DENVER
THE MILE HIGH CITY

Proposed Denver Zoning Code
Text Amendment #7

Airport Influence Overlay District Revisions

04/25/16
City Council Public Hearing

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Purpose of Text Amendme

- Create more opportunities for housing to promote transit-oriented development near 61st & Peña Station
- Continue reasonable protections for residential development in this area, consistent with current zoning waivers and conditions

Spons

- Sponsored by Councilmember Stacie Gilmore, District 11

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Proces

mber 5, 2015	CPD presented summary of amendments to INC-ZAP.
ary 1, 2016	Draft posted to CPD website - Email notice to all RNOs and councilmembers.
ary 11, 2016	Council District Town Hall
ary 12, 2016	City meeting with property owners
ary 16, 2016	Public Notification sent for Planning Board public hearing. Notice emailed to all and councilmembers.
1, 2016	Public Notification sent for Neighborhoods and Planning Committee meeting. N emailed to all RNOs and councilmembers.
2, 2016	Planning Board public hearing
16, 2016	Neighborhoods and Planning Committee meeting
29, 2016	City Council 1st reading
4, 2016	Public Notification sent for City Council public hearing. Notice emailed to all RN and councilmembers.
25, 2016	City Council public hearing

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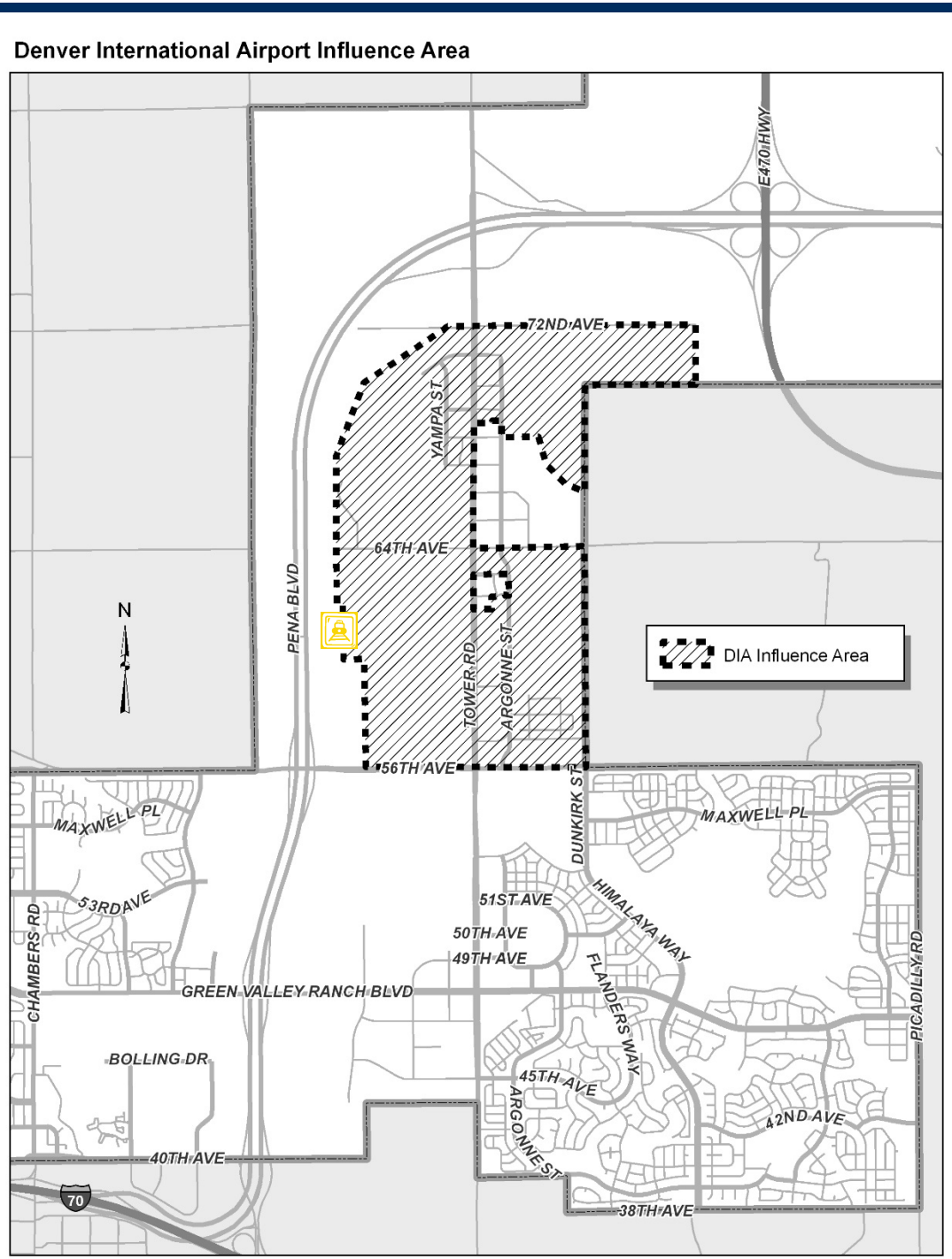
Location of A Dist



