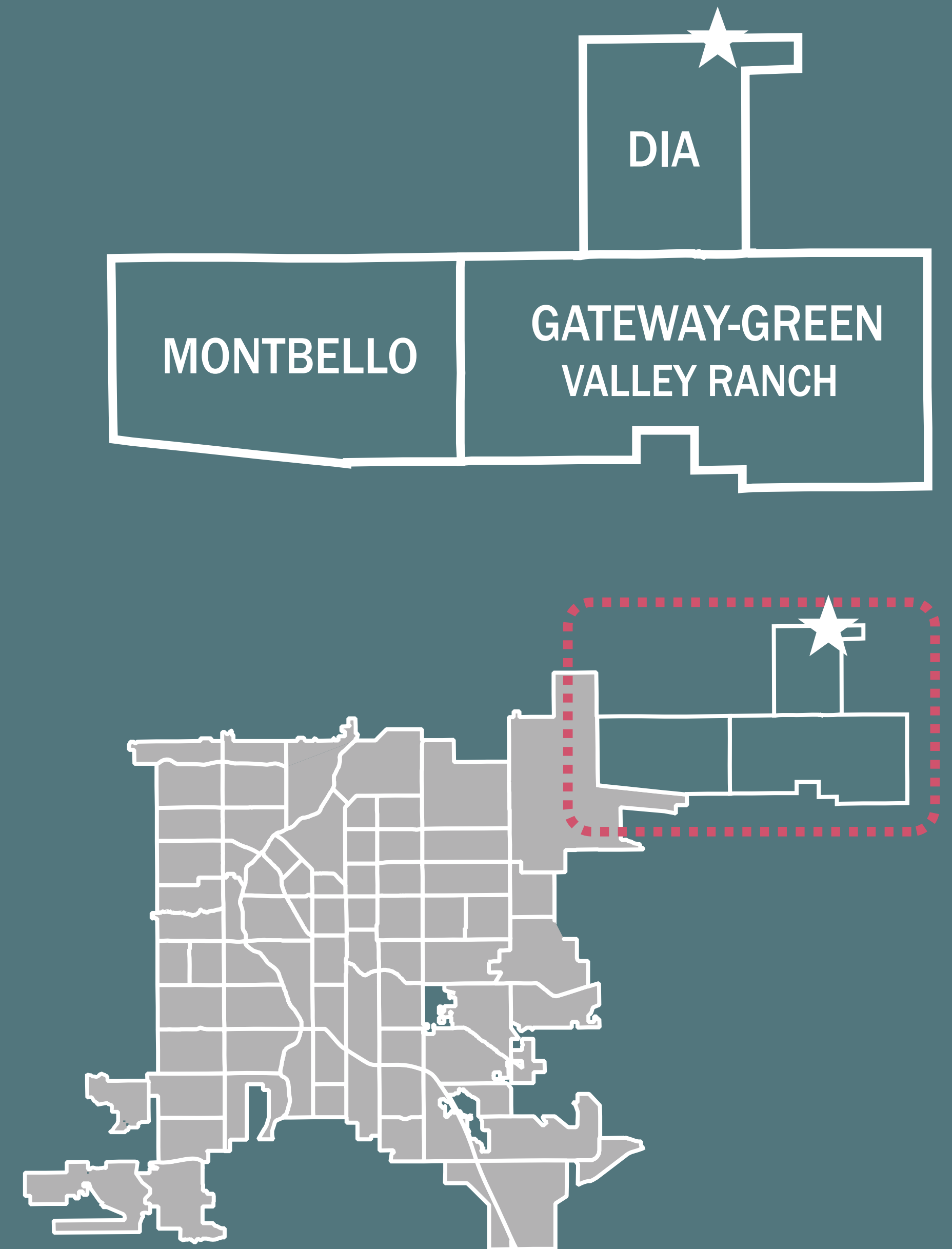


# FAR NORTHEAST AREA PLAN AMENDMENT

City Council Public Hearing

May 16, 2022



# AGENDA

- Overview of the 2019 adopted plan
- FNE Area Plan Amendment Presentation
- City Council Review Staff Report
  - Public Process
  - Plan Consistency
  - Long Term Vision



# 2019 Adopted Far Northeast Area Plan

## Existing Far Northeast Area Plan

- Adopted in June 2019
- Went through an 24 month public planning process to establish a community driven vision
- Plan sets recommendations for an equitable FNE and addresses:
  - Land Use & Built Form
  - Mobility
  - Quality of Life
  - Economic Development





# Planning Structure

## 2.1 LAND USE & BUILT FORM

IN THIS SECTION:

- 2.1.1 - COMPLETE NEIGHBORHOODS
- 2.1.2 - CHALLENGES AND OPPORTUNITIES
- 2.1.3 - NEIGHBORHOOD CONTEXT
- 2.1.4 - FUTURE PLACES
- 2.1.5 - BUILDING HEIGHTS
- 2.1.6 - GROWTH STRATEGY
- 2.1.7 - URBAN DESIGN FOR CENTERS & CORRIDORS
- 2.1.8 - ZONING AND OTHER REGULATIONS
- 2.1.9 - LOCAL ECONOMY
- 2.1.10 - AFFORDABLE HOUSING

## 2.2 MOBILITY

IN THIS SECTION:

- 2.2.1 - COMPLETE NETWORKS
- 2.2.2 - CHALLENGES AND OPPORTUNITIES
- 2.2.3 - FUTURE STREETS IN THE FAR NORTHEAST
- 2.2.4 - STREET TYPES
- 2.2.5 - TRANSIT
- 2.2.6 - BICYCLE
- 2.2.7 - PEDESTRIAN
- 2.2.8 - ROADWAY & INTERSECTION IMPROVEMENTS
- 2.2.9 - AUTO AND GOODS
- 2.2.10 - MODAL PRIORITY STREETS

## 2.3 QUALITY-OF-LIFE INFRASTRUCTURE

IN THIS SECTION:

- 2.3.1 - QUALITY-OF-LIFE INFRASTRUCTURE
- 2.3.2 - HEALTH AND THE BUILT ENVIRONMENT
- 2.3.3 - HEALTHY AND ACTIVE LIVING
- 2.3.4 - COMMUNITY FOOD ENVIRONMENT
- 2.3.5 - PARKS AND RECREATION
- 2.3.6 - NATURAL ENVIRONMENT
- 2.3.7 - SAFETY AND SECURITY
- 2.3.8 - ANIMAL PROTECTION AND CONTROL
- 2.3.9 - SOCIAL CAPITAL
- 2.3.10 - GRASSROOTS INITIATIVES
- 2.3.11 - YOUTH ENGAGEMENT

## 3.1 MONTBELLO NEIGHBORHOOD

IN THIS SECTION:

- 3.1.1 - INTRODUCTION TO MONTBELLO
- 3.1.2 - COMMUNITY PROFILE
- 3.1.3 - OPPORTUNITY FRAMEWORK
- 3.1.4 - FOCUS AREAS
- 3.1.5 - TRANSFORMATIVE PROJECTS

## 3.2 GATEWAY - GREEN VALLEY RANCH NEIGHBORHOOD

IN THIS SECTION:

- 3.2.1 - INTRODUCTION TO GATEWAY-GVR
- 3.2.2 - COMMUNITY PROFILE
- 3.2.3 - OPPORTUNITY FRAMEWORK
- 3.2.4 - FOCUS AREAS
- 3.2.5 - TRANSFORMATIVE PROJECTS

## 3.3 DENVER INTERNATIONAL AIRPORT NEIGHBORHOOD

IN THIS SECTION:

- 3.3.1 - INTRODUCTION TO DIA NEIGHBORHOOD
- 3.3.2 - COMMUNITY PROFILE
- 3.3.3 - EXISTING REGULATORY LIMITATIONS
- 3.3.4 - OPPORTUNITY FRAMEWORK
- 3.3.5 - FOCUS AREAS
- 3.3.6 - TRANSFORMATIVE PROJECTS



# Planning Process for FNE Adoption

- 20 Steering Committee Meetings
  - 5 Public Meetings
  - 550 Attendees
  - Diverse Demographics
  - Interpretation and Child Care
- 1 Design Charrette
- 50+ Community Events Attended by Staff





# FOCUSED PLAN AMENDMENT

FNE Area Plan  
Amendment boundary  
Large Development  
Review (LDR) Process

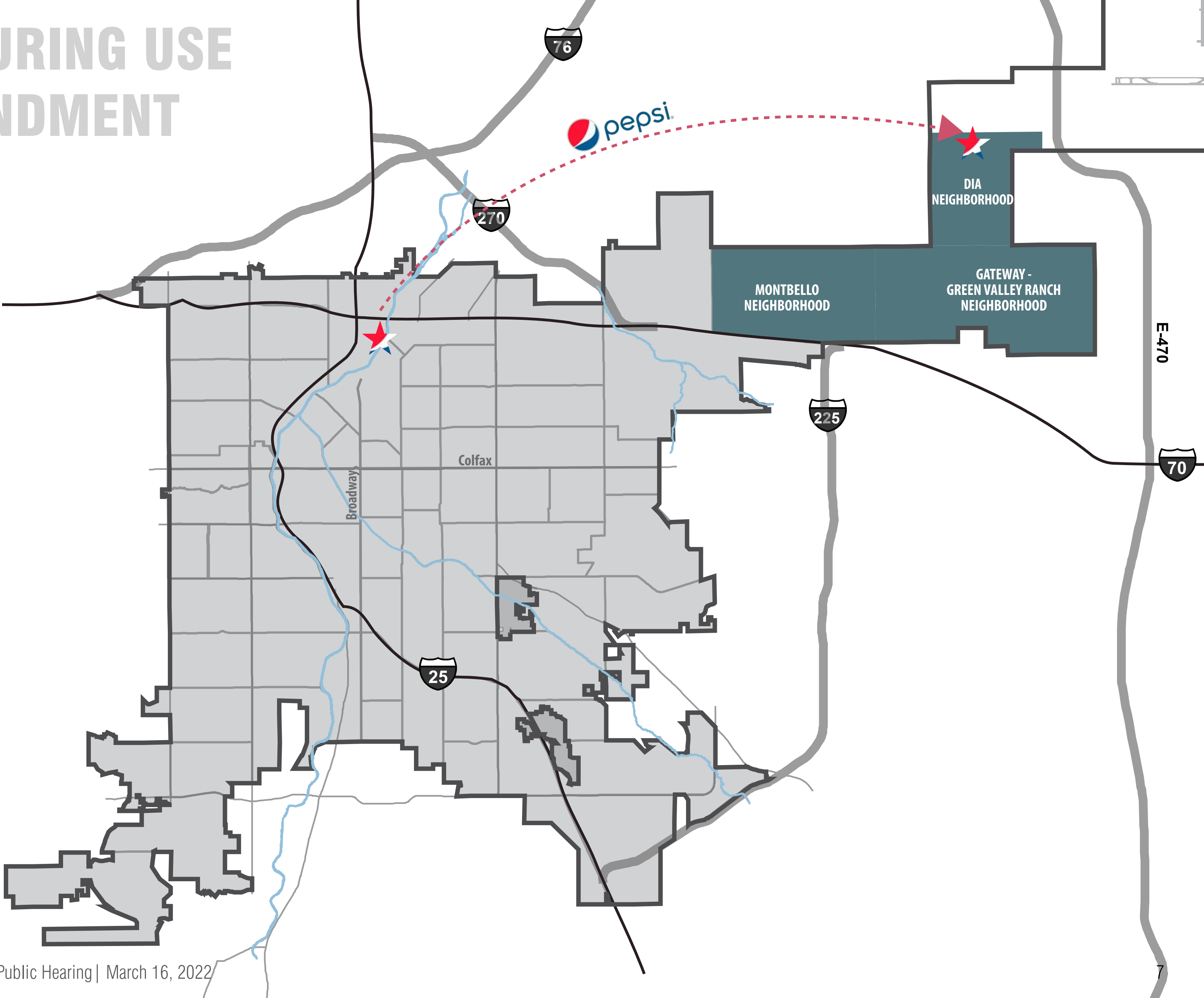
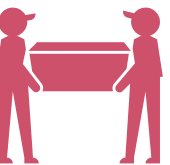




# PROPOSED MANUFACTURING USE INITIATED A PLAN AMENDMENT

**1** Pepsi is relocating to the FNE because its plant is in need of expansion to continue operations and fulfill the demand in production.

