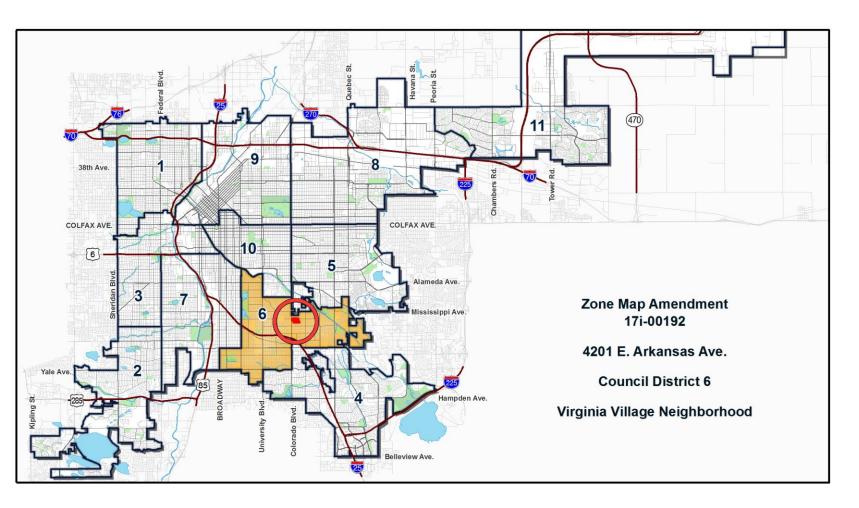
4201 E. Arkansas Ave

Existing Zone District: CMP-EI2 and S-MX-5 UO-1, UO-2 Proposed Zone District: S-MX-8 UO-2, S-MX-8, S-MX-5, S-MX-3, S-MU-3



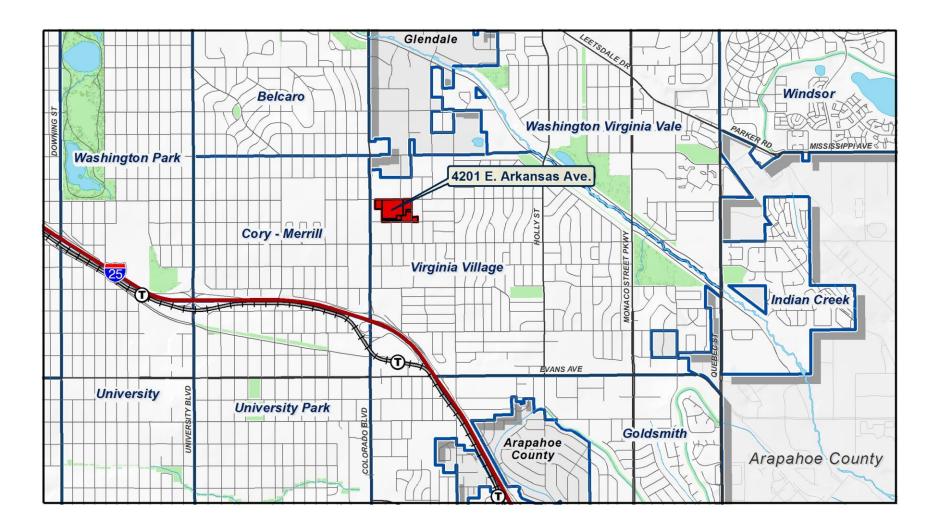
Council District 6





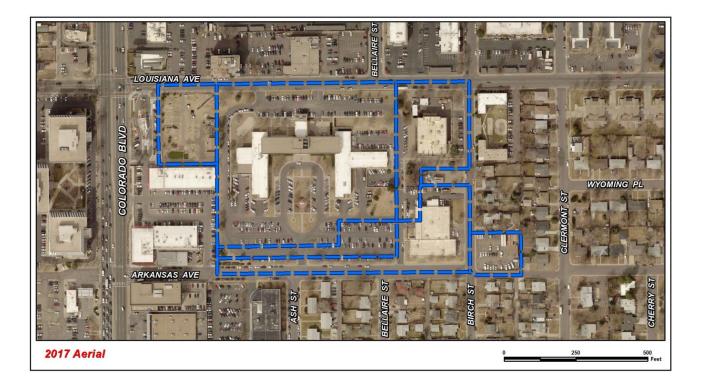
Neighborhood

• Virginia Village





Summary



4201 E. Arkansas Ave.

- Includes 4040 E. Louisiana Ave. and 1380 S. Birch St.
- Approx. 13.5 acres
- Former headquarters of Colorado Department of Transportation (CDOT)
- Three 1- to 4-story office structures currently on site



Request



<u>Suburban Neighborhood Context, Mixed-Use</u> District, range of heights:

- S-MX-8 UO-2
- S-MX-8
- S-MX-5
- S-MX-3

<u>Suburban Neighborhood Context, Multi-Unit</u> District:

