TO: Denver Planning Board
FROM: Libbie Adams, Associate City Planner
DATE: June 9, 2021
RE: Official Zoning Map Amendment Application #2019I-00173

Staff Report and Recommendation
Based on the criteria for review in the Denver Zoning Code, Staff recommends approval for Application #2019I-00173.

Request for Rezoning
Address: 16298 Green Valley Ranch Boulevard
RNOs: Vecinos de Montbello, Master Homeowners Association for Green Valley Ranch, Northern Corridor Coalition, Neighborhood Coalitions of Denver Inc., Montbello 20/20, Inter-Neighborhood Cooperation (INC), Opportunity Corridor Coalition of United Residents
Area of Property: 1,400,415 square feet or 32 acres
Current Zoning: Current zone district PUD 319
Proposed Zoning: Proposed zone district S-MX-3 and S-CC-3
Property Owner(s): CP Bedrock LLC
Owner Representative: Tasha Bolivar, Galloway & Company

Summary of Rezoning Request
- The subject property is a vacant greenfield site on Green Valley Ranch Boulevard between Memphis Street and Pena Boulevard.
- The applicant is requesting this rezoning to remove the property from the Former Chapter 59 PUD to establish a large format grocery and mixed-use development on the site.
- The proposed S-MX-3, Suburban, Mixed Use, 3 stories zone district, and S-CC-3, Suburban, Commercial Corridor, 3 stories zone district are intended for use in the Suburban Neighborhood Context. These areas are characterized by single-unit and multi-unit residential, commercial strips and centers, and office parks. Commercial buildings are typically separated from residential and consist of Shopfront and General building forms. Further details of the requested zone district(s) can be found in the proposed zone district section of the staff report (below) and in Article 3 of the Denver Zoning Code (DZC).
Existing Context

Amendment #19i-00173
16298 Green Valley Ranch Blvd.
Council District 11
Gateway - GVR Neighborhood
The subject property is in the Gateway – Green Valley Ranch statistical neighborhood, which is characterized primarily by single-unit and multi-unit residential with some commercial uses along main corridors. Generally, there is a pattern of irregular blocks with curvilinear streets with no alley access. However, more recent residential development directly west of the site has a more regular street grid with alley access. The subject site is accessible by Green Valley Ranch Boulevard, Memphis Street, Bolling Drive, and the future Airport Way, which will be completed between Bolling Drive and Green Valley Ranch Boulevard as part of this development. Bus Route 45 runs along Green Valley Ranch Boulevard to the Peoria light-rail station to the east and 56th and Piccadilly Road to the west with a 30-minute headway.
The following table summarizes the existing context proximate to the subject site:

<table>
<thead>
<tr>
<th>Site</th>
<th>Existing Zoning</th>
<th>Existing Land Use</th>
<th>Existing Building Form/Scale</th>
<th>Existing Block, Lot, Street Pattern</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site</td>
<td>PUD 319</td>
<td>Agriculture</td>
<td>There are no structures on this site</td>
<td>Generally irregular grid of streets. Block sizes and shapes are inconsistent with large non-residential blocks. Vehicle parking between the building and the street.</td>
</tr>
<tr>
<td>North</td>
<td>PUD 515</td>
<td>Industrial, Vacant</td>
<td>Gas station with large setbacks and vacant property with plans to construct apartments</td>
<td></td>
</tr>
<tr>
<td>South</td>
<td>S-MU-3, GTWY WVRS*</td>
<td>Office, Multi-unit Residential</td>
<td>4-story office and 3-story apartment complex with large setbacks and surface parking</td>
<td></td>
</tr>
<tr>
<td>East</td>
<td>DIA</td>
<td>Right of Way</td>
<td>Pena Boulevard</td>
<td></td>
</tr>
<tr>
<td>West</td>
<td>PUD 319</td>
<td>Multi-unit Residential</td>
<td>2-story townhomes with detached sidewalks and alley access.</td>
<td></td>
</tr>
</tbody>
</table>
1. Existing Zoning