**2** Pepsi will employ 475-525 workers at it's new location.

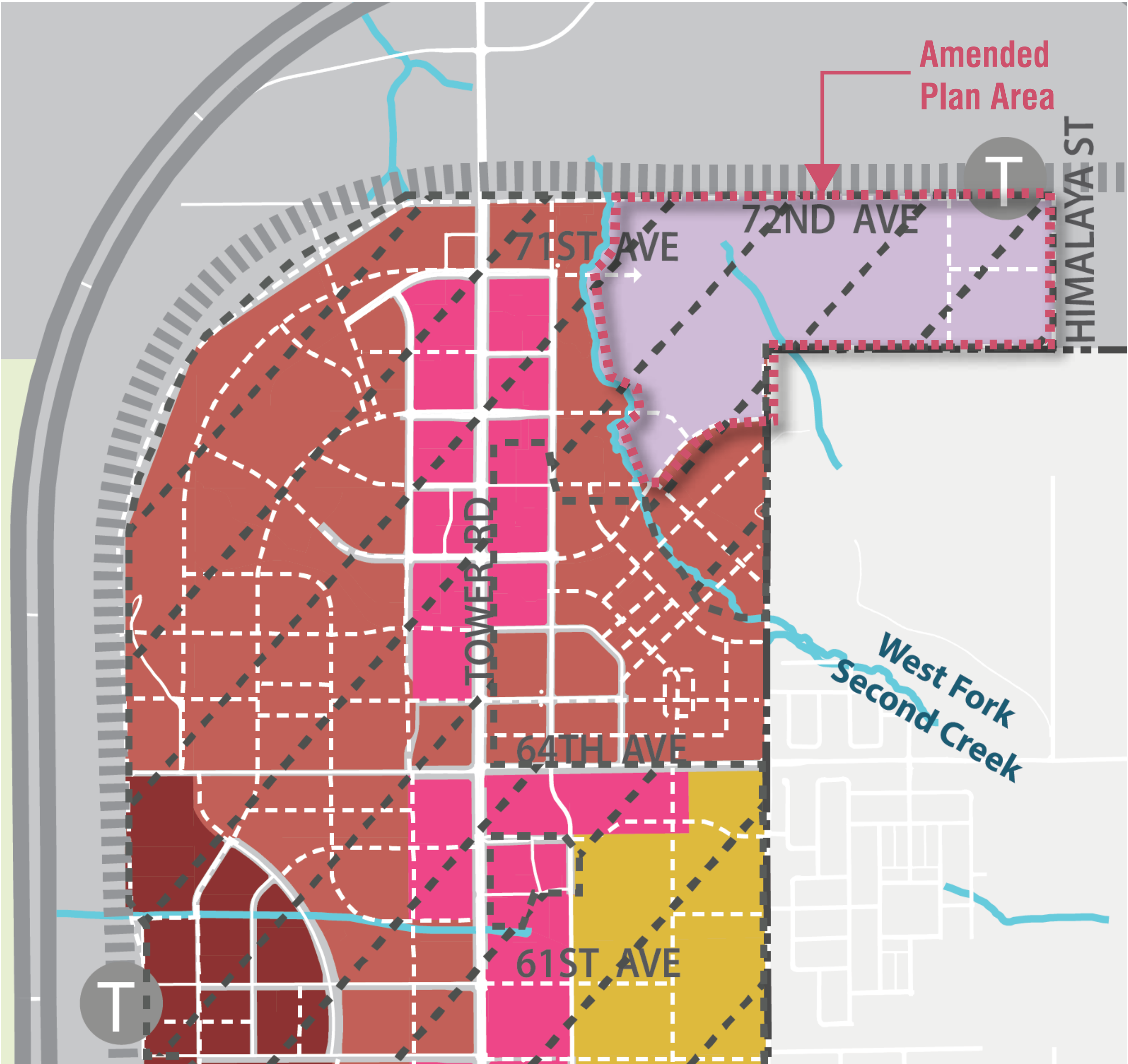


# WHAT IS BEING AMENDED & WHY?

## 1 Land Use

- To support the industrial / manufacturing use
- To support the rezoning from Former Chapter 59 Commercial Mixed Use to Industrial Mixed Use (I-MX Zone)

- Local Center
- Community Center
- Regional Center
- Community Corridor
- Innovation/Flex District
- Proposed Value Manufacturing

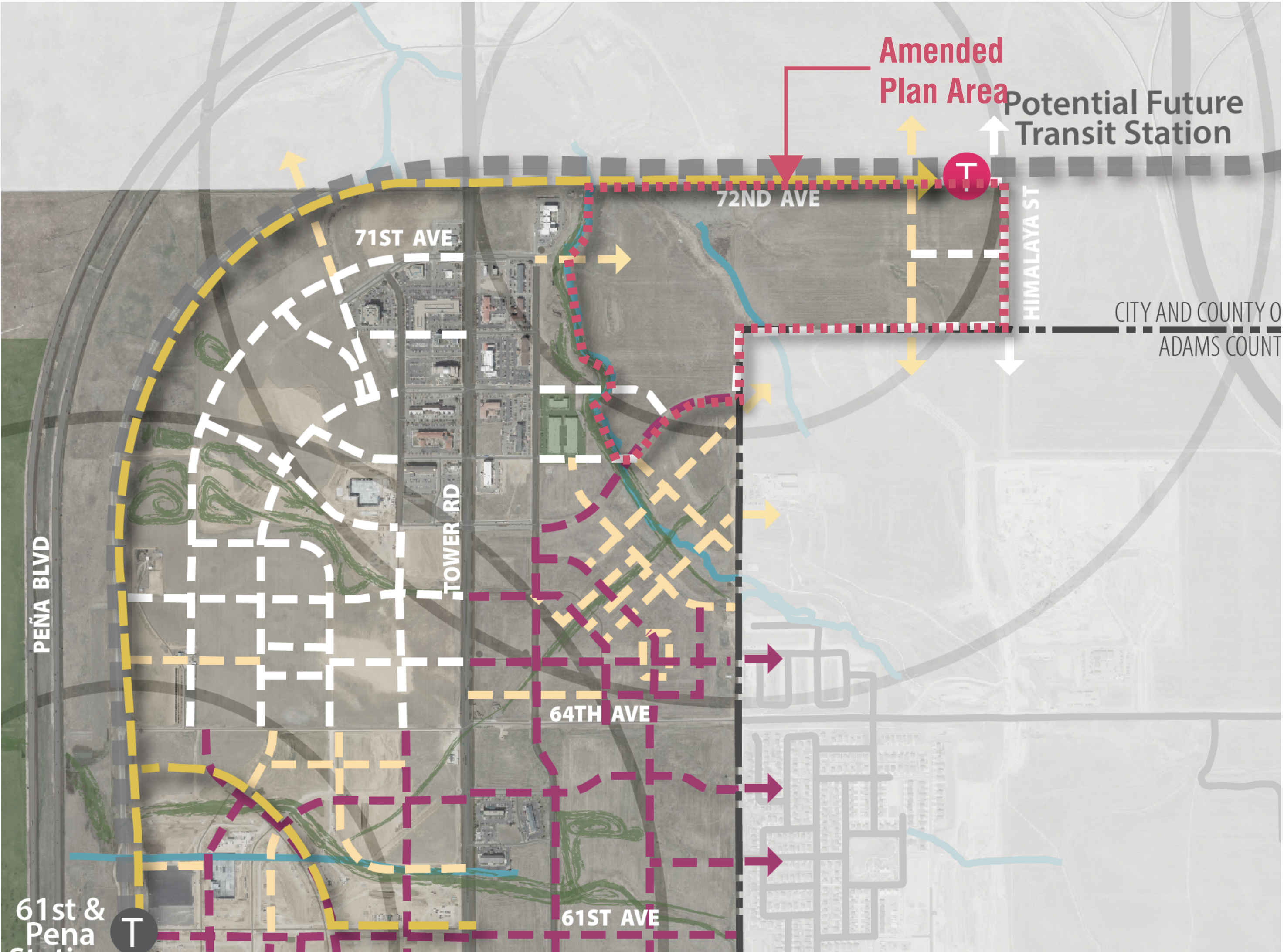




# WHAT IS BEING AMENDED & WHY?

## 2 Mobility Network

- The mobility network responds to land use
- Industrial uses have larger block patterns than a community oriented use





# WHAT IS BEING AMENDED & WHY?

## 3 Transformative Project in DIA

- To support the industrial / manufacturing use
- To support the rezoning from Former Chapter 59 Commercial Mixed Use to Industrial Mixed Use (I-MX Zone)



Proposed A-Line Station at 72nd and Himalaya



Commuter rail platform

### TP2 3.3.6B - TRANSFORMATIVE PROJECT – 72ND & HIMALAYA A-LINE STATION

#### What is it?

The idea of locating a transit station in the vicinity of 72nd and Himalaya goes back many years to when the A-Line (at that time called the East Corridor) was still being planned and studied for environmental clearance. The City and County of Denver and DEN had identified funding to add a transit station within the DIA neighborhood. Ultimately, it came down to a decision of whether to locate a station at 61st and Peña or at 72nd and Himalaya, and 61st and Peña was selected. Although there is no station at 72nd and Himalaya today, the area would still benefit tremendously from having one, and this plan recommends pursuing a future rail transit station at this location or close by.

There are several challenges that would need to be addressed prior to building a new station:

- » Operations- The competitiveness of the A-Line is based, in large part, on delivering a swift travel time between the airport and Union Station. Adding a station would affect the overall operations of the line, including frequency of service and overall travel times.
- » Infrastructure- The station would be located in what is currently a greenfield area. Streets and utilities would need to be extended to the station and surrounding parcels to serve new development. Additionally, adding a station at 72nd and Himalaya would require additional improvements to the A-Line itself such as double-tracking some segments of the line that are currently single-tracked.
- » Funding- Adding a station at 72nd and Himalaya would likely require a public-private partnership to pay for the station and associated infrastructure needs.

Due to these challenges, the 72nd and Himalaya station is likely more of a long-term project than a short-term one. When a future station is constructed at 72nd and Himalaya, an evaluation process should be undertaken to determine whether an amendment to this plan or a standalone station area plan is needed in order to sufficiently guide and promote Transit Oriented Development at this location.

#### Why is it important for the DIA Neighborhood?

Rail transit stations can have a transformative impact on the areas they serve by both catalyzing development that may not otherwise happen, and by encouraging development to make more efficient use of the land. The compact, walkable development patterns that people want to see in the Gateway area are more likely to be realized in the presence of quality transit than they are without it. A transit station at this location would directly serve two greenfield development areas: a DEN development district to the north and High Point to the south. In both cases, the presence of a transit station would help attract development and investment to these areas.

DENVER INTERNATIONAL AIRPORT NEIGHBORHOOD

Far Northeast Area Plan | Plan Framework

200



Value Manufacturing place type at 72nd Ave and Himalaya St



Employment Center

### TP2 3.3.6B - TRANSFORMATIVE PROJECT – EMPLOYMENT CENTER NORTH OF 64TH AVE

#### What is it?

As previously noted, because the AIO precludes the development of residential north of 64th Ave, it allows for an opportunity for a variety of commercial, value manufacturing, innovation-flex, industrial, and other mixed uses to flourish in this area. As land-value increases and development patterns change it impacts Denver's ability to retain industrial and manufacturing jobs, a significant employment sector for the City. The vast greenfield sites north of 64th Ave provide an opportunity for Denver to retain employment centers that require large footprints for operational needs and ample additional space for expansion.