• S-MU-3



Project Details

- City-brokered transaction
- Purchase and Sale Agreement approved by City Council late 2017
- Stated Goals:
 - \circ 150 units of affordable housing
 - o 150,000 square feet of commercial space
 - Employment opportunities





Development Agreement

- Proposed as alternative to General Development Plan
- Approved in late October
- 150 units of affordable housing onsite
- Provide open space on a minimum of 10% of the property (per GDP standards)
- Traffic and transportation commitments (e.g. traffic study, on- and off-site infrastructure improvements with development; transportation demand management)
- Requires Drainage Master Plan, Open Space Plan
- Construction Manager as single point-of-contact
- Public Meeting to present drainage, open space and concept site plans; traffic study



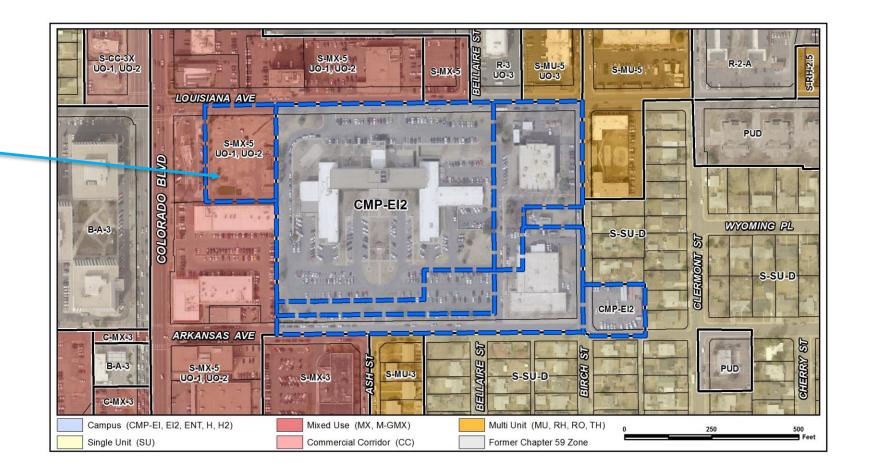
Existing Context: Zoning

Current zoning of site:

- CMP-EI2
- S-MX-5 UO-1, UO-2 (NW parcel) -

Surrounding Zoning

- S-MX-5
- S-MU-5
- S-MU-3
- R-3
- S-SU-D





Existing Zoning: CMP-EI2 (Campus-Education/Institution)

- Intended for education, institution or office campus
- Permits Residential, Office, Eating & Drinking uses

 Prohibits retail sales
- Max Height: 150 feet (12 stories)
 - 75 feet within 175 feet of a Protected District (such as SU)
 - Bulk Plane limits height along a 45-degree plane beginning from 10 feet above street midpoint
- Setbacks:
 - Primary Street: 20 feet
 - Comparison: 0' in proposed S-MX- & 10' in S-MU-
 - Side Street and Side Interior: 7.5 feet
 - Comparison: 5 in proposed S-MU-; 10' in S-MX-
- Parking:
 - \circ .75/unit (residential)
 - Comparison: 1.25/unit in proposed S-MU; S-MX zones



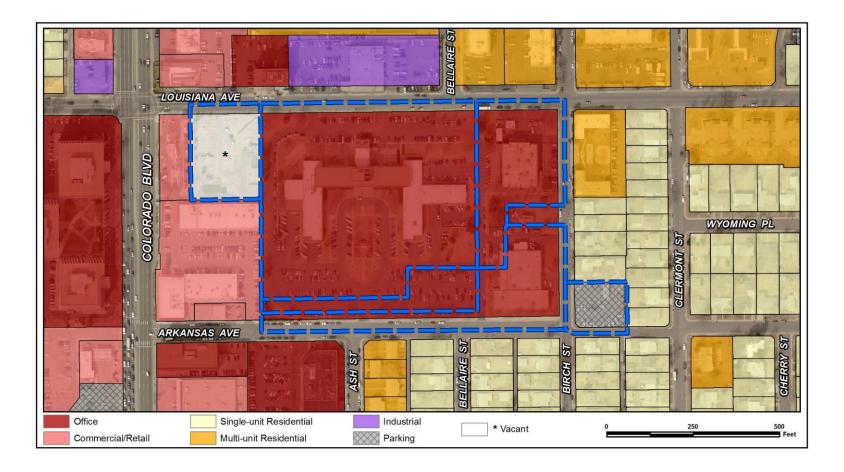
Existing Context: Land Use

Site:

