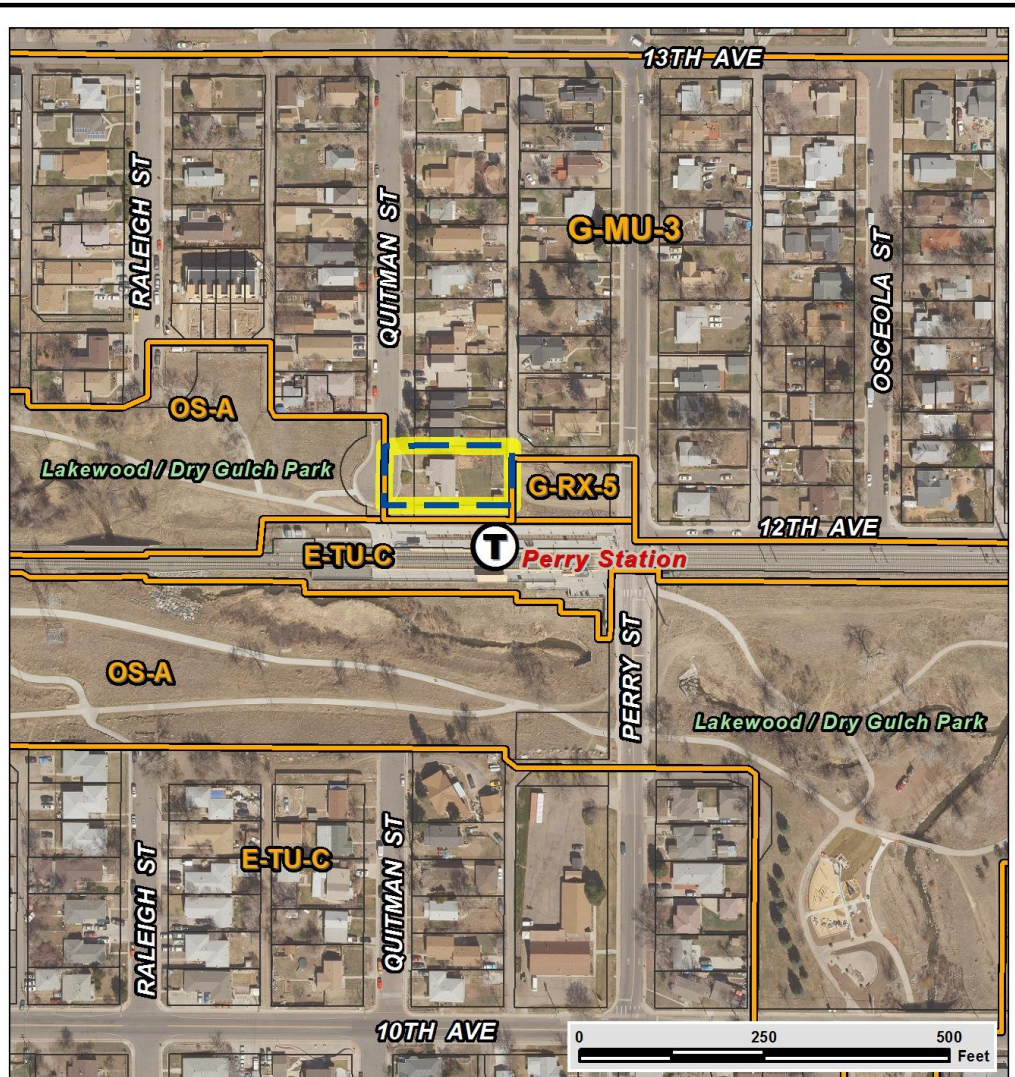
SECTION 6.1.5 MOBILITY

There is a balance of pedestrian, bicycle and vehicle reliance with greater access to the multi-modal transportation system.