- Located north 56th Avenue, e of Peña Blvd.
- Currently of no effect because properties reta Former Chapt 59 zoning
- Applies when properties rez into the Denve Zoning Code

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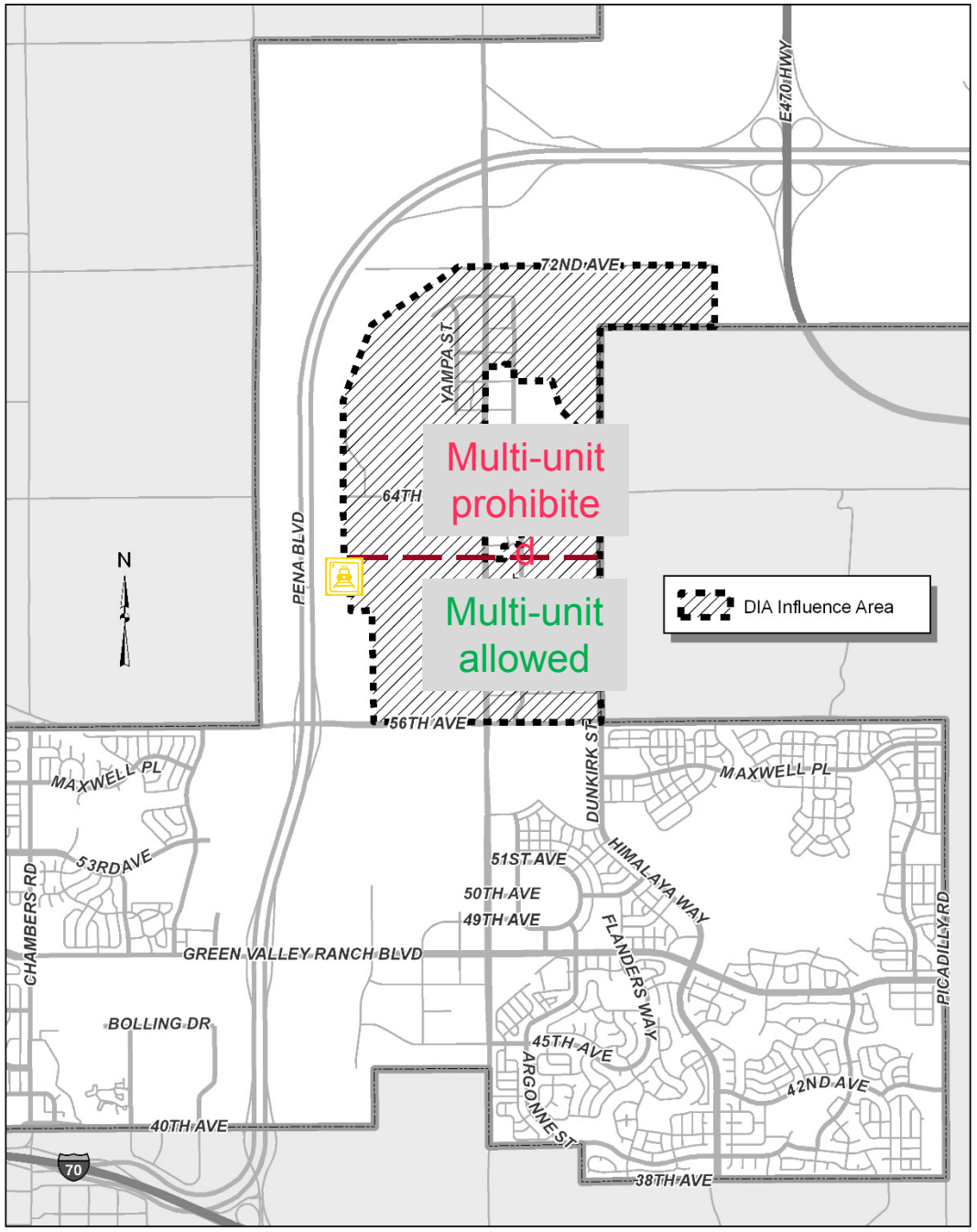
Summary
Current Dist