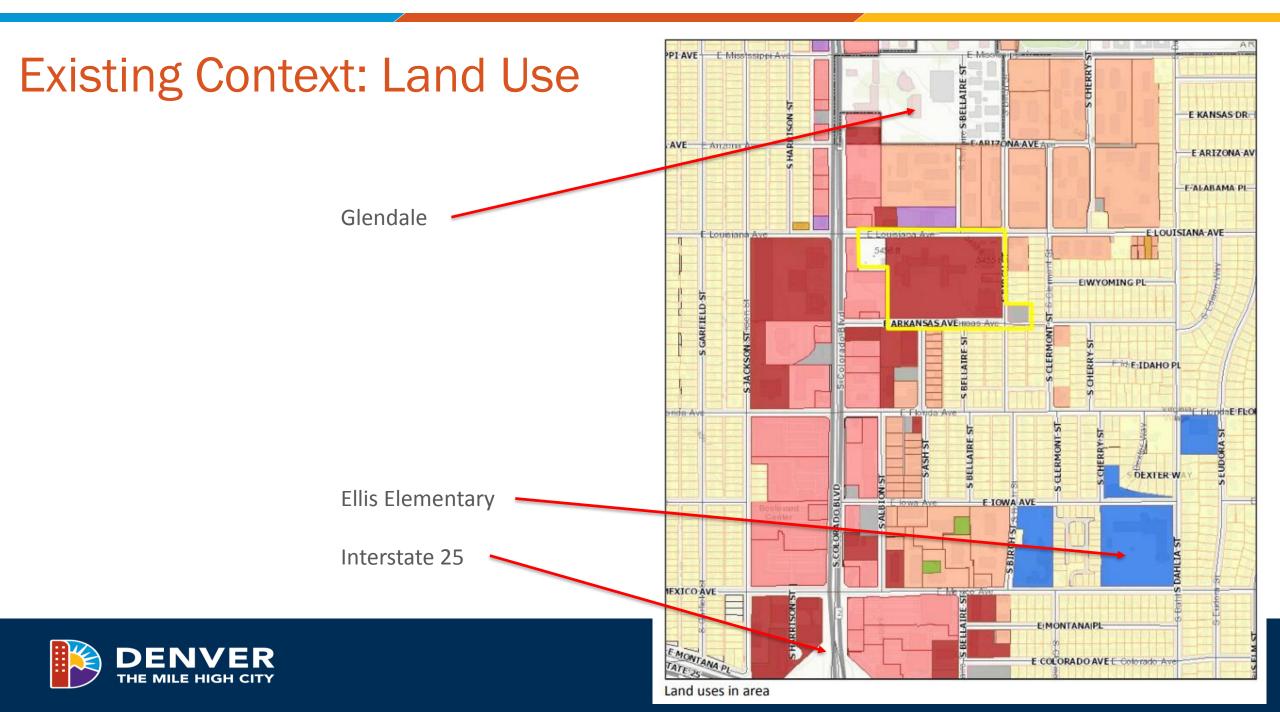
- Office (Vacant, formerly CDOT Headquarters)
- Vacant (NW Parcel, used for water quality training)

Surrounding:

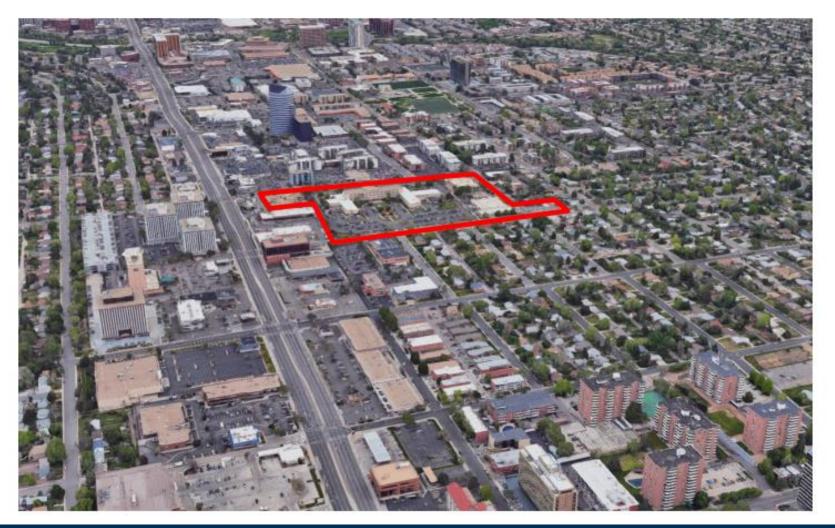
- Office
- Commercial
- Multi-Unit Residential
- Industrial (auto body repair)
- Multi-unit residential
- Single-unit residential







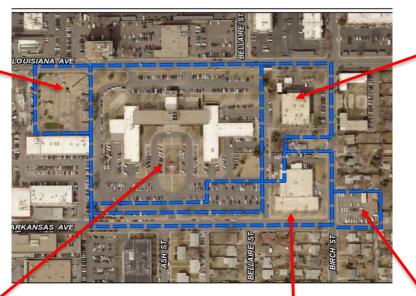
Existing Context: Block Size, Building Form and Scale