- Zoning – G-MU-3
- Land Use – Mixture of Single- and Multi-unit Residential
- Building Form/Scale – 1-3 stories

Existing Context – Zoning

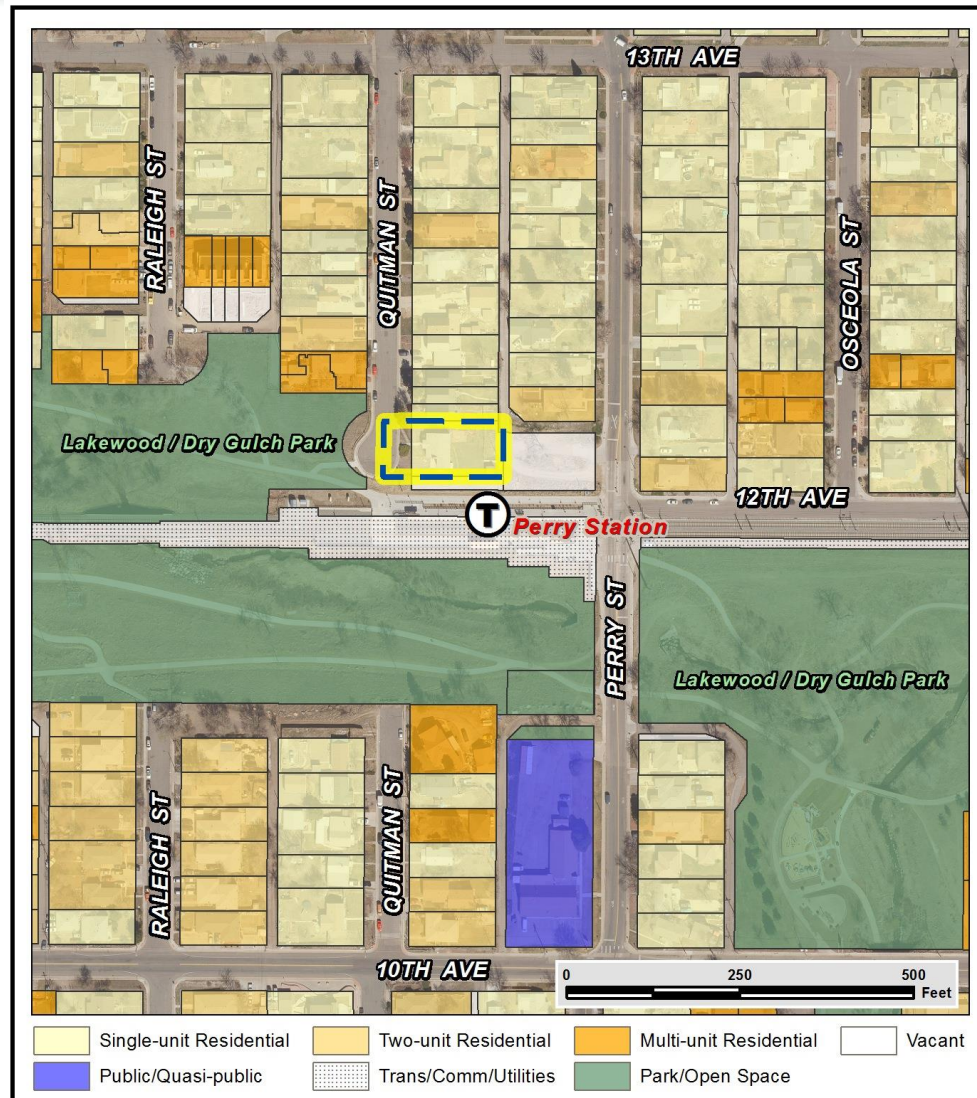


- North – G-MU-3
- South – E-TU-C & OS-A
- East – G-RX-5
- West – OS-A

Existing Context – Building Form/Scale



Existing Context – Land Use



- Informational Notice – April 9, 2017
- Planning Board – June 21, 2017, notification signs and electronic notice completed. Recommendation of approval by a vote of 6-3.
- Land Use, Transportation and Infrastructure Committee – July 11, 2017.
- City Council – August 21, 2017
- Public Outreach
 - RNOs
 - Sloan's Lake Citizen's Group
 - West Colfax Association of Neighbors
 - Villa Park Neighborhood Association
 - Denver Neighborhood Association, Inc.
 - Inter-Neighborhood Cooperation
- 27 postcards and letters opposing to rezoning, and 26 letters of support received, one from Sloan's Lake Citizen's Group