The existing zoning on the subject property, approved in 1992, is PUD 319. This custom zoning is tailored to specific uses on certain sites within the development, like most PUDs written before the adoption of the Denver Zoning Code. This PUD is divided into 15 superblocks, which each allow for certain uses outlined within the PUD. Most of the superblocks that are designated as residential have been constructed, but the properties allowing for commercial and a mix of uses have remained undeveloped. The PUD allows up to 2,150 residential units or a ratio of 7.9 units per acre, and a maximum Floor Area Ratio (FAR) of 0.5:1 for non-residential uses. Additionally, there is a maximum gross floor area for buildings for each superblock. This site is located within Superblock F in the PUD, which allows cultural facilities, office, and retail support services, not including a grocery store. A maximum of 686,070 square feet of gross floor area is permitted in Superblock F.

2. Urban Design Standards & Guidelines

Adopted in 1999, the Design Guidelines for Denver Gateway apply to any proposed development on this site. They provide guidelines and standards that articulate the level of design quality expected of improvements in the Denver Gateway area. The document is concerned with street design, site planning, architectural design, landscape design, and signage and lighting which work together to meet the intent of the UDS&G by developing a built environment with an appropriate scale of development to promote pedestrian activity and a sense of place. The document also sets forth the required design review process for applicants, including review by the Urban Design Division staff to determine if the proposed development is consistent with the standards and guidelines. The Design Standards and Guidelines apply
throughout a defined geographic area in Gateway – Green Valley Ranch. They will apply to this property regardless of whether this rezoning application is approved.

3. Status of Development Services Review
A concept review with Development Services was submitted on June 10, 2020. The applicant is continuing to work with Development Services – Project Coordination on the site plan to ensure a town center design that focuses on walkability. Prior to developing the property, a subdivision is required. A preliminary plat has been approved, and Development Services staff is waiting on the submission of the final plat.

4. Agreement with Department of Economic Development and Opportunity
On September 14, 2020, the Denver City Council approved an agreement between the City and County of Denver and the applicant establishing a revenue return agreement for 15 years based on new sales tax revenue generated by the new retail grocery anchor of the proposed development. The development will receive 50% of the general fund portion of the sales tax revenue up to a maximum of $9,500,000 in exchange for creating a certain number of jobs and providing community benefits such as open space in the future development. Further details of this agreement can be found attached to this staff report.

5. Large Development Review (LDR)
The Development Review Committee reviewed this rezoning application to see if the proposal would be subject to the Large Development Plan process outlined in Section 12.4.12 of the Denver Zoning Code and thus require the creation of a Large Development Framework.

After review, it was determined the project would be subject to LDR review for the following reasons:

- The proposed development application is larger than five acres.
- The implementation of the Far Northeast Area Plan, which encourages mixed-use development beyond the allowance of the site’s current zoning and recommends the LDR process for larger sites.
- The proposed development will require new public infrastructure including streets and modification of drainage.

The Town Center at Denver Connections LDR Framework outlines specific regulatory steps required for implementation of the development including completion of rezoning, development agreement, mobility study, urban design review, subdivision, and typical construction and building permits. The Framework identifies potential topics for a future development agreement including drainage channel relocation, off-site improvements, open space, and vesting. Further details of this determination can be found attached to this staff report.
6. **Existing Land Use Map**

![Existing Land Use Map](image)

7. **Existing Building Form and Scale** (images from Google Maps)

![Existing Building Form and Scale](image)

View of subject property looking south from Green Valley Ranch Blvd.
View of the gas station to the north, looking north from Green Valley Ranch Blvd.

View of the residential development to the west, looking north from Warner Pl.
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16298 Green Valley Ranch Blvd.  
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View of the property to the south, looking south from Bolling Dr.

View directly east of the site of Pena Blvd, looking south from Green Valley Ranch Blvd.