This transformative project plans for the area nestled between Argonne St, 72nd Ave, Himalaya and Dunkirk streets respectively, and High Point Blvd provides an opportunity to support manufacturing and or innovation-flex. Moreover, growth projected by DEN immediately across 72nd Ave also resembles this type of development pattern and uses.

Although beyond the trajectory of this plan's 20-year horizon, there's some anticipation that in the future a light rail stop may be developed around 72nd and Himalaya Street intersection. Although these streets did not exist at the time of the writing of this plan, if such a station is to be implemented it would tremendously benefit the area, and this plan recommends pursuing a future rail transit station at this location or close by.

- » Given the lack of available land in other areas of the city, industrial development can be expected to locate in DIA making this area key for Denver's industrial growth strategy.

- » Facilitation of Large Development Review's (LDR) and/or GDP updates may be needed to support growth of large scale employment centers between 64th and 72nd Ave.
- » If a station at 72nd and Himalaya is facilitated within the horizon of this plan, streets and utilities would need to be extended to the station and surrounding parcels to serve new development. When a future station is constructed at 72nd and Himalaya, an evaluation process should be undertaken to determine whether an amendment to this plan or a standalone station area plan is needed in order to sufficiently guide and promote Transit Oriented Development at this location.

#### Why is it important for the DIA Neighborhood?

The greenfield sites of the DIA coupled with the restriction on housing development create an opportunity to support employment centers in this area. Maintaining those jobs in Denver is of top priority and FNE has the competitive advantage of supporting industrial uses by capitalizing on its proximity to DEN, Interstate 70, Peña Blvd, and E-470. The ability to retain those jobs in the DIA also creates prospects for employment for Montbello and GVR residents. The market analysis report in 2022 indicates demand and support for industrial use and hospitality use north of 64th Ave. The degree of support for industrial, and the long-term economic benefits associated with a growing industrial node at this location and surrounding properties, suggests that the value manufacturing place type will generate greater benefit to the community and reinforce a growing market trend for the area.

DENVER INTERNATIONAL AIRPORT NEIGHBORHOOD

Far Northeast Area Plan | Plan Framework

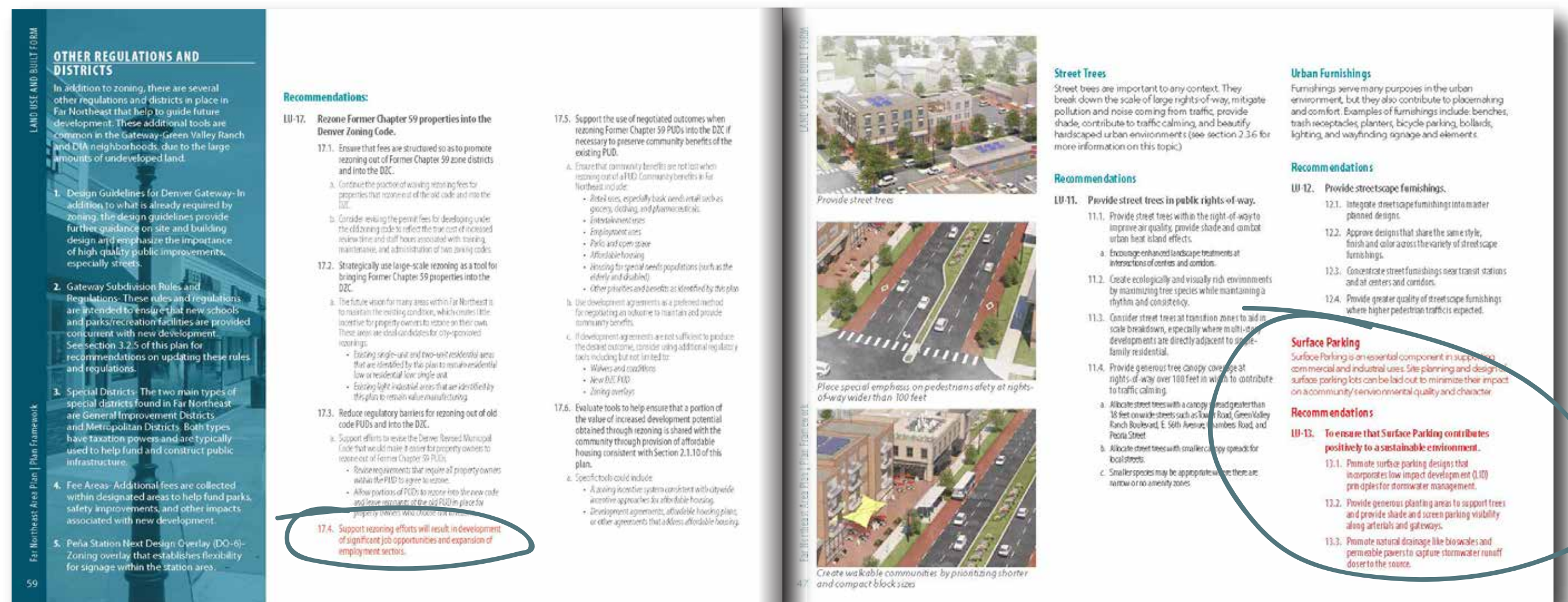
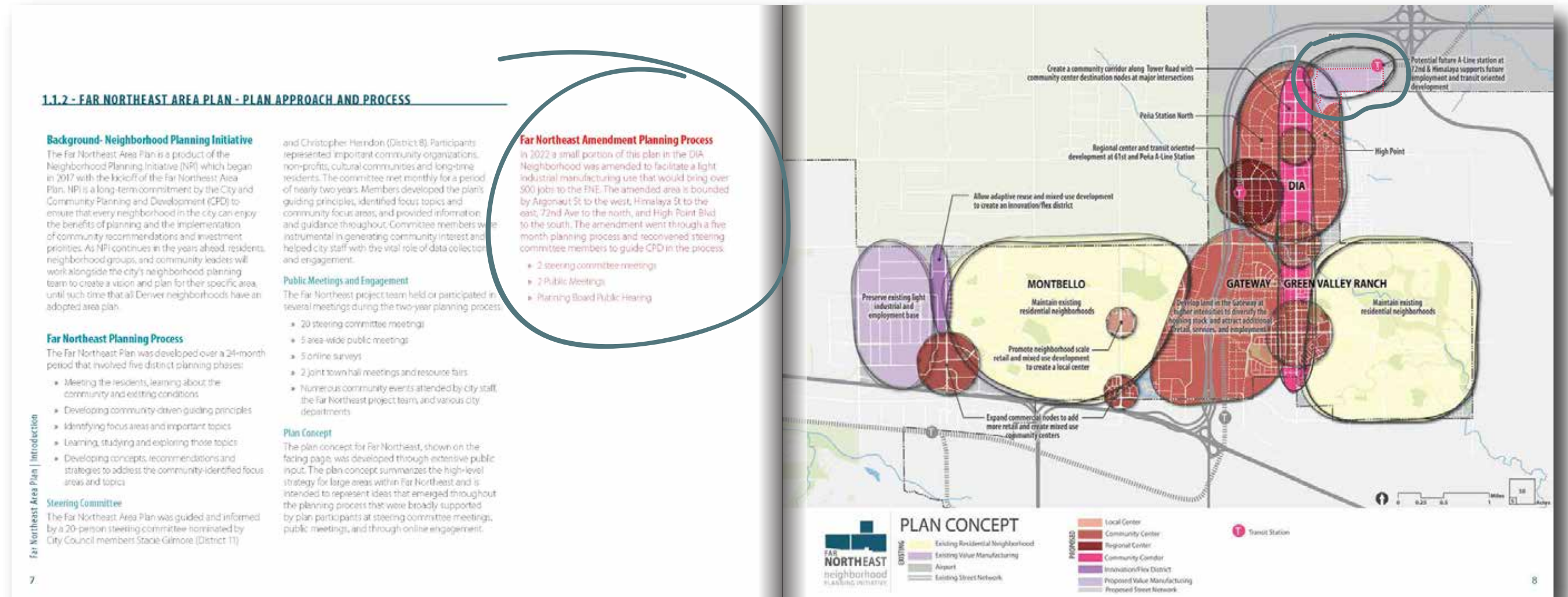
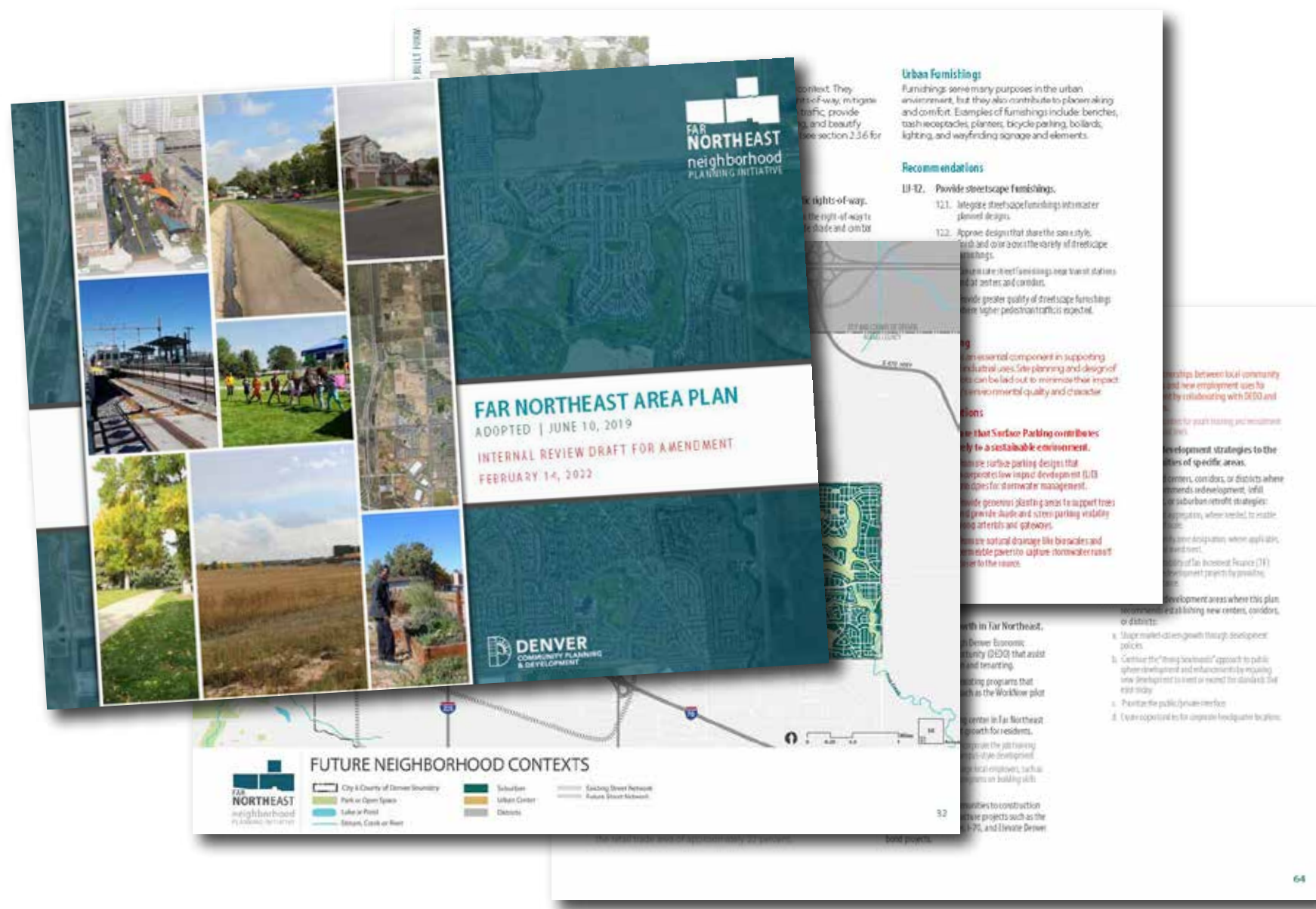
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# WHAT IS BEING AMENDED & WHY?