Denver Zoning Code Review Criteria

1. Consistency with Adopted Plans

- Comprehensive Plan 2000
- Blueprint Denver: A Land Use and Transportation Plan
- West Colfax Plan (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

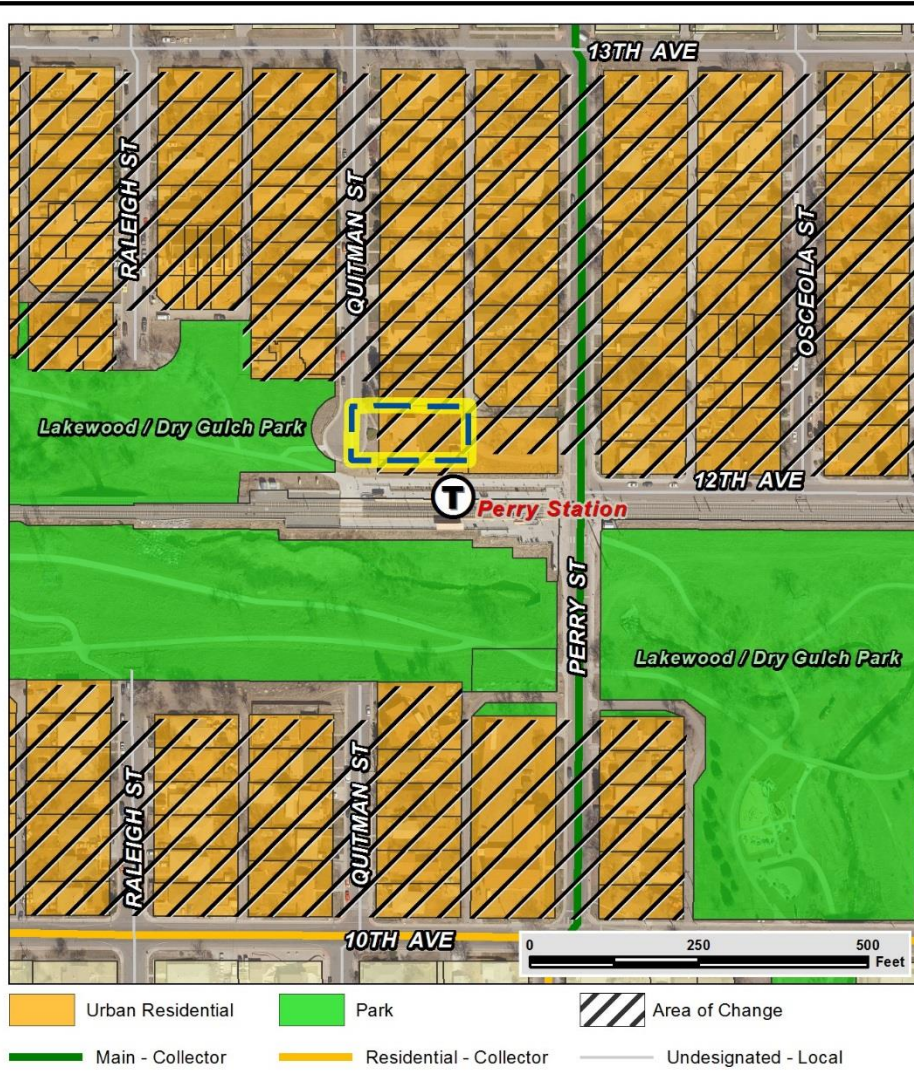
Comprehensive Plan 2000

- Environmental Sustainability Strategy 2-B “**Protect and improve air quality by: 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” (p. 38).
- Land Use Strategy 1-H to “**Encourage development of housing that meets the increasingly diverse needs of Denver’s present and future residents** in the Citywide Land Use and Transportation Plan” (p. 58).