- Single & two-
  unit residenti
  is prohibited
  the entire AIC
  district
- Multi-unit
  residential ar
  similar uses a
  prohibited no
  of 62nd Avenu
- Avigation
  easements a
  required

Denver International Airport Influence Area



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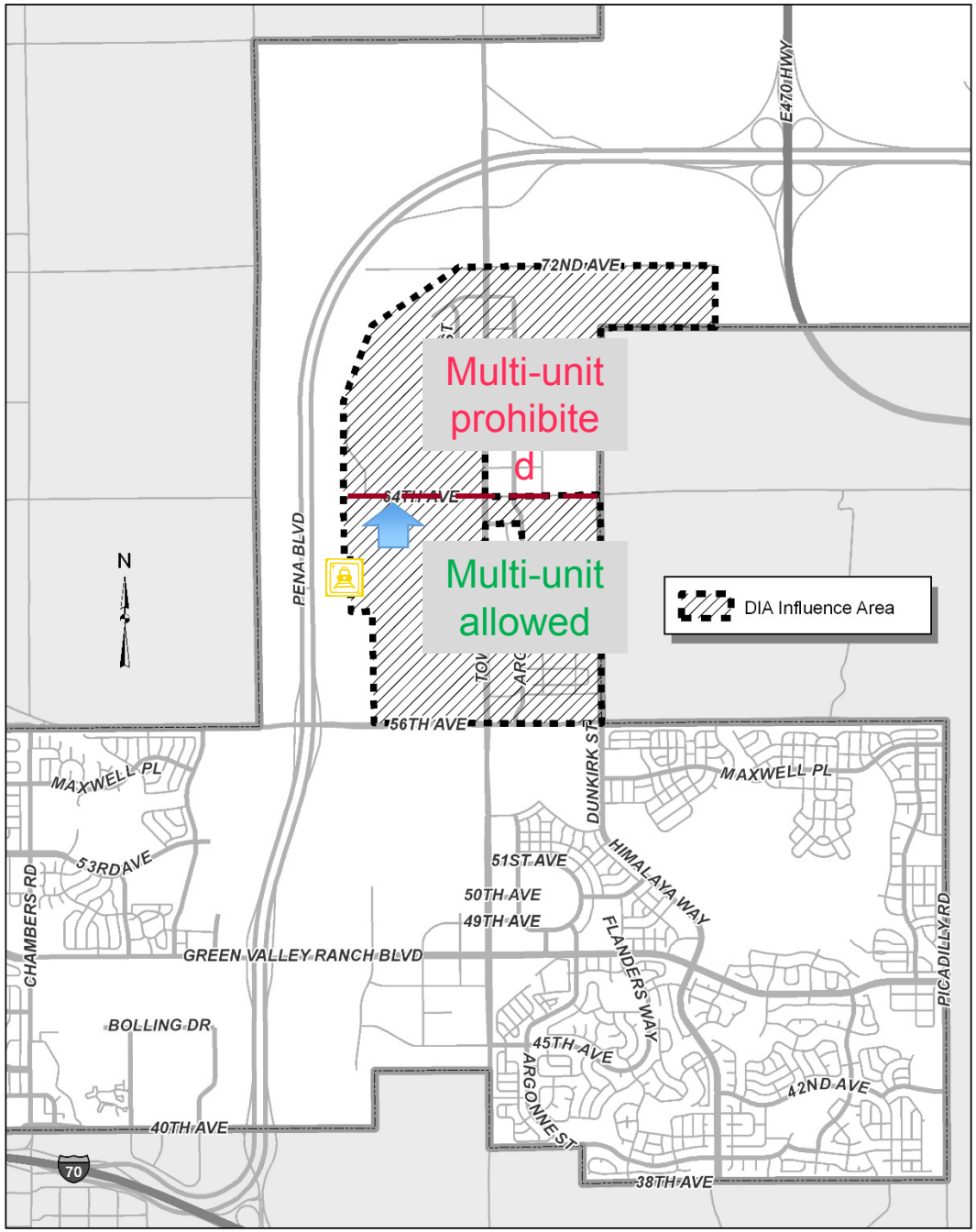
Proposed T
Amendm