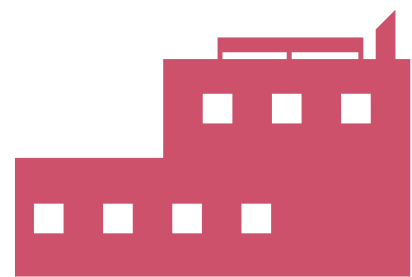
## 4 Maps and Policies

- To support land use, rezoning, and design standards



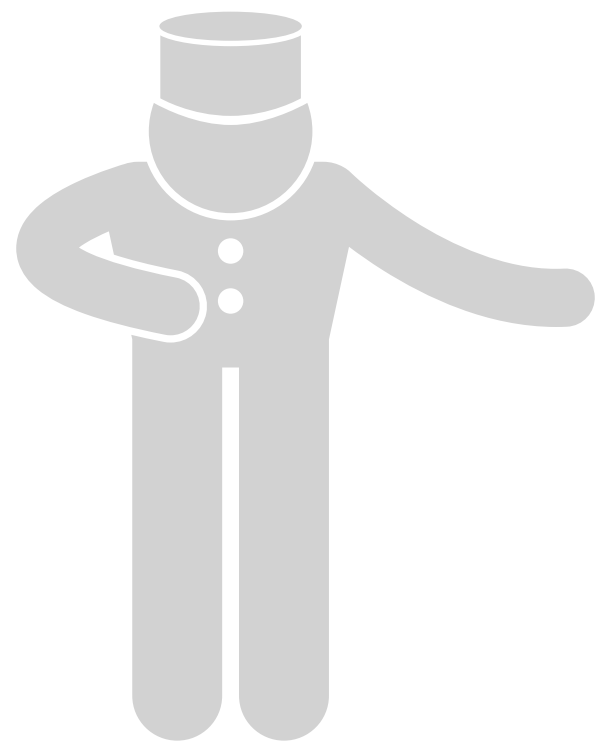


# MARKET ANALYSIS



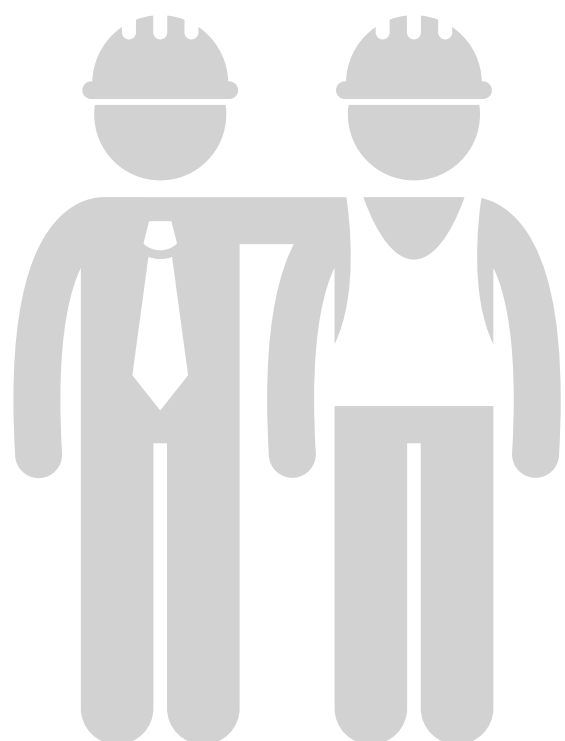
**1 Strong support for industrial uses in this part of DIA**

- Competitive advantage of large greenfield sites and proximity to I-70 and DEN.
- Nearby Adams County is seeing industrial growth.
- Salaries for industrial jobs significantly higher than those of hospitality.



**\$12.60/HR**

*\$26,200 Per year*



**\$30/HR**

*\$62,400 Per year*

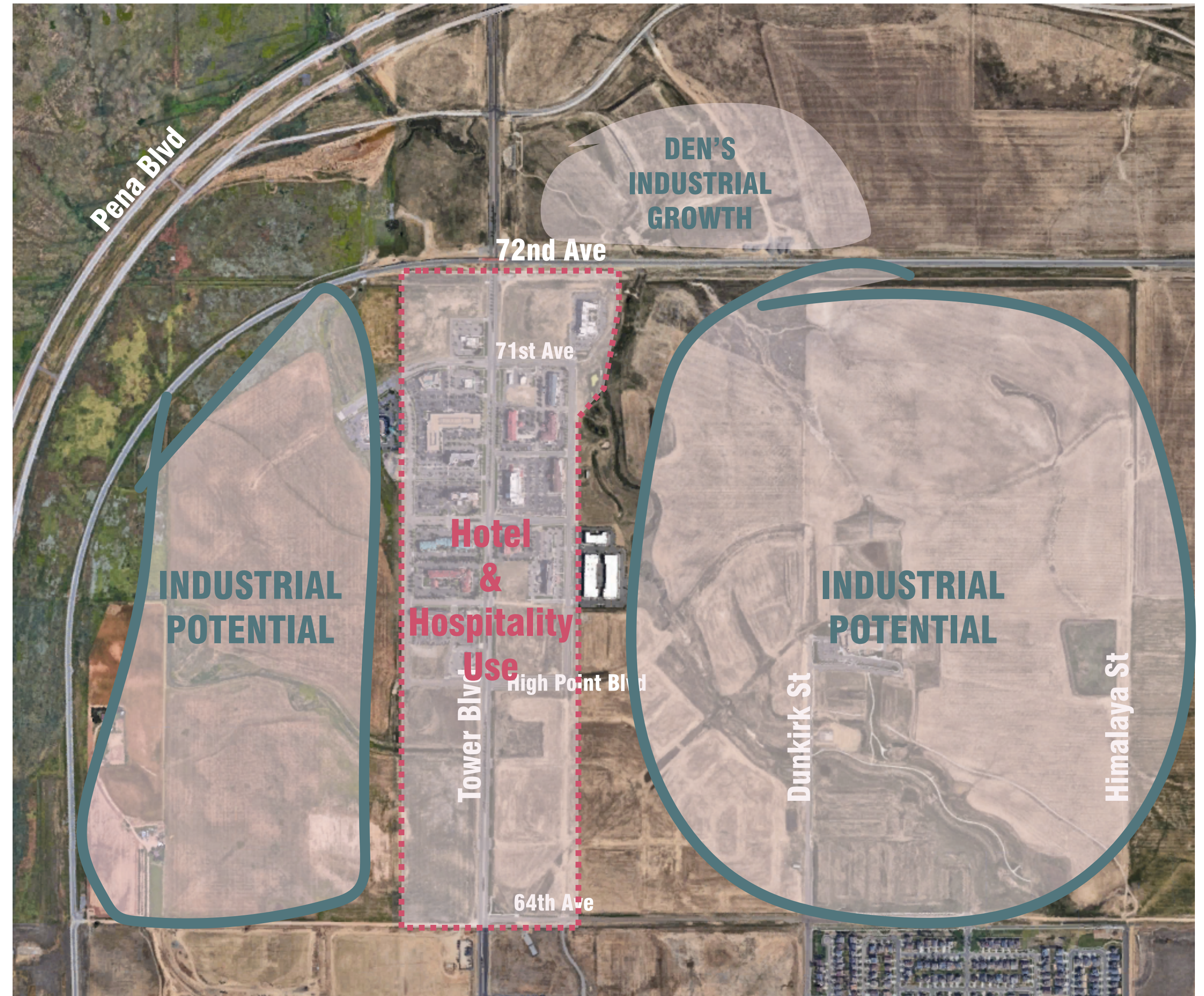


# MARKET ANALYSIS

## 2 Anticipated development in this part of DIA

- Hotel use and development remains strong along Tower Rd
- Greenfield sites east and west of Tower and north of 64th Ave have strong potential for industrial use

*\*DIA Influence Area Overlay Zone (AIO) prohibits residential north of 64th Avenue.*





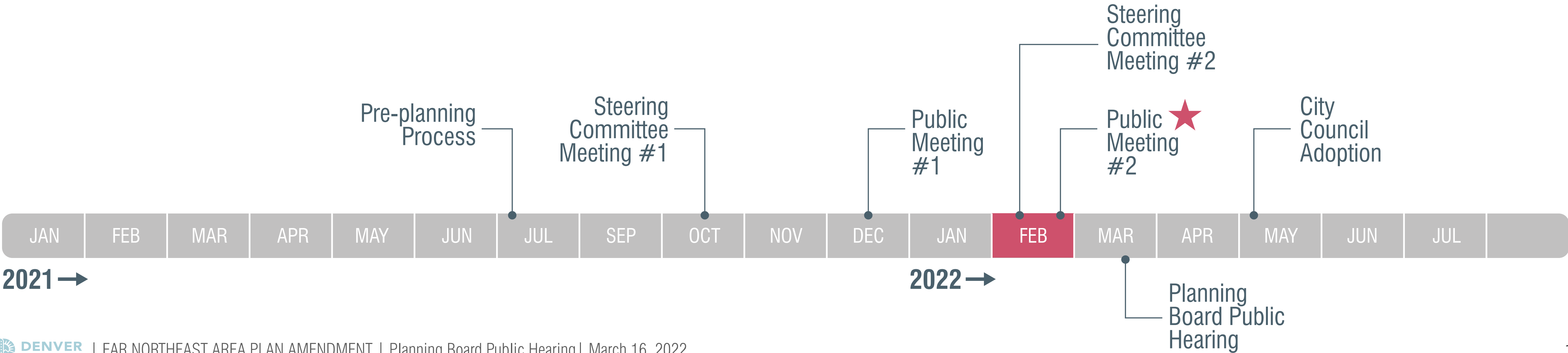
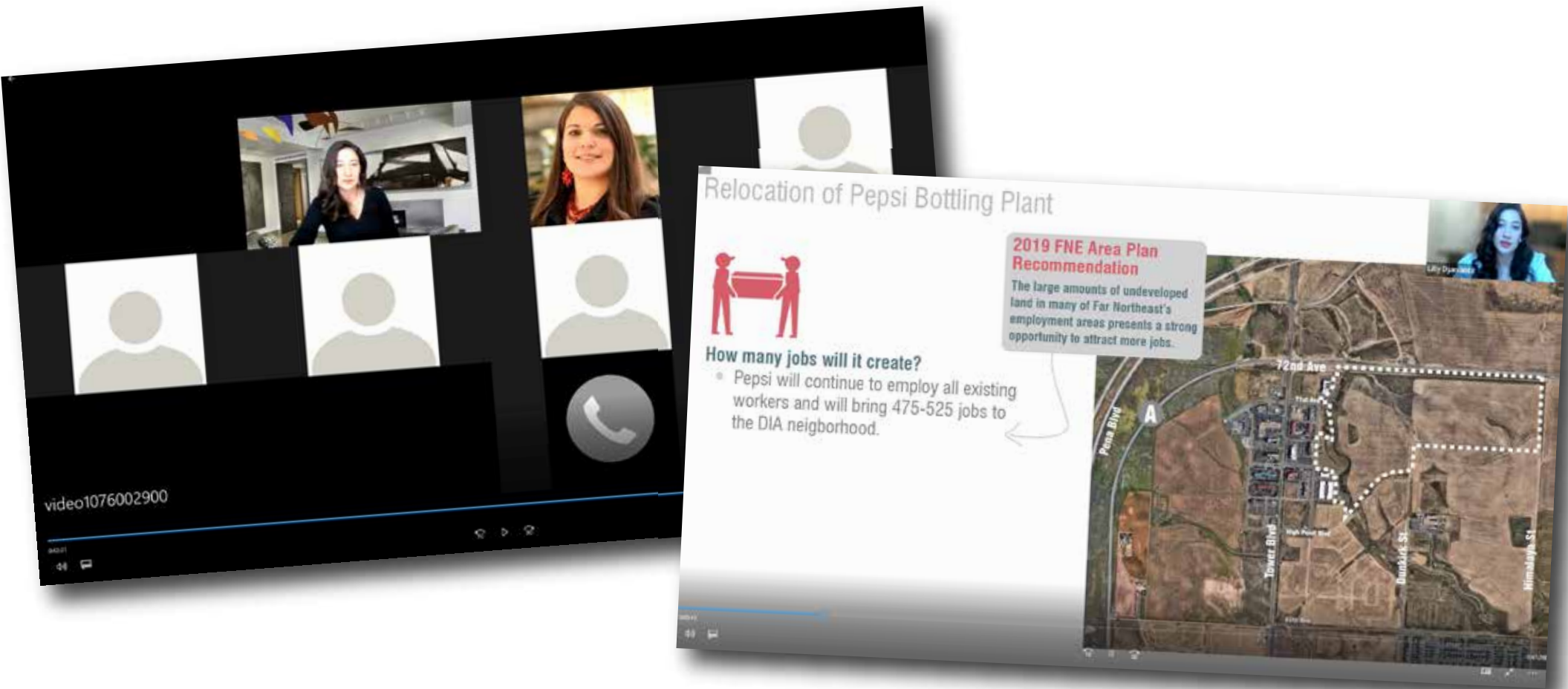
## Far Northeast Area Plan Amendment