- Land Use Strategy 4-A to “**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 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” (p. 77).
- Mobility Strategy 5-D “**Determine the potential for transit-oriented development at public transit stations, and encourage such opportunities whenever possible**” (p. 79).

Review Criteria: Consistency with Adopted Plans

Blueprint Denver (2002)

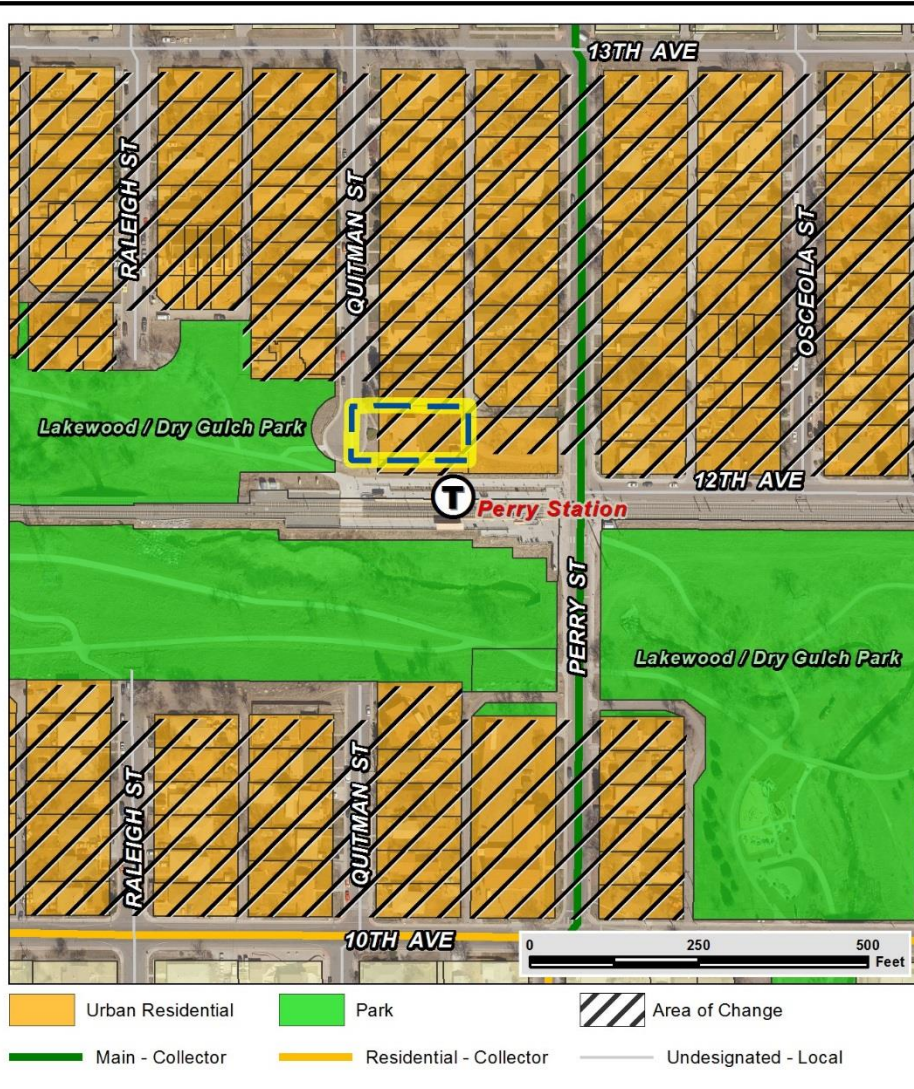
- Land Use Concept:
 - Urban Residential
 - Higher density, primarily residential
 - Noteworthy number of complementary commercial uses
 - Area of Change



