FAR NORTHEAST AREA
PLAN AMENDMENT

Steering Committee Meeting #1

October 27, 2017
12:30PM - 2:00PM

Virtual via Zoom
AGENDA

12:30pm  Welcome and Introductions

12:40pm  Presentation
        • Why we need an amendment?
        • What will be amended and where in the FNE?
        • How will this planning process work?
        • Next steps

Discussion

1:00pm  • Questions and Comments
Focused Plan Amendment

**1. A Focused Plan Amendment to the FNE Area Plan**

- Reconvening the Steering Committee for input and guidance

- Review project that triggered this plan amendment and review plan recommendations that are supporting this effort
Relocation of Pepsi Bottling Plant
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1. **Why is Pepsi Relocating?**
   Pepsi is in need of expansion to continue operations and fulfill the demand in production.

2. **Why relocate to the DIA Neighborhood?**
   Department of Economic Development (DEDO) understands the importance of retaining light-industrial and manufacturing facilities within Denver to attain the jobs and workforce within the city. DEDO aided Pepsi in the search of a new site that would allow Pepsi to grow and expand in the next 50-100 years, retaining jobs in Denver.

3. **Does this fit with FNE Area Plan vision?**
   DIA Neighborhood scored low on jobs, and the 2019 plan recommended that the large amounts of undeveloped land in many of Far Northeast’s areas present a strong opportunity to attract more jobs.

4. **How many jobs will it create?**
   Pepsi will continue to employ all existing workers and will bring 475-525 jobs to the DIA neighborhood.
Why do we need a Plan Amendment?

1 FNE Area Plan projected a long-term vision for DIA
- This vision was based on near-term projection of a transit stop at Colorado A Line.
- Since plan adoption we’ve learned that this transit stop will not be realized within the 20 year planned horizon of this plan.
- We still need to promote development and job creation, understanding that without a transit line we need to rethink the appropriate uses and development typology in DIA especially at 72nd and Tower adjacent to DEN.

2 FNE Area Plan proposed a granular mobility network
- The mobility network is designed to support proposed placetypes and land uses, any changes to these will require a re-evaluation on mobility network.
Area of Focus for the Amendment?

FNE Area Plan Amendment boundary

Large Development Review (LDR) Process

In July 2019, Denver implemented a new review process for large development sites.

The new process is designed to ensure these sites are given clear direction at the earliest stage of project planning on how they are expected to meet priorities important to Denver’s neighborhoods.

Large development review should be consistent with the recommendations of Blueprint Denver and other City Council-adopted plans.
Applicant has applied for a Rezoning

1. **Why would zoning be needed?**
   - Current Zoning does not support proposed use
   - Proposed use will be supported by either:
     - I-MX Zone *(industrial mixed-use, 8 stories)*
     - S-MX Zone *(suburban mixed-use, 8 stories, allows for limited industrial use)*
     - IA Zone *(light-industrial)*
   - Rezoning needs to be supported by City-Council Adopted Plans.

**Former Chapter 59 Zoning**

- C-MU-30 (Commercial Mixed Use)
- C-MU-20 (Commercial Mixed Use)
- C-MU-10 (Commercial Mixed Use)
- GTWY (Commercial Mixed Use)
Benefits of Manufacturing in the Area

1. Plan Consistency with 2019 FNE Area Plan

- Rezone Former Chapter 59 properties into the Denver Zoning Code.
- Far Northeast residents identified existing high-profile employers such as DEN and Panasonic as key assets to build upon, or follow suit with similar development, as a strategy for attracting jobs.
- Use major regional transportation infrastructure including I-70 and Peña Boulevard to attract more businesses.
- Coordinate with (DED) for tenant recruitment.
- Establish new districts through market driven growth.
DEN’s Vision for Pena Station Next
A mixed-use, transit-oriented development that promotes renewable energy and emerging smart city technologies to prioritize health and sustainability.

DEN’s Vision for Second Creek Campus
A hub of research, development, and advanced manufacturing adjacent to the wildlife refuge with unobstructed views west toward their bison herd and the Rocky Mountains.

DEN’s Vision north of 72nd Ave
Recent conversations with DEN revealed that they’re looking at this area as light-industrial, manufacturing, and or innovation flex. Development blocks will be larger here.
Market Analysis

1. How are the light industrial and manufacturing markets performing, in the study area and surrounding areas (including Aurora), and how does that impact the overall market in the study area?

2. What is the anticipated demand for new development in the study area, and what concentrations of industry are expected? Will there be agglomeration potential around any given industry?

3. How does growth and development in the study area relate to anticipated growth and change at DEN?

4. What is the scope and scale that should be considered as part of a plan amendment, based on market conditions?
Anticipated modifications to the 2019 FNE Area Plan

Anticipated modifications in the amendment may include:

- Placetypes and land uses
- Mobility network
- Employment opportunity

- All changes will be confirmed with steering committee, public, and will be analyzed to reflect a market analysis

- Additional recommendations may be provided outside of the amendment scope, to reflect market studies, but will not be mapped, rather addressed in plan recommendations
Anticipated changes to Mobility Network

Modifications to Street Grid may include:

- Changes to through connections of Local Streets
- Changes to block patterns
- All road network changes shall accommodate anticipated freight traffic connecting to I-70 north of 72nd Ave
Far Northeast Area Plan Amendment Schedule

IN COORDINATION WITH LDR & IMP

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LDR Application ➔ LDR Framework

Infrastructure Master Plan

- Rezoning
  - Assumption that rezoning is to a mixed-use zone district

- Development Agreement
  - A 3-12 month process depending on: type of approval (administrative/City Council), equity commitments and FNE Area Plan commitments.

- GDP Amendment
  - To remove the site from the existing GDP

Infrastructure Design & Permitting

GDP Amendment requires Planning Board recommendation

Construction

FNE Area Plan Update
Next Steps

1. **Public Meeting #1 - December**
   Introduction of Amendment + Applicant presentation

2. **Steering Committee Meeting #2 January 2022**
   Review Final Proposed Changes

3. **Public Meeting #2 February 2022**
   Review final edits to the Amendment (Draft should go out in January)

4. **Planning Board Public Hearing - March 2022**
   Approval needed to move to City Council Hearing

5. **City Council Adoption - March/April 2022**
   City Council Hearing
Why did we propose a Community Center here?

• A mix of office, retail, eating and drinking establishments, commercial services and multi-unit residential uses.
• Visited by residents of surrounding neighborhoods.

Future Places

Proposed Modal Priority Streets

Mobility network recommendations for connectivity using standard street function categories classify roads as arterial, collector, or local.