When evaluating plans to be adopted as supplements to Comprehensive Plan 2040, the Denver Planning Board and City Council shall consider the following criteria:

1. An inclusive community process was used to develop the plan amendment.
2. The plan amendment is consistent with the vision, goals, and strategies of Comprehensive Plan 2040.
3. The plan amendment demonstrates a long-term view.

# 1. Inclusive Community Process

- 2 Steering Committee Meetings
- 2 Public Meetings
- Multiple coordination meetings with DOTI, CPD, DPR, DEDO, DEN, the Mayor’s office, and Councilwoman Gilmore’s office

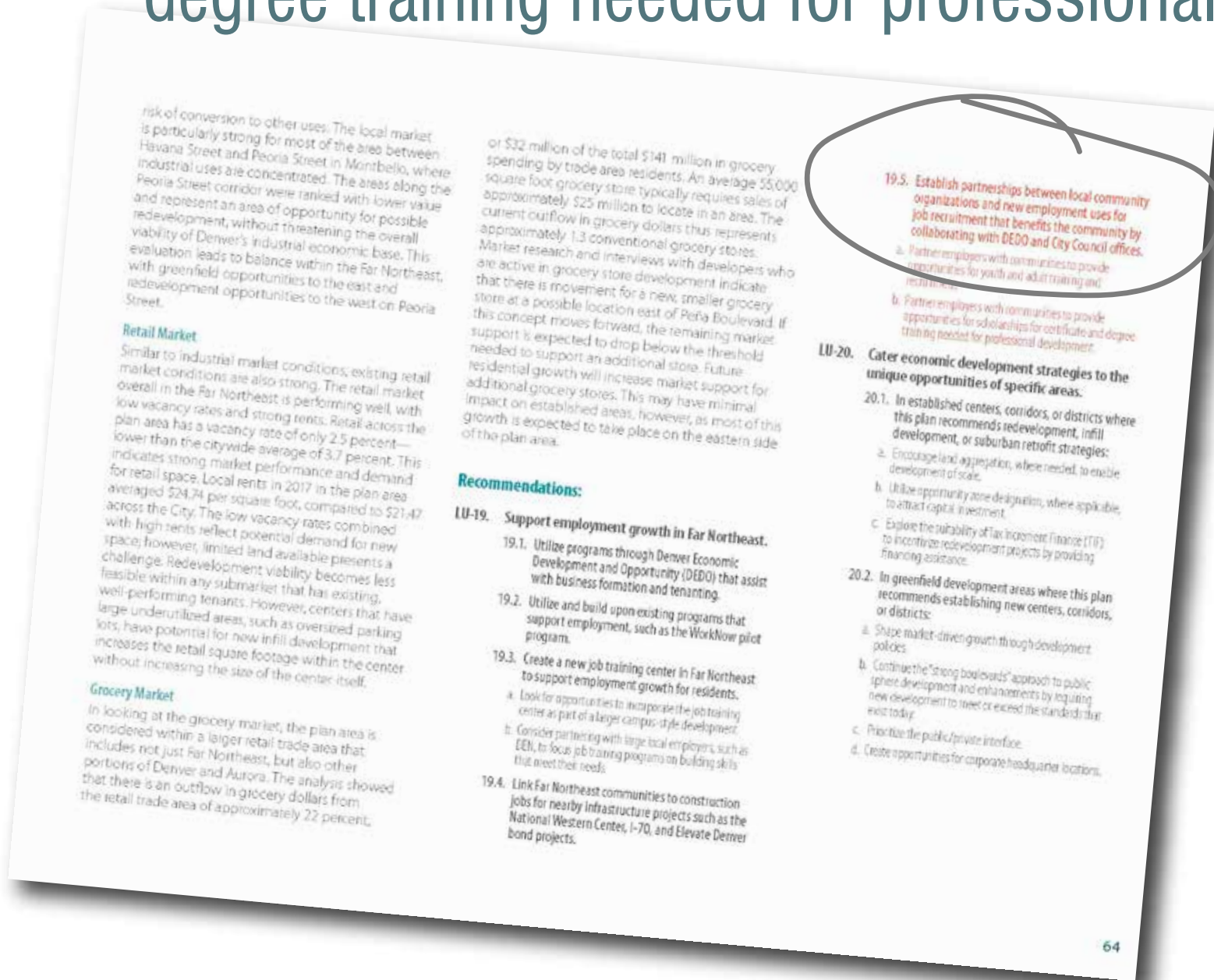


1 What we heard

- Develop a community engagement strategy between Pepsi Co. and local organizations, NGO, RNO's, community meetings, etc.
- CPC, DEDO, Councilwoman's Gilmore's office, and Pepsi Co, have been working together on identifying those opportunities



- 19.5. Establish partnerships between local community organizations and new employment uses for job recruitment that benefits the community by collaborating with DEDO and City Council offices.
- a. Partner employers with communities to provide opportunities for youth and adult training and recruitment.
  - b. Partner employers with communities to provide opportunities for scholarships for certificate and degree training needed for professional development.






2 What we heard


- How can the company support the use of public transportation where there's less of a need to drive?
  - Pepsi Co is looking to facilitate a shuttle to and from the 61st and Pena light rail stop.

4.3. Support last mile connections between large employment areas and light-rail stops.

MOBILITY




Transit stop amenities



Wayfinding signage

FAR NORTHEAST Area Plan | Plan Framework



ADA accessible routes

81

Transit Recommendations Continued

MOB-3. Develop capital investment corridors.

3.1. Capital investment corridors identified in the Denver Moves Transit Plan for the Far Northeast should be elevated to medium-capacity transit corridors. Medium-capacity routes identified in the Far Northeast are:

- a. Peoria Street from 56th Avenue to the RTD Peoria Commuter Rail Station.
- b. Tower Road from 72nd Avenue to East 40th/38th Avenues.
- c. 47th Avenue through Montbello, to Crown Boulevard, to 51st Avenue, to Green Valley Ranch Boulevard through to the City of Aurora.

3.2. Capital investment corridors should include:

- a. Transit stop amenities such as shelters, benches, lighting, trash receptacles, real-time route and schedule information and "mobility hubs" at major intersections.
- b. Design elements such as landscaping, trees, art, wayfinding, crime prevention techniques, green infrastructure and sustainable materials.
- c. Dedicated bus lanes and enhanced stops and stations.
- d. ADA accessibility improvements at stops and stations, and along the routes leading to transit.

MOB-4. Introduce new transit services and operational enhancements.

4.1. Introduce new transit services.

- a. Pilot additional transit services such as travel demand management, circulator shuttles, on-demand or hybrid bus services, and programs with Transportation Network Companies (TNCs) like Uber and Lyft.
- b. Prioritize connections with existing transit services/stops and stations, mobility hubs and mixed-use corridors and centers.
- c. Prioritize future routes along 56th Avenue, Tower Road, Peoria Street and Chambers Road.


4.2. Maintain and support enhancements to existing local bus service and route coverage.

- a. Connect local bus routes to high capacity services identified in the Denver Moves Transit Plan as "Transit Capital Investment Corridors." Priorities in the Far Northeast should be bus and rail services, improve station and stop amenities, and service improvements such as speed and reliability.
- b. Bus services should connect to existing and future centers, corridors and major employment areas.
- c. All transit services, existing or future, should have regular evaluations to ensure optimal service provision.

4.3. Support last mile connections between large employment areas and light-rail stops

4.4. Support efforts to develop a new commuter rail station at 72nd and Himalaya Streets.

- a. Identify funding sources for development and construction.
- b. Work with landowners, DEN Real Estate and RTD to identify the specific location for the station.
- c. Promote transit-oriented development through public-private partnerships with area landowners, DEN Real Estate and RTD.



Proposed Transit Facilities

City & County of Denver Boundary  
Park or Open Space  
Lake or Pond  
Stream, Creek or River

Existing Transit Station  
Proposed Future Transit Station  
Existing Bus Routes

Proposed Enhanced Bus Stops  
Proposed Transit Speed and Reliability Corridor  
Proposed Medium Capacity Transit Investment Corridor  
Proposed New Transit Route



# PUBLIC FEEDBACK

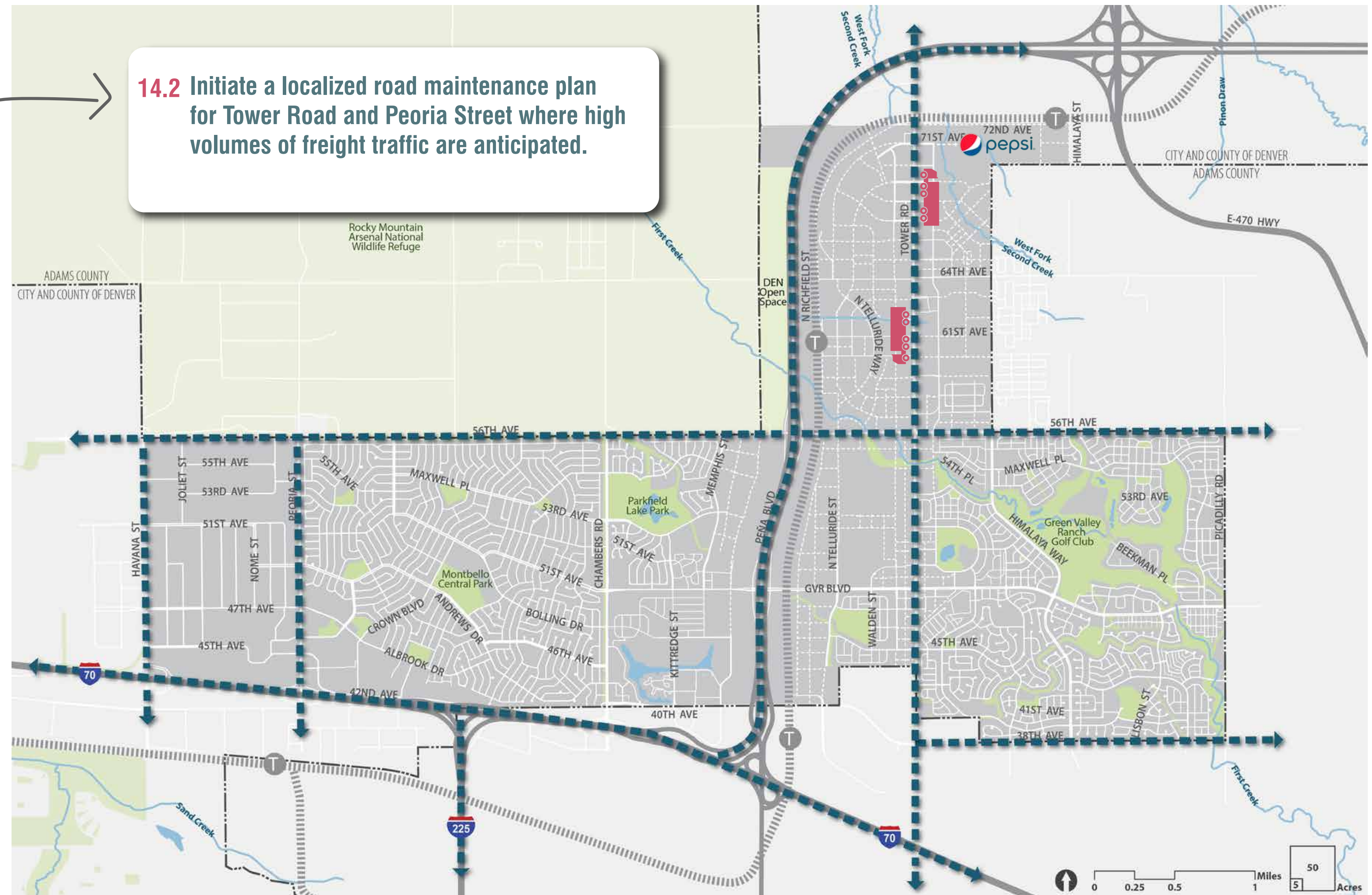
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## What we heard