Review Criteria: Consistency with Adopted Plans

Blueprint Denver (2002)

- Future Street Classification:
 - Quitman St. – Undesignated Local
 - Tailored more to local access
 - Adjacency to light rail introduces rail transit



Review Criteria: Consistency with Adopted Plans

West Colfax Plan (2002)

The West Colfax Plan includes a “**Framework Plan**” the purpose of which *“provides the over-arching goals and recommendations for these places within the study area; it provides the technical guidance for zoning regulatory changes, infrastructure planning and policy direction”* (p. 78). Key components of the Framework Plan include Urban Design, Land Use, Mobility and Economic Development.

In addition, the West Colfax Plan includes **District Plans**. The district plans *“do not imply zoning changes”* but are included in the Plan to *“provide guidance regarding the appropriate character and scale of an area. The district plans augment the prevailing goals and recommendations contained in the framework plan”* (p. 120).

Review Criteria: Consistency with Adopted Plans

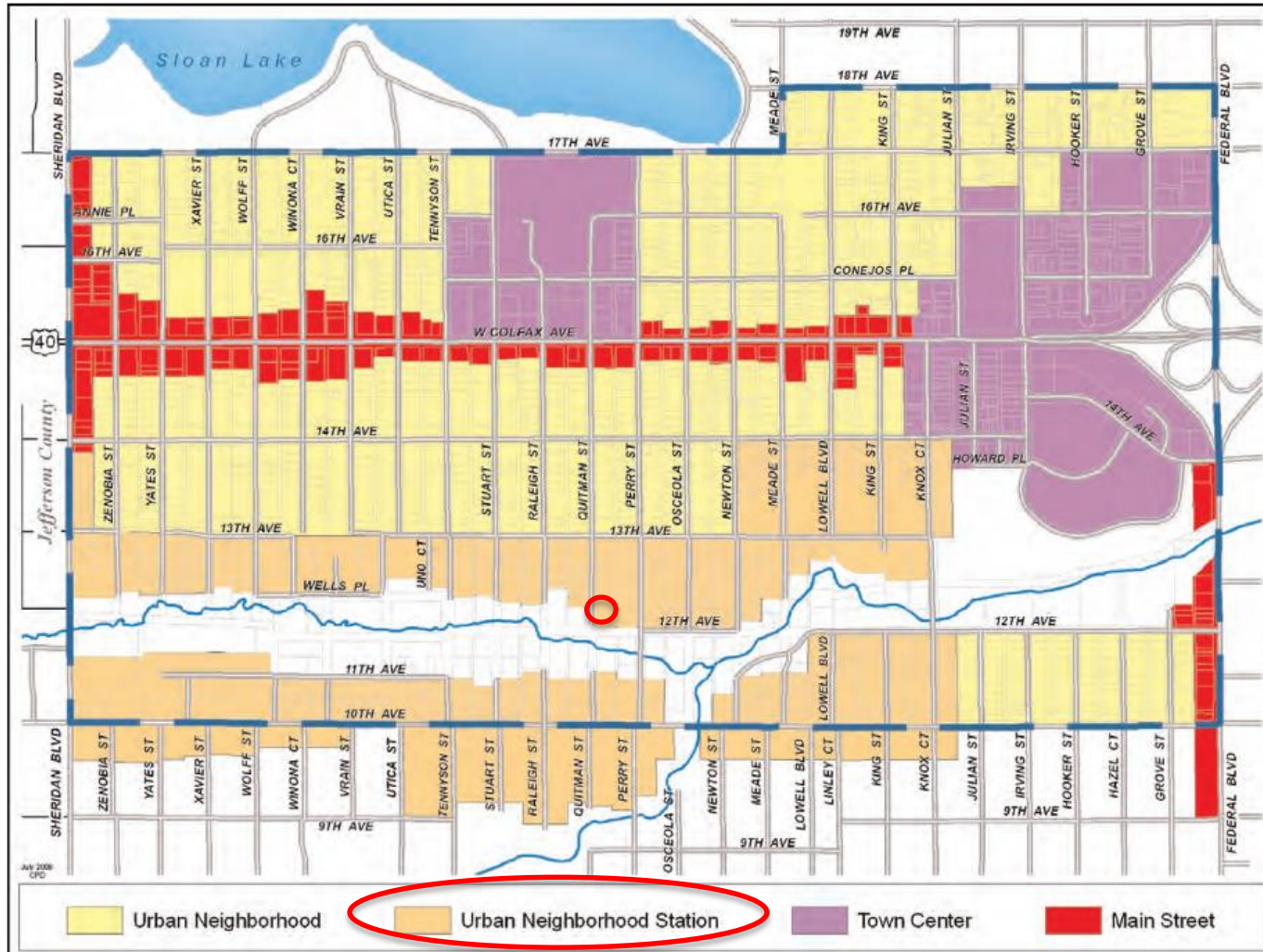
West Colfax Plan 2006 – Framework Plan

- **Urban Neighborhood Station** - *“Single family and multi-family residential” in a development pattern that is “variable, compact and dense” with the “highest intensity focused around the station platform” and with a typical scale of 1-5 stories.*