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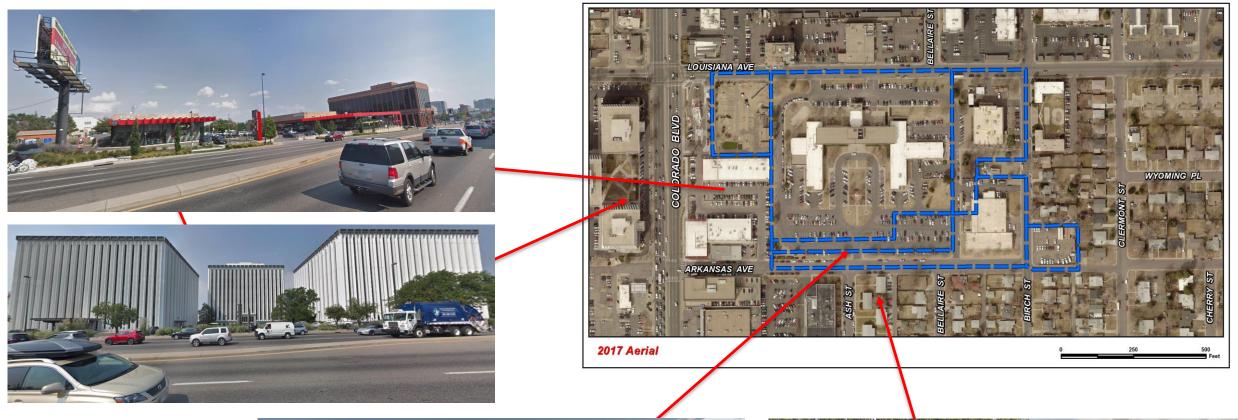


















Proposal: S-MU-3

Suburban Neighborhood Context, <u>M</u>ulti-<u>U</u>nit Use, maximum height of 3 stories.

Article 3. Suburban Neighborhood Contes Division 3.1 Neighborhood Context Descriptic

Division 3.2 D	
2.5. 5-1	N 3.2.2 RESIDENTIAL DISTRICTS (S-SU WU-3, 5, 8, 12, 20)
3.2.2.1	General Purpose A The intent of the Residential districts is to promote multi-unit districts, but not to such an extent as to of the residential neighborhood. B. The building form standards, design standards, if evidential areas. The standards of the single ur ong to two story suburban houses where the wi- and access is provided by formt-loaded garages low creating generous schedec and yard space districts promote existing and future patterned districts patterned districts patterned districts patterned districts patterned districts patterned districts pat

- mon open space and parking areas These standards recognize common resi ood Context but accommodate variation
- ons provide certainty to pr the limits of what is allowed in a resideinforce desired development patter
- These Residential districts capture a to late 1900s.
- 3.2.2.2 Specific Intent
- A. Single Unit A (S-SU-A) S-SU-A is a single unit district allow square feet. This district requires th urban Neighborhood Context. Acce
- B. Single Unit D (S-SU-D) S-SU-D is a single unit district a square feet.
- C. Single Unit F (S-SU-F) S-SU-F is a single unit district a square feet.
- D. Single Unit Fx (S-SU-Fx) S-SU-Fx is a single unit distri 8,500 square feet. The prim more limitations on home o
- E. Single Unit F1 (S-SU-F1) -SU-F1 is a single unit di
- 8,500 square feet. Tandem lots that are at least 150 fe





SECTION 3.1.1 GENERAL CHARACTER

The Suburban Neighborhood Context is characterized by single-unit and multi-unit residential, commercial The Suburban Negaborhood Lontext is characterized by single-unit and murp-unit residential, commercial strips and centers, and office parks. Single-unit residential consists typically of the Suburban House building sarays and ventors, and only parks. Single-unit resonantial consists typically in the should not noise building form with street-facing garages. Multi-unit building forms are typically separated from single-unit residential and another of the typical street and the street street and the street street street street street street street norm with street-tacing garages. Must-unit onnong norms are typicany separated irom single-unit residential and consist of Row House and occasional mid- and high-rise Apartment building forms. Commercial buildings and consist or now mouse and occasionar mus- mu mgn-rise apartment outlong of time. Commercial outlong are typically separated from residential and consist of Shopfront and General forms. Single-unit residential are typically separated from residential and commercial articral stores. Sugge-turn resources uses are primarily located away from residential and commercial arterial streets. Multi-unit residential and