- Freight traffic management and road maintenance
  - Continuing to explore freight traffic navigation options and upkeep of Tower Rd
  - Tower was designed to accommodate freight and higher volumes of traffic
- Pepsi Co's commitment to all Electric Freight by 2030



**14.2** Initiate a localized road maintenance plan for Tower Road and Peoria Street where high volumes of freight traffic are anticipated.



## PROPOSED AUTO AND GOODS PRIORITY ROUTES



- City & County of Denver Boundary
- Park or Open Space
- Lake or Pond
- Stream, Creek or River
- Auto and Goods Priority Route



# PUBLIC FEEDBACK

## 4 What we heard

- **Community Benefits**
  - Affordable Housing
  - Job Training



### EXISTING PLAN SUPPORT

**16.4.** Support the use of negotiated outcomes when rezoning Former Chapter 59 PUDs into the DZC if necessary to preserve community benefits of the existing PUD.

a. Ensure that community benefits are not lost when rezoning out of a PUD. Community benefits in Far Northeast include:

### 2022 GDP UPDATE

#### Community Benefits

- Open Space
- Trail Network
- Bridges and New Roadways



# 1. Inclusive Community Process

- Email Blasts
  - CPD
  - Councilwoman Gilmore's office
  - Rezoning notices
  - GDP Update notices
- FINDING: *The Far Northeast Area Plan Amendment* was developed through an inclusive public process.





# 2. Consistency with Comprehensive Plan 2040



Equitable, Affordable, & Inclusive

- 6 Goals, 11 Strategies



Strong & Authentic Neighborhoods

- 7 Goals, 16 Strategies



Connected, Safe, & Accessible

- 5 Goals, 11 Strategies



Economically Diverse & Vibrant

- 5 Goals, 10 Strategies



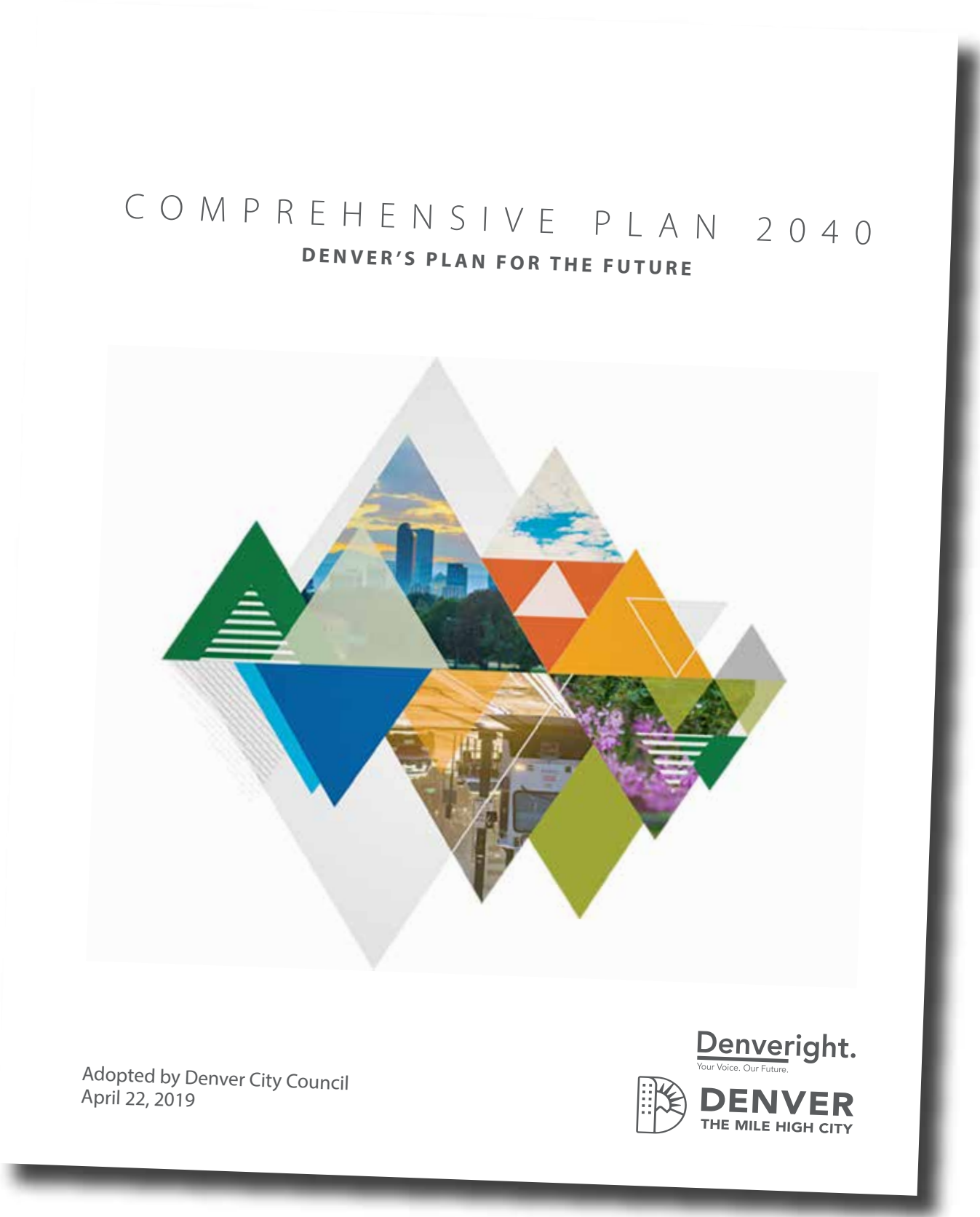
Environmentally Resilient

- 4 Goals, 9 Strategies



Healthy & Active

- 4 Goals, 10 Strategies



## 2. Consistency with Blueprint Denver



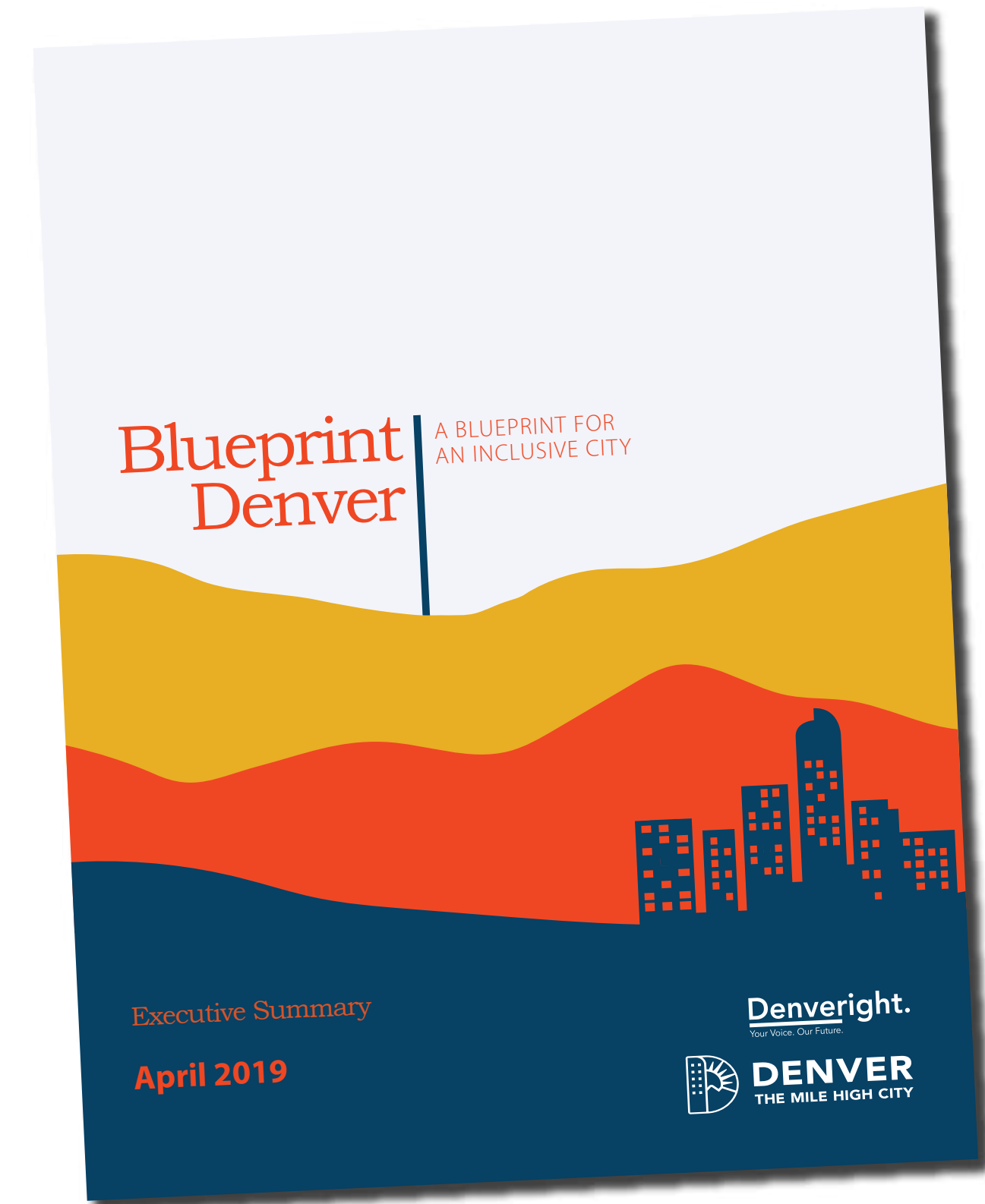
- Equitable, Land Use & Built Form (General)
  - 4 Policies, 6 Strategies
- Housing
  - 1 Policy, 2 Strategies
- Economic
  - 3 Policies, 9 Strategies
- Design Quality & Preservation
  - 4 Policies, 10 Strategies