- **Residential Growth Opportunity Area** - *“where the existing housing stock is dated and declining, and may be appropriate for redevelopment to encourage revitalization and reinvestment.”*
- **Land Use Recommendations**
 - *“Work with the Zoning Code Task Force to establish and apply form based zoning tools appropriate for the mix of building types and uses (primarily housing and complementary uses) that define an urban neighborhood and their associated station areas.”*
 - *“Diversify housing options and encourage a healthy urban mix of incomes. Promote a range of housing types and costs at higher densities in strategic locations (town centers, station areas, main streets).”*
 - *“Support infill development. Mixed-use projects that include housing (combining low-income, affordable and market rate units) or offices over active ground floor uses (shops, restaurants and services) are especially appropriate in town centers, along main streets and in close proximity to transit stops”.*
 - *“To the greatest extent possible, focus both structural and use intensity to main streets, transit station areas and town centers. Incorporate design and development standards to address solar access and privacy protection, such as bulk plane, building orientation and roof form standards.”*

Review Criteria: Consistency with Adopted Plans

► Future Land Use Concept

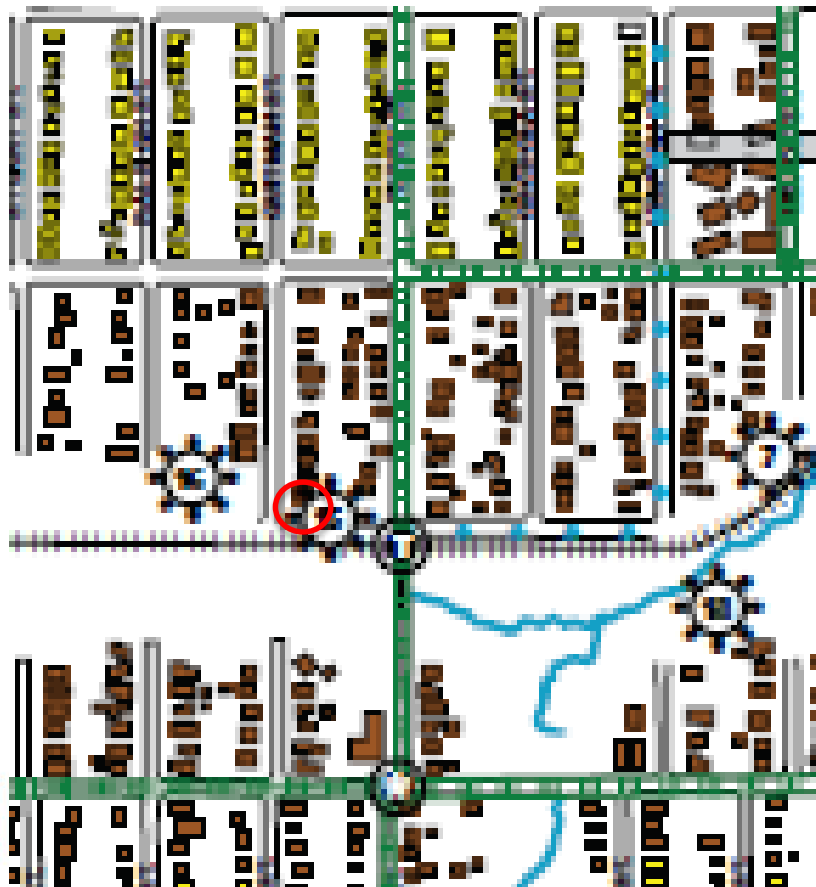
West Colfax Plan (2006)