SECTION 3.1.2 STREET AND BLOCK PATTERNS

The suburban Neighborhood Context consists of an irregular pattern of block shapes surrounded by curvilin-The suburban registroomood context consists or an inregular pattern or notice subpressurrounnee by curving ear streets within a modified or non-existent grid, with cul-de-sace and typically no alleys. Block shapes and ear streves wonn a mounteu or non-existent gras, whit tur-ut-sacs mu (ypstanty to ancys, tooks anapes and sizes vary. The typical block pattern includes attached sidewalks (though sidewalks may be detached or nonsizes vary : the typical block patient in incluses attained sub-waiks timough succeases may be dealed existent), street and surface parking, and generous landscaping between the street and buildings. SECTION 3.1.3 BUILDING PLACEMENT AND LOCATION

Single- unit residential buildings typically have consistent, deep from setbacks and varying side setbacks and building orientation. Multi-unit residential buildings typically have deep front setbacks and wide side ana ounsing or remained. synth-own resources of providing typically more used in a sense and wave size setsacks. Commercial buildings may have varying orientation and typically have deep front and side setbacks

SECTION 3.1.4 BUILDING HEIGHT

The Suburban Neighborhood Context is characterized by low scale buildings except for some mid- and high-The suburban regionermous context is characteristic by new scale variables concept for a rise multi-unit residential and commercial structures, particularly along arterial streets.

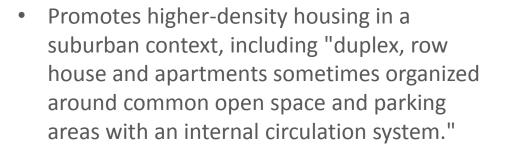
SECTION 3.1.5 MOBILITY

The Suburban Neighborhood Context has a higher reliance on the automobile with some access to pedestrian

3.1-1

DENVER ZONING CODE DENVER 20







3.2-2

Proposal: S-MX-3, 5 and 8

Suburban Neighborhood Context, Mixed-Use, maximum height of 3, 5 and 8 stories.

3.1-1



and around the city's neighborhoods. B. The Mixed Use districts are appropriate along corride

- The building form standards of the Mixed Use zone di presence and provision of adequate parking through b
- presence and provision or accelerate particing moving the right-of-way. sistent with the variety of mixed use developm D. The Mixed Use zone district standards are also inte
- utes positively to established residential neighborh tion between commercial development and adjace
- 3.2.4.2 Specific Intent
 - A. Mixed Use 2 (S-MX-2) S-MX-2 applies to areas or intersections served building scale of 1 to 2 stories is desired.

B. Mixed Use – 2x (S-MX-2x) S-MX-2x applies to small sites served primar or proposed neighborhood. These are typica uilding forms and low intensity uses.

- C. Mixed Use 2A (S-MX-2A) -MX-2A applies to areas or intersections building scale of 1 to 2 stories is desired. while supporting a consistent pattern of b street front. Sites are limited to low intenencourage a more pedestrian-oriented en
- Mixed Use 3 (S-MX-3) S-MX-3 applies to areas or interse building scale of 1 to 3 stories is desired
- E. Mixed Use 3A (S-MX-3A) S-MX-3A applies to areas or inters building scale of 1 to 3 stories is desir while supporting a consistent patter street front. Sites are limited to the oriented environment.
- Mixed Use 5 (S-MX-5) S-MX-5 applies to areas or in a building scale of 1 to 5 stories is
- G. Mixed Use 5A (S-MX-5A) MX-5A applies to areas or int a building scale of 1 to 5 storie

DENVER ZONING CODE



SECTION 3.1.1 GENERAL CHARACTER The Suburban Neighbo

ood Context is characterized by single-unit and multi-unit residential, come a ne suburban registionnoise context is characterized by single-dut and nutri-utilit testotential, commercial strips and centers, and office parks. Single-unit residential consists typically of the Suburban House building strips and centers, and onice parks, angle-tim resummar consists typicany us an substantian stokes common form with street-facing garages. Multi-unit building forms are typically separated from single-unit resident torm winn strees-tacing garages. Munt-unit containg torms are typicany separated from single-unit restriction and consist of Row House and occasional mid- and high-rise Apartment building forms. Commercial buildings and consist of Row House and occasional mid- and high-rise Apartment building forms. Commercial buildin are typically separated from residential and consist of Shopfront and General forms. Single-unit residential are typicatoy separated from residential and consist of shopfront and General forms. Single-unit residential uses are primarily located away from residential and commercial arterial streets. Multi-unit residential and

SECTION 3.1.2 STREET AND BLOCK PATTERNS The Suburban Neighborhood Context of

The suburban Registrormotic context contexts or an inregular pattern of once shapes sub-romate by curvan-ear streets within a modified or non-existent grid, with cul-de-sacs and typically no alleys. Block shapes and ear streets would a monanee or non-existent grou, who cut-de-sack and typically no aneys, thoor snapes and sizes vary. The typical block pattern includes attached sidewalks (though sidewalks may be detached or nonand, any set sympton ones particle incluses marked subwards (unough subwards may be obtained existent), street and surface parking, and generous landscaping between the street and buildings.