Denver International Airport Influence Area



- Single & two-u residential is s prohibited (no change)
- Multi-unit residential wou be allowed between 62nd a 64th Avenues, adding 2 block north
- Avigation easements are required

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Other Provisio

- Cross-reference to D.R.M.C. Chapter 5, Airport and Aircraft
  - Amendment to require noise disclosure statement signing when property is sold
  - Consistent with current zoning
- Cross-reference to Building Code
  - Amendment proposed to require noise mitigation construction techniques consistent with national best practices in proximity to an airport
  - Consistent with current zoning

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Denver Zoning Code (DZC) Review Criteria

DZC Map Amendment Review Criteria:

1. Consistency with Adopted Plans
   - Comprehensive Plan 2000
   - Blueprint Denver: A Land Use and Transportation Plan (2002)
   - 61st & Peña Station Area Plan (2014)
   - Gateway Concept Plan (1990)
2. Uniformity of District Regulations
3. Further Public Health, Safety and Welfare

Conserve land by:

- Designing mixed-use communities and reducing sprawl, so that residents can live, work and play within their own neighborhoods.
- Creating more density at transit nodes.

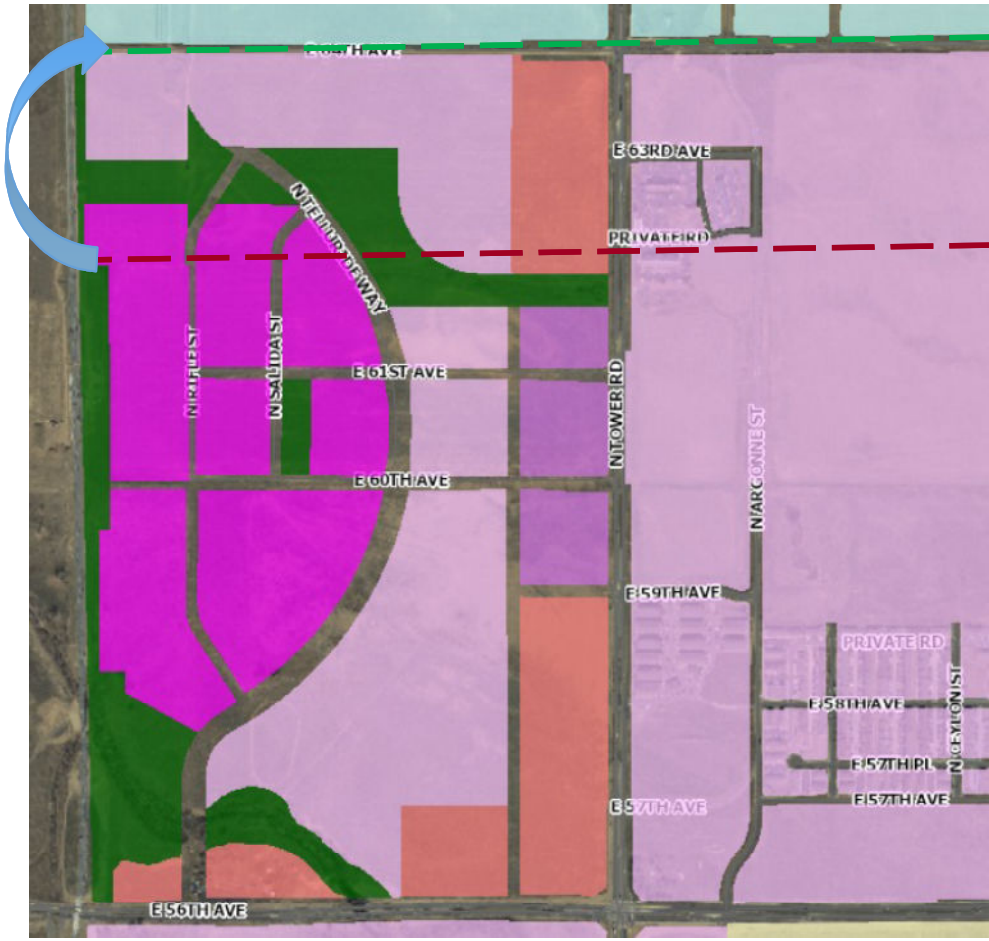
Encourage mixed-use, transit-oriented development that makes effective use of existing transportation infrastructure, supports transit stations, increases transit patronage, reduces impact on the environment, and encourages vibrant urban centers and neighborhoods.