- Mobility
  - 4 Policies, 12 Strategies



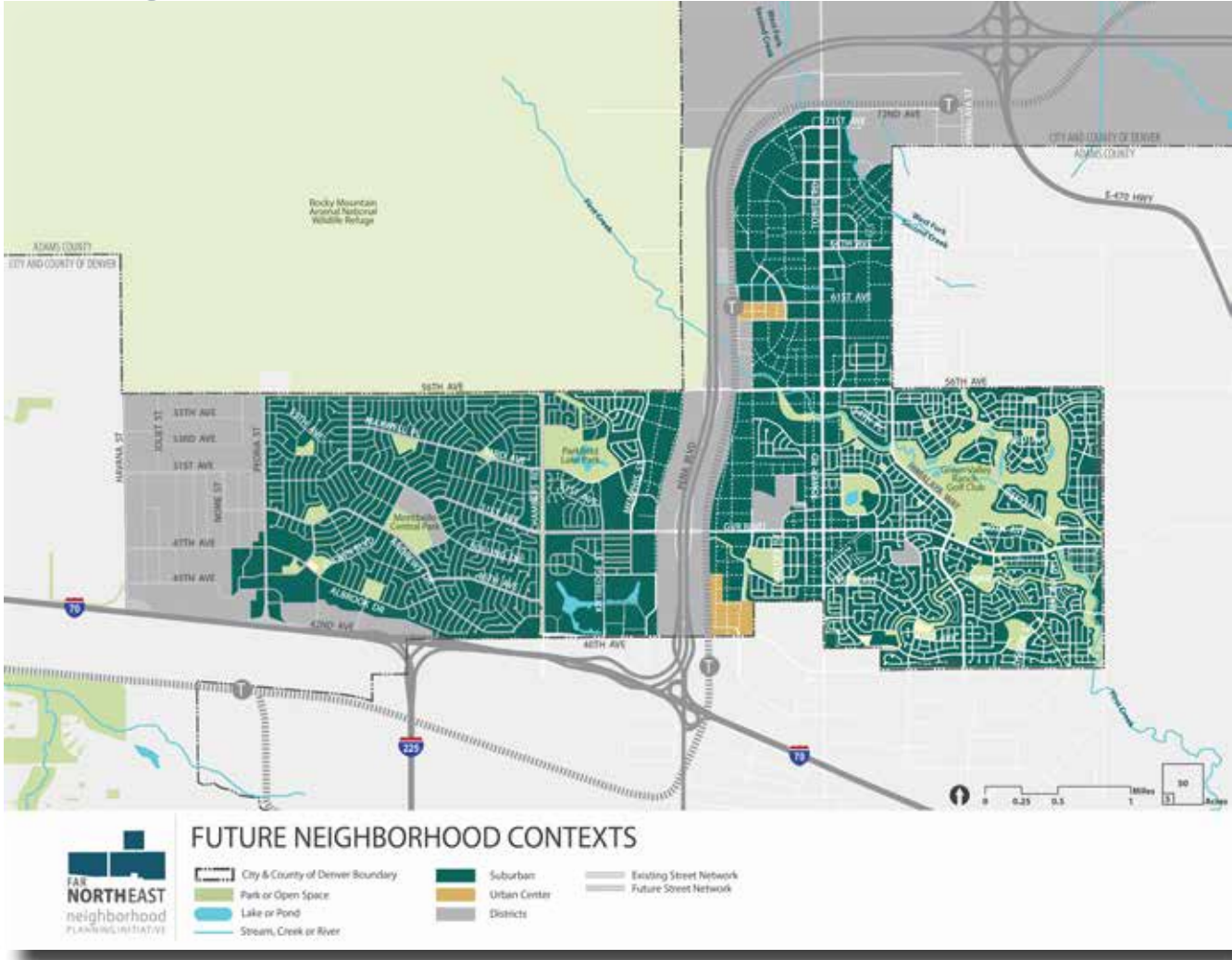
- Quality of Life Infrastructure
  - 6 Policies, 14 Strategies