SECTION 3.1.3 BUILDING PLACEMENT AND LOCATION Single-unit residential buildings typically have consistent, deep front setbacks and varying side setbacks

Sunge- unn restoennat buildings typically nave consistent, oeep front setuatos and varying sue setuatos and building orientation. Multi-unit residential buildings typically have deep front setbacks and wide side ana counting or remaining. Jointo ann resultation on annings typicany mare unep it on accust so and write since setbacks. Commercial buildings may have varying orientation and typically have deep front and side setbacks to accommodate landscaping and parking.

SECTION 3.1.4 BUILDING HEIGHT

The Suburban Neighborhood Context is characterized by low scale buildings except for some mid- and high-The sound can reception more connected to the more type of the sound o SECTION 3.1.5 MOBILITY

SECTION 3.1.5 PROBLET The Suburban Neighborhood Context has a higher reliance on the automobile with some access to pedestrian

DENVER ZONING CODE

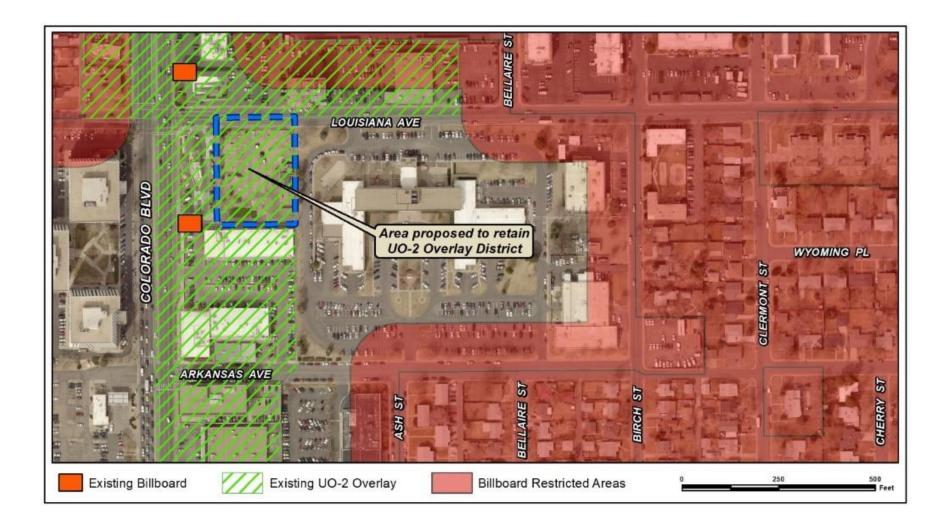
- Intended to promote "safe, active, pedestrian-scaled, diverse areas and enhance the convenience and ease of walking, shopping and public gathering within and around the city's neighborhoods."
 - "...appropriate along corridors, for larger sites and at major intersections."
 - S-MX-3: "areas or intersections served primarily by local or collector streets"
 - S-MX-5: "areas or intersections served primarily by collector or arterial streets"
 - S-MX-8: "areas or intersections served primarily by arterial streets"



3.2-4

17

U0-2





Process

Step	Date
CPD Informational Notice of Receipt	6/1/18
Community Meetings to present project	1/25/18, 3/8/18, 4/5/18, 5/3/18, 6/7/18, 7/12/18, 9/27/18
CPD Written Notice of Planning Board Hearing	8/30/18
Planning Board	9/19/18 Recommendation of Approval, 6:2 vote with the further recommendation that a development agreement be approved or executed concurrent with the map amendment to guide future development at the site
Land Use, Transportation and Infrastructure Committee	10/9/18
City Council First Reading	11/5/18 (Postponed from 10/22)
City Council Public Hearing	12/3/18



Registered Neighborhood Organizations and Public Comment

- Virginia Village/Ellis Community Association (currently non-operational)
- Inter-Neighborhood Cooperation (INC)

Written comment from Virginia Village/Ellis Community Association prior to Planning Board hearing

• "The RNO remains neutral at the time of this report. The RNO does not feel that there is enough information at this time, and we plan to make our position official prior to the second reading by City Council later this year."

Written individual comment:

- 60 letters, e-mails and other documents received from community members as of 11/29 deadline
 - 18 opposed to rezoning
 - 42 in support of rezoning



Stakeholder Concerns

Increased Traffic

- Estimated 10,000 trip/day increase (could be similar after redevelopment under existing zoning)
- Traffic Study, TDM
- Mixed use can help spread trips out through the day, reducing impact on peak hour vs. single office, residential, etc. uses

Development Heights and Transitions

- Original proposal: 12 stories, later revised to 8
- Step-down to neighborhoods lower heights at edge of development than current zoning



Project Support

Vibrancy

- Opportunity for "sense of place" alternative to auto-oriented strip commercial on Colorado Blvd.
- Neighborhood-oriented retail and destinations