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.

e proposed text amendment is consistent.

and Use Concepts

- In the area where multi-unit residential would be allowed between 62nd and 64th: Mixed use, Open Space, Commercial Corridor, and TOD
- North of 64th where AIO still prohibits all residential: Employment
- South of 56th where AIO does not apply: Single Family Residential and Mixed Use



ntire Area is Area of Change

verlay “zoning can apply to areas where there are similar
bjectives but where the base zoning varies”

he proposed text amendment is consistent with Blueprint Denve

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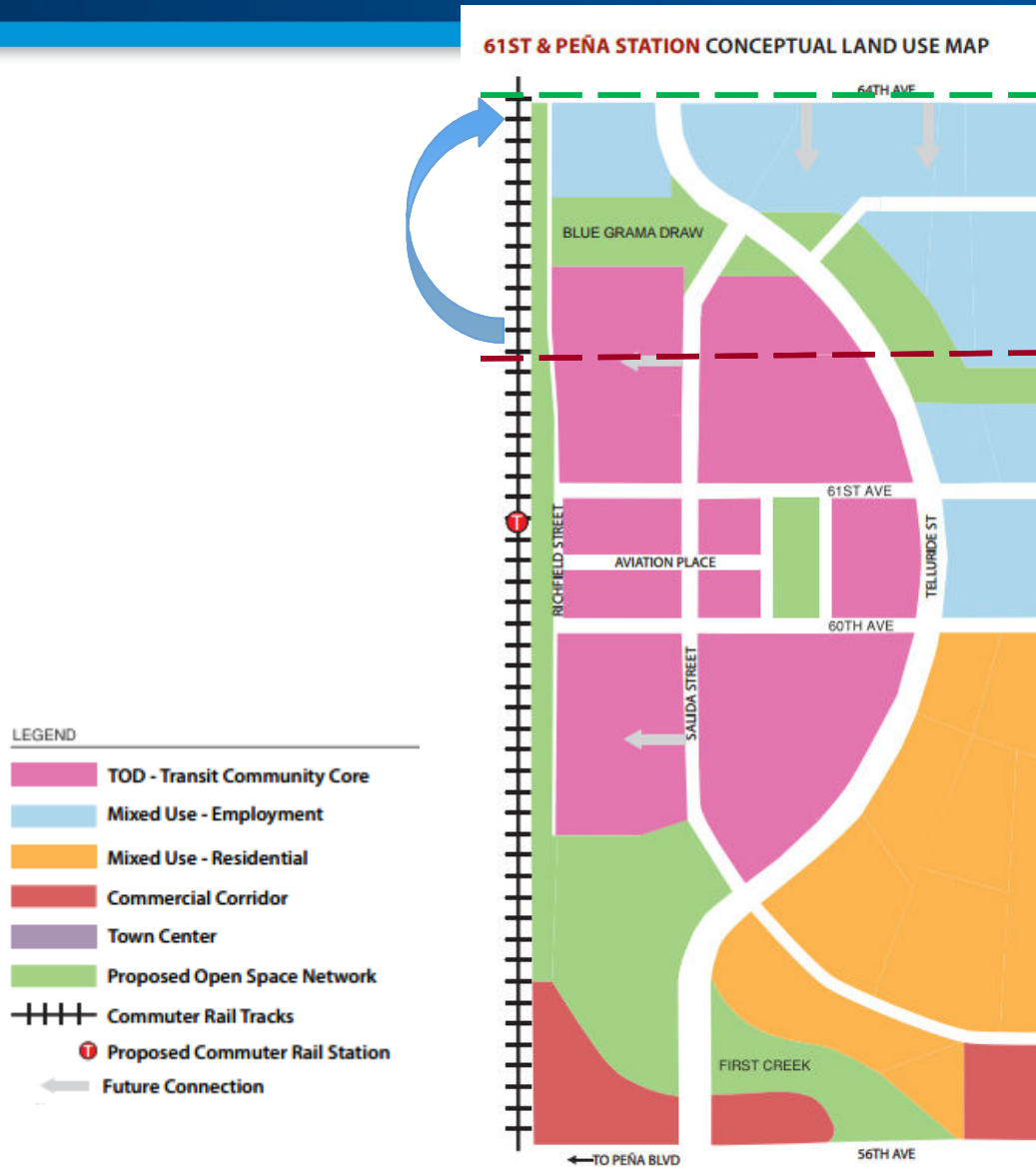
61st & Peña Statio
Area Plan (201