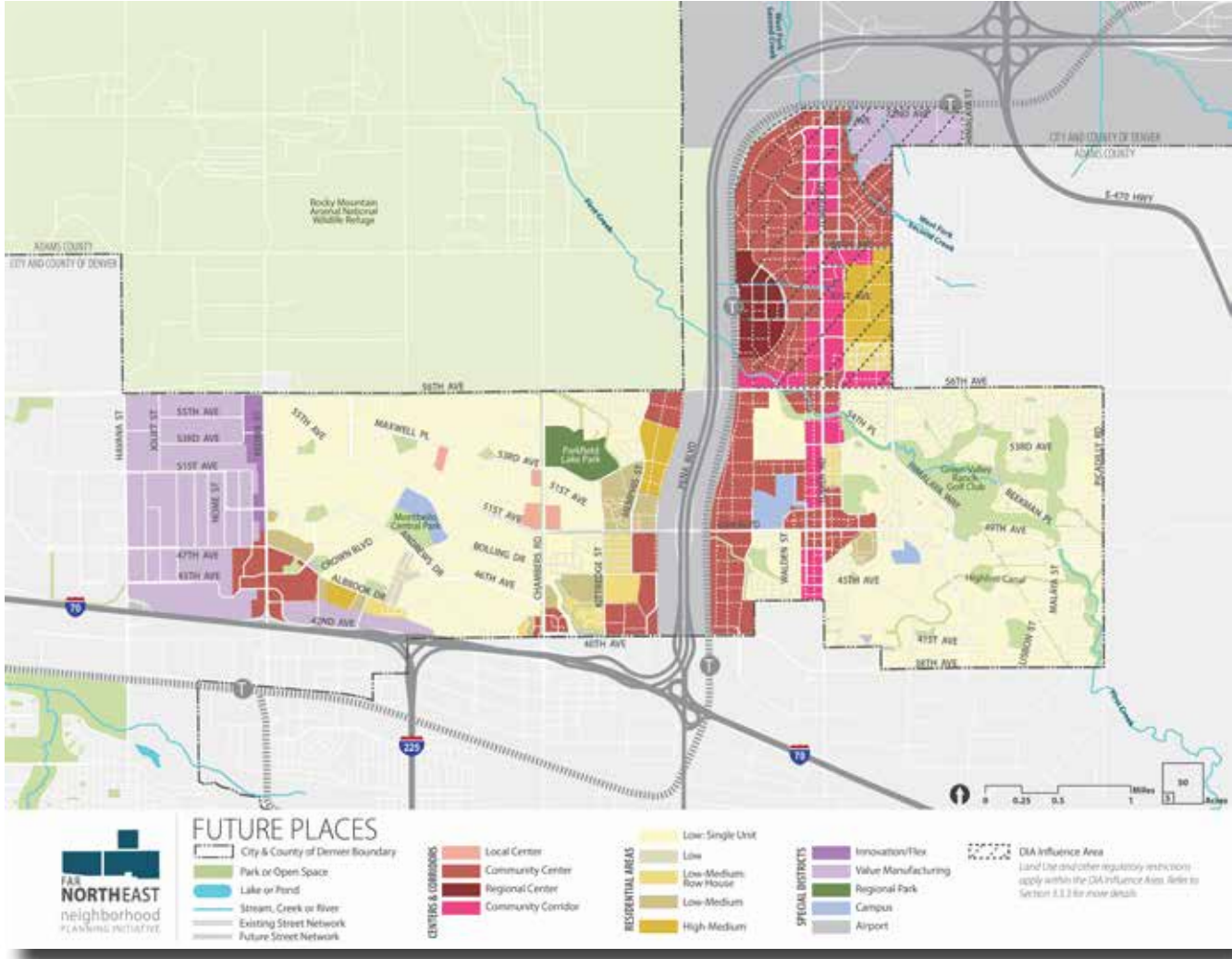


# 2. Consistency with Blueprint Denver

## Neighborhood Contexts



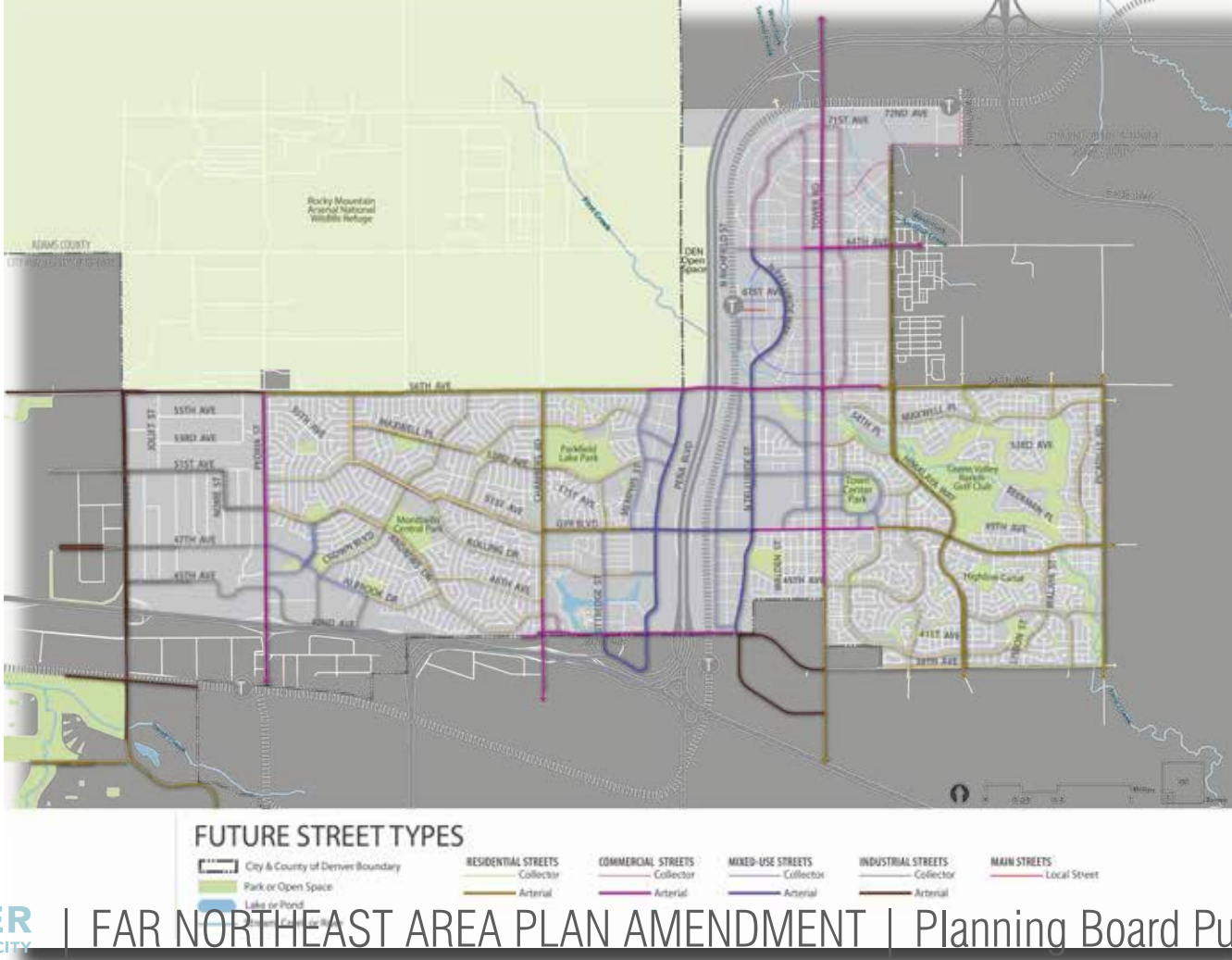
## Future Places



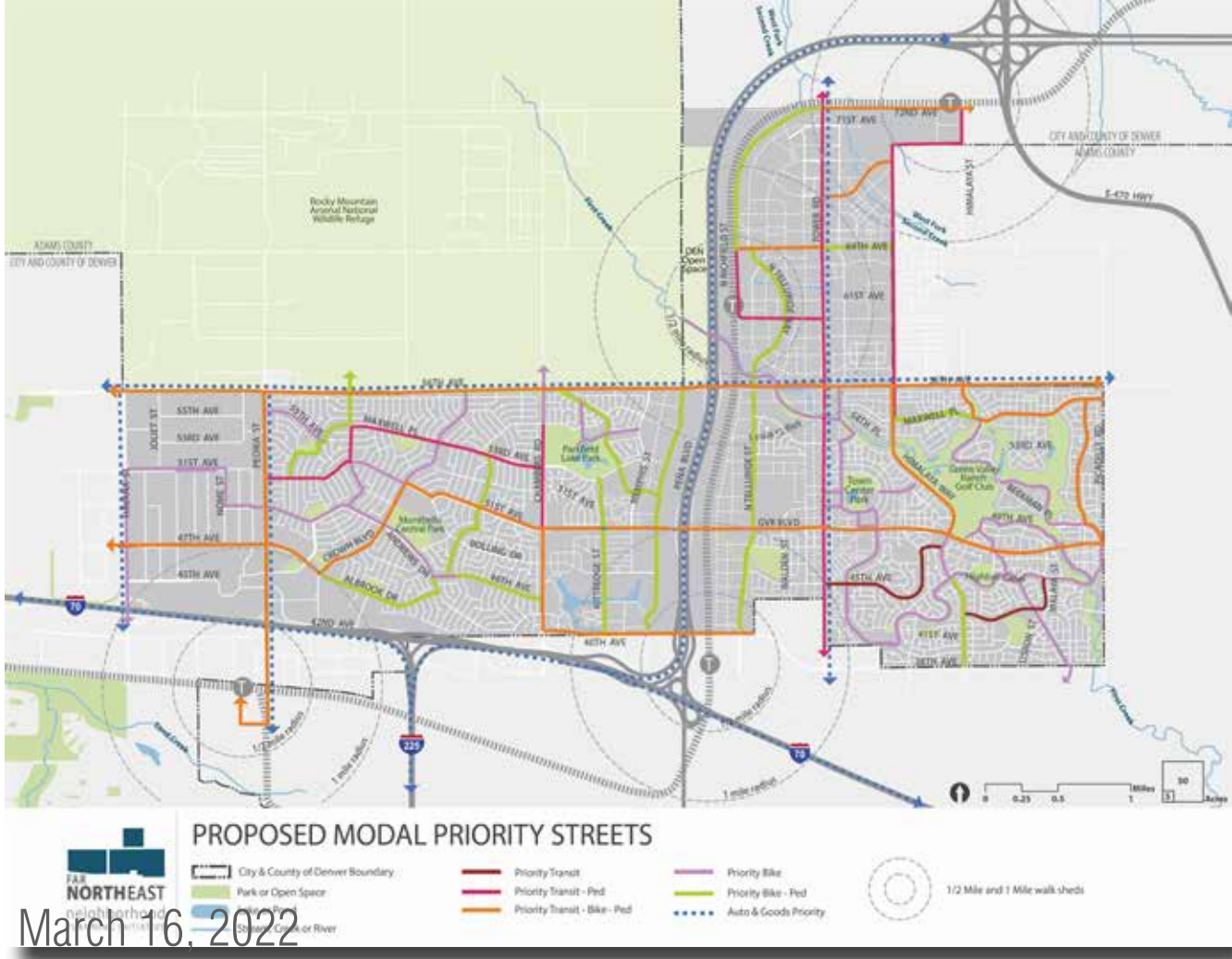
## Growth Strategy



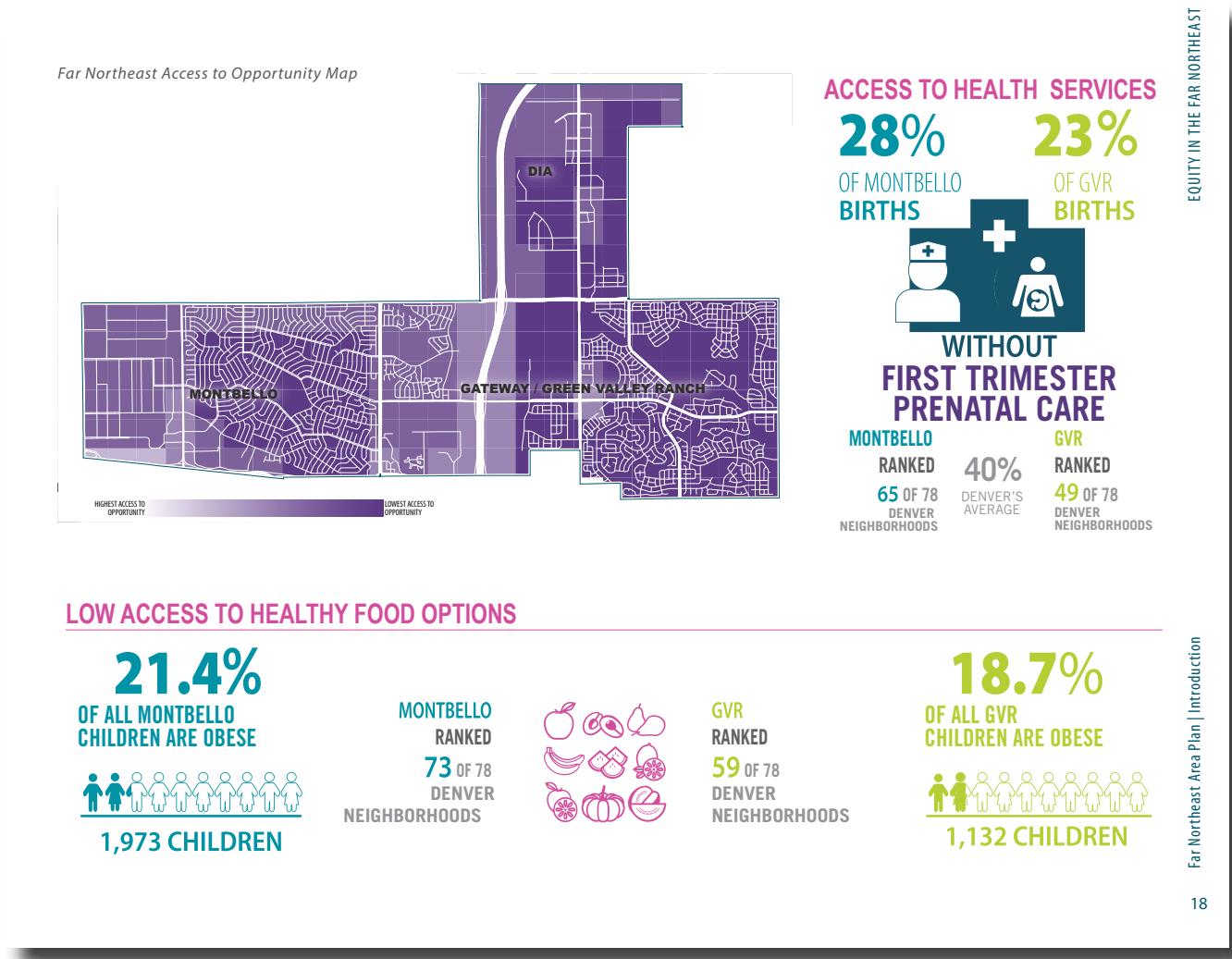
## Future Street Types



## Modal Priority



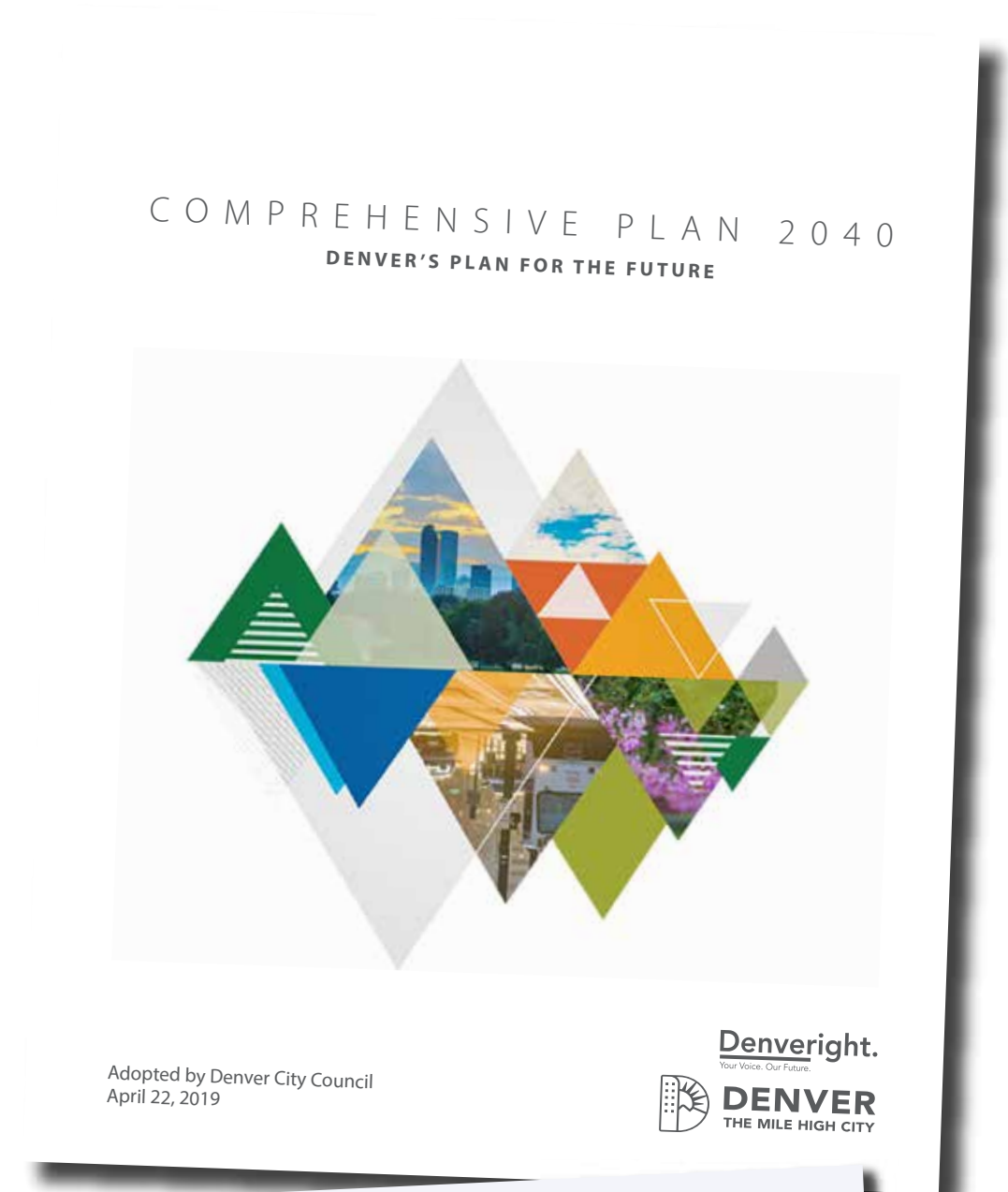
## Equitable Planning





## 2. PLAN CONSISTENCY

***Finding:*** The Far Northeast Area Plan Amendment is consistent with Comprehensive Plan 2040 and Blueprint Denver.



### 3. LONG-TERM VIEW

*The Far Northeast Area Plan Amendment builds upon the adopted 2019 Area Plan for maintaining the character and development patterns in established residential neighborhoods and light industrial areas, while directing a majority of growth to new centers and corridors in areas that are currently undeveloped. This vision will take many years to achieve.*

***Finding:*** *The Far Northeast Area Plan has an appropriate long-term perspective.*

# STAFF RECOMMENDATION

*The proposed plan was unanimously approved by the Denver Planning Board on March 16, 2022.*

*Approval with the condition that the document be edited for clarity and correctness.*