Affordable Housing

- 150 units priced at 60% of Area Median Income (\$48,000 for a family of 3)
- Stabilization of school population

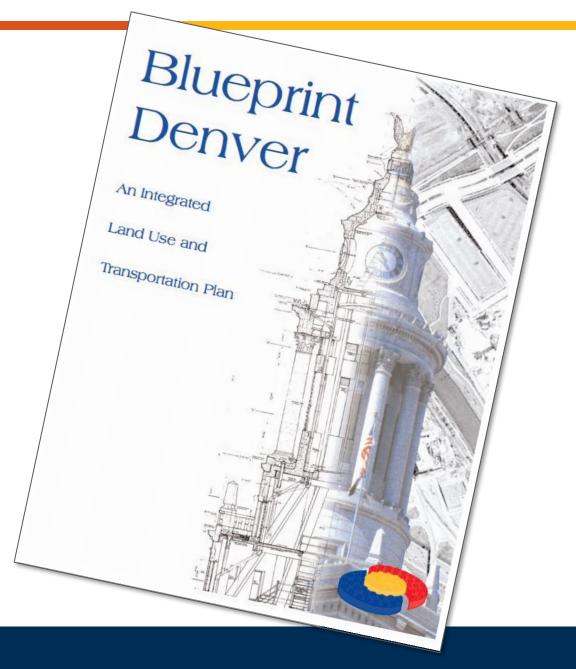
Sustainability

- Alternative to sprawl to meet housing demand
- Reuse of underutilized site
- New residents along transit routes to support improvements



Review Criteria for Rezoning

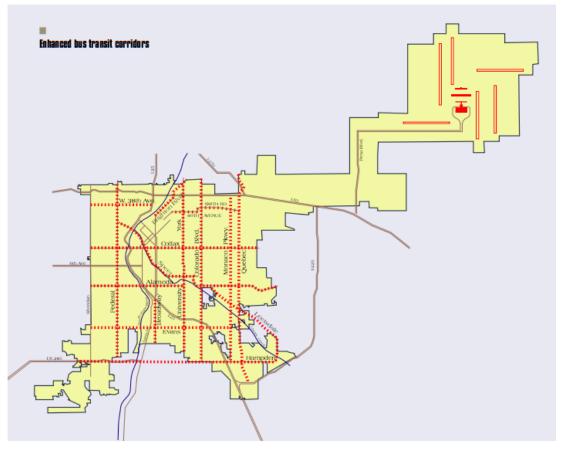
- 1. Consistency with Adopted Plans
- 2. Uniformity of District Regulations
- 3. Further Public Health, Safety and Welfare
- 4. Justifying Circumstances
- 5. Consistency with Neighborhood Context, Zone District Purpose and Intent





Review Criteria: Consistency with Adopted Plans

- Denver Comprehensive Plan (2000)
- Blueprint Denver (2002)



Blueprint Denver Enhanced Transit Corridor Map



Review Criteria:

Consistency with Adopted Plans

Comprehensive Plan 2000

- Environmental Sustainability Strategy 1-A: Encourage redevelopment of vacant, underutilized and environmentally compromised land known as brownfields. (p. 37)
- Environmental Sustainability Strategy 2-F: Conserve land by: promoting infill development within 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, and creating more density at transit nodes. (p. 39)
- Environmental Sustainability Strategy 4-A: Promote the development of sustainable communities and centers of activity where shopping, jobs, recreation and schools are accessible by multiple forms of transportation, providing opportunities for people to live where they work. (p. 41)
- 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 Strategy 3-D: Identify and enhance existing focal points in neighborhoods, and encourage the development of such focal points where none exist. (p. 60)
- Denver's Legacies Strategy 3-A: Identify areas in which increased density and new uses are desirable and can be accommodated. (p. 99)
- Housing Strategy 6-A: Support Mixed-Use Development consistent with the goal of the Comprehensive Plan's land-use and mobility strategies. (p. 117)
- Housing Strategy 6-B: Continue to support mixed-income housing development that includes affordable rental and for-purchase housing for lower-income, entry-level and service employees, especially in Downtown and along transit lines. (p. 117)
- Economic Activity Strategy 1-H: Support a variety of housing opportunities for Denver's current and future workforce. Housing
 opportunities throughout Denver should be expanded especially in the Downtown core and near employment centers to
 accommodate people and families of all incomes. (p. 131)