Review Criteria: Consistency with Adopted Plans

West Colfax Plan (2006)

Urban Design Concept Map



-  Main Street Mixed Use Area
-  Town Center Growth Area
-  Residential Stabilization Area
-  Residential Growth Opportunity Area
-  Main Street
-  Multimodal Green Street
-  Pedestrian/Bike Route
-  Light Rail (approximate alignment)
-  Bridge
-  Pedestrian Bridge/Underpass
-  Gateway
-  Neighborhood Focal Point
-  Future Open Space
-  Reconnected Street Grid
-  Transit Station

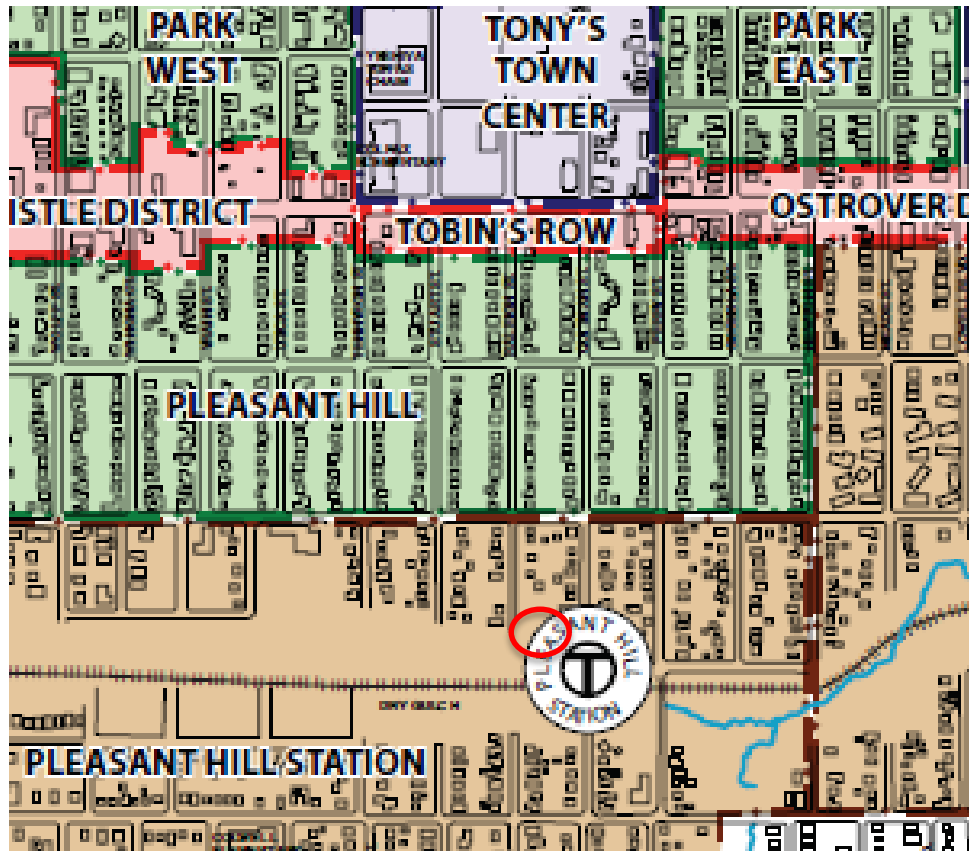
Review Criteria: Consistency with Adopted Plans