To fully capitalize on the location
fficiency of the rail station,
evelopment near the station area
hould strive to be built at commercial
ntensities and residential densities
hat **support transit use**."
Land use types in the station area
hould generally allow for a mix of
ses. Mixed-use areas may have a
izable employment base as well as
igher density housing."



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61st & Peña Statio
Area Plan (201

ngle Unit Residential under the st & Peña Plan

- Plan has some language that accommodates single unit dwellings, but it does not specifically recommend them
- Allows for single unit residential in Mixed Use- Residential area only (in area not affected by this amendment)
- Intent of Mixed Use- Residential category can be met with or without single unit residential uses

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61st & Peña Statio
Area Plan (201

tudies have shown that residents living near rail stations are 5 to 6 times more likely to
mmute by rail. Additional research indicates that areas within a quarter-mile of a station th
ave strong transit ridership typically have a combination of **minimum residential densities**
ound 30 units per acre or more."

ncourage a **diversity of housing** sizes and types that will attract a mix of family, single
sidents, single-family households, and empty nesters. Support a diversity of unit sizes,
nfigurations and price points, and include housing opportunities that are priced to attract
eople who work in the area, at DIA and at other transit-oriented employment destinations."

ext amendment is consistent with these Station Area Plan recommendations.

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Gateway Concept Plan (199

The Gateway area should be a QUIET place to live. Residential developme
hould only be allowed outside and away from airport noise impact areas."
mportantly, no residential development will be permitted north of 65th
venue… This area is generally not appropriate for residential development
ecause it will be open to a broader array of businesses (including many wit
igh truck usage), and because it may be subject to noise from the new
irport."

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Gateway Concept Plan (199

"The Gateway Office is very cognizant of the serious problems caused in the past
noise at Stapleton International Airport, where complaints have been heard from
people living in Montbello and other areas some distance away."
"Measuring the possible impacts of noise is a complicated task that depends on
noise levels, frequency, duration, time of day and year, and the person being
affected. For the reasons noted above, the plan does not allow residential
development north of 65th Avenue… The history of older airports often includes
creeping encroachment by incompatible residential uses. That must be actively
discouraged around the new airport, which has been carefully sited to avoid such
problems."

text amendment is consistent with these plan recommendations.

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Denver Zoning Code (DZC) Review Criteria

DZC Map Amendment Review Criteria:

1. Consistency with Adopted Plans

- Consistent with Comprehensive Plan 2000, Blueprint Denver, 61st & Peña Station Area Plan, and Gateway Concept Plan

2. Uniformity of District Regulations

- Results in uniform regulations applicable to all new development within land mapped AIO

3. Further Public Health, Safety and Welfare

- Enables multi-unit residential while protecting airport operations, as identified in adopted plans

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Planning Board Recommendatio

Public Hearing March 2, 2016

Recommendation: **approval** (9 in favor and 0 against)

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Staff Recommendatio

Staff recommends that Denver Zoning Code Text Amendment #7 be **approved**, finding that the applicable review criteria have been met.