Blueprint: Future Land Use

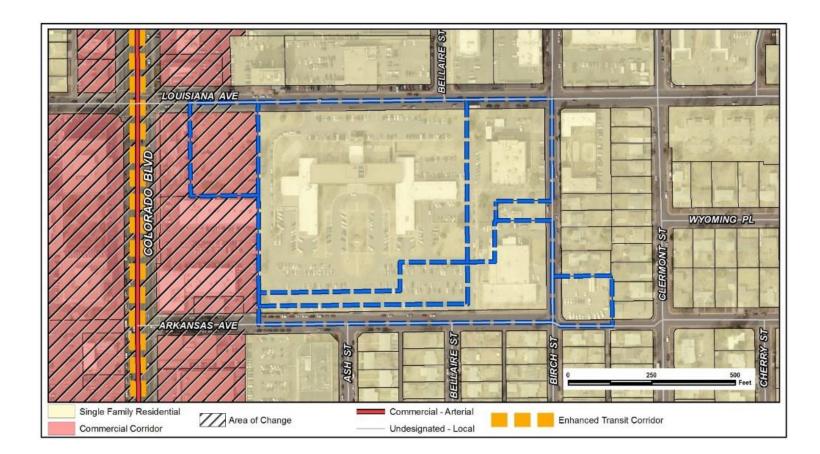
- Single-Family Residential, Area of Stability (core parcels)
- Commercial Corridor, Area of Change (northwest parcel)





Blueprint: Future Street Classifications

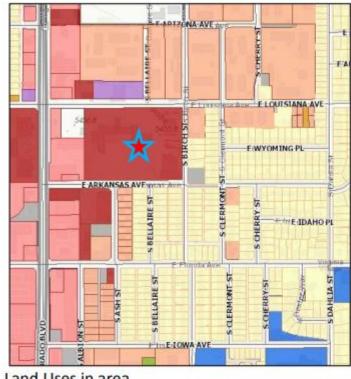
- Commercial Arterial, Enhanced Transit Corridor (Colorado Blvd.)
- Undesignated Local (all other streets)
- Public Works considers Louisiana a collector between Colorado and Holly (Per 2017 Map)





Blueprint: Future Land Use history and analysis

- Former Ch. 59 R-5 zoning in place at time did not permit SU Residential Uses
- Other multi-unit, commercial and industrial uses established at that time
- Key topic of Planning Board discussion



Land Uses in area



Blueprint (2002) Concept Land Uses in area



Plan Analysis: Areas of Stability

- Areas of Stability: "the vast majority of Denver, primarily the stable residential neighborhoods and their associated commercial areas, where limited change is expected in the next 20 years. (p 120)"
 - Overarching Goal: "identify and maintain the character of an area while accommodating some new development and redevelopment." (p. 140).
- Committed and Reinvestment Areas: Reinvestment Areas represent opportunities for "reinvestment through modest infill and redevelopment or major projects in a small area" within Area of Stability (p. 122)
- Toolbox for Areas of Stability:
 - Ensure "commercial development in Reinvestment Areas is not impeded" but provide "appropriate transitions into neighborhoods." (p. 124)
 - Use Public-private Partnerships to produce affordable housing, redevelopment of brownfield sites, business growth and job retention. (p. 126)
 - Leverage redevelopment opportunities for open space, pedestrian realm and other amenities to neighborhoods (p. 125)



Review Criteria

Denver Zoning Code Review Criteria

- 1. Consistency with Adopted Plans
- 2. Uniformity of District Regulations
 - Request will result in uniform application of the S-MX zone district's building form, use and design regulations.
- 3. Further Public Health, Safety and Welfare
 - Jobs and Housing near high-quality transit on brownfield site
 - Pedestrian friendly, mix of uses
 - Clear transition of building scale
- 4. Justifying Circumstances
 - Population growth and need for housing
 - Closure and vacation of site

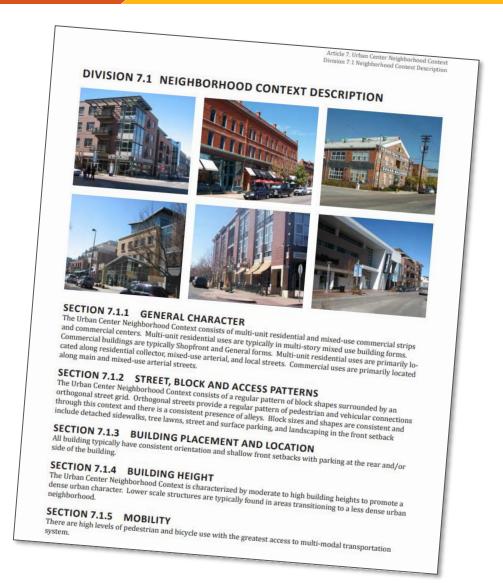


Review Criteria

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

Suburban Neighborhood Context:

- Context includes "occasional mid- and high-rise Apartment building forms, surface parking and "generous landscaping between the street and buildings" in deep setbacks.
- New development "contributes positively to established residential neighborhoods and character, and improves the transition between commercial development and adjacent residential neighborhoods."





CPD Recommendation

<u>CPD recommends approval, in combination with development agreement to</u> <u>address certain issues, based on finding all review criteria have been met</u>

- 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