West Colfax Plan 2006 – District Plans

- Pleasant Hill Transit Station
- *“Establish the appropriate regulatory conditions and incentives to facilitate the redevelopment of the edges of Villa Park and West Colfax neighborhoods near the rail facilities, as well as the catalyst development sites at Avondale and Westridge. Incorporate special features to reinforce stations as a key transit transfer point or stop.”*
- *“Pleasant Hill Station. It is likely that redevelopment may occur more gradually in Pleasant Hill Station... fewer large assemblages exist in this area that may be appropriate for comprehensive redevelopment. Redevelopment sites in this area may include dilapidated residential structures (containing both single and multi-family units) close to the light rail stations areas or lining 10th Avenue. In stable, predominantly single-family areas, consideration should be given to appropriate ways to encourage reinvestment and discreetly increase population densities without substantially altering the character of the area” (p. 142-143).*

Review Criteria: Consistency with Adopted Plans

West Colfax Plan (2006) – District Plans



MAIN STREET DISTRICTS

- OSTROVER DISTRICT
- TOBIN'S ROW
- PIG 'N' WHISTLE DISTRICT

TOWN CENTER DISTRICTS

- CHELTENHAM HEIGHTS
- HOLY TONY'S TOWN CENTER

RESIDENTIAL DISTRICTS

- TUXEDO PARK EAST
- TUXEDO PARK WEST
- PLEASANT HILL

TRANSIT STATIONS

- MAPLE GROVE
- PLEASANT HILL

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, West Colfax 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
 - Changed Conditions
 - 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 (DZC 12.4.10.8.A.4)
 - CPD finds this criteria is met, the proposed map amendment is in response to the changed circumstances of the new W light rail line and Knox and Perry Street stations in the area, the redevelopment of the former St. Anthony Hospital, and redevelopment of the general vicinity. On the subject block and the blocks adjacent to the east and west north of 12th Avenue, 8 new multi-unit structures have been built in the last 3 years and 4 more are under site plan review. These changes are evidence of the changed conditions in the area and are appropriate justifying circumstances.
5. Consistency with Neighborhood Context, Zone District Purpose and Intent

5. Consistency with Neighborhood Context and Zone District Propose and Intent

- **General Urban Neighborhood Context:**

- *Promote safe, active, and pedestrian-scaled, diverse areas through the use of building forms that clearly define and activate the public realm.*
- *Enhance the convenience, ease and enjoyment of transit, walking, shopping and public gathering.*
- *Ensure new development contributes positively to established neighborhoods and character, and improves the transition between commercial development and adjacent residential neighborhoods.*
- **G-RX-5 Specific Intent:**
- *Primarily intended to accommodate residential land uses. Commercial uses are secondary to the primary residential use of the district and provide neighborhood-scaled shops and offices for residents to conveniently access goods and services within walking distance.*
- *Buildings in a Residential Mixed Use district can have ground story retail uses, but upper stories are reserved exclusively for housing or lodging accommodation uses. A building can be solely residential or solely commercial; however, buildings containing only commercial uses are limited in total gross floor area to 10,000 square feet consistent with the district purpose.*
- *Specifically, applies to residentially-dominated areas served primarily by local or collector streets where a building scale of 2 to 5 stories is desired.*

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