**Proposed Zoning**

The applicant is requesting to rezone the northern portion of the subject site to S-MX-3 and the southern portion to S-CC-3. S-MX-3 is a mixed-use zone district allowing the Drive Thru Services, Drive Thru Restaurant, General, and Shopfront primary building forms. The requested S-CC-3 is a commercial corridor district allowing the Drive Thru Services, Drive Thru Restaurant, and General primary building forms. Both districts allow a variety of residential, commercial, retail, and office uses as primary uses. A maximum of 3 stories or 45 feet is permitted in both districts with a minimum 0’ primary setback. While S-MX-3 and S-CC-3 have similar design standards, they vary in the permitted building forms and build-to requirements for certain forms.

Compared to PUD 319, S-MX-3 and S-CC-3 are districts in the Denver Zoning Code that include design standards and height maximums instead of maximum building coverage and Floor Area Ratios. The proposed districts will also allow for a large format grocery story, which is currently prohibited under the existing zoning.
For additional details of the requested zone districts, see DZC Sections 3.2.3, 3.2.4, 3.3 and 3.4.

The primary building forms allowed in the existing zone district and the proposed zone district are summarized below.

<table>
<thead>
<tr>
<th>Design Standards</th>
<th>PUD 319 (Existing)</th>
<th>S-MX-3 (Proposed)</th>
<th>S-CC-3 (Proposed)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Building Forms Allowed</td>
<td>N/A</td>
<td>Drive Thru Services*; Drive Thru Restaurant*; General</td>
<td>Drive Thru Services*; Drive Thru Restaurant*; General</td>
</tr>
<tr>
<td>Stories/Heights (max) or FAR</td>
<td>FAR 0.5:1</td>
<td>3/45’</td>
<td>3/45’</td>
</tr>
<tr>
<td>Primary Build-To Percentages (min)</td>
<td>N/A</td>
<td>N/A (Drive Thru Services); 50% (Drive Thru Restaurant, General**); 75% (Shopfront)</td>
<td>N/A</td>
</tr>
<tr>
<td>Primary Build-To Ranges</td>
<td>N/A</td>
<td>N/A (Drive Thru Services); 0’-80’ (Drive Thru Restaurant, General**), 0’/5’ (Shopfront)</td>
<td>N/A</td>
</tr>
<tr>
<td>Primary Setbacks (min)</td>
<td>5’</td>
<td>0’</td>
<td>0’</td>
</tr>
<tr>
<td>Surface Parking between building Primary Street/ Side Street</td>
<td>Not Allowed/ Not Allowed</td>
<td>Allowed/Allowed</td>
<td>Allowed/Allowed</td>
</tr>
<tr>
<td>Building Coverages</td>
<td>Maximum 686,079 square feet gross floor area</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Transparency, Primary Street</td>
<td>N/A</td>
<td>40% (Drive Thrus, General); 60% (Shopfront)</td>
<td>40%</td>
</tr>
<tr>
<td>Pedestrian Access, Primary Street</td>
<td>N/A</td>
<td>Pedestrian Connection (Drive Thru, General); Entrance (Shopfront)</td>
<td>Pedestrian Connection</td>
</tr>
</tbody>
</table>

*Building form not allowed within a ¼ mile of a transit station platform

**The second option for the build-to for General building form is 50% within 0’/150’ of the primary street.

**Summary of City Agency Referral Comments**

As part of the DZC review process, the rezoning application is referred to potentially affected city agencies and departments for comment. A summary of agency referral responses follows:

**Assessor:** Approved – No response
Asset Management: Approved – No comments

Denver Public Schools: Approved – No response

Department of Public Health and Environment: Approved – No response

Denver Parks and Recreation: Approved – No response

Transportation & Infrastructure – R.O.W. - City Surveyor: Approved – No comments

Development Services - Transportation: Approve Rezoning Only – see comments below:
DES Transportation approves the subject zoning change. The applicant should note that redevelopment of this site may require additional engineering, ROW dedication to the City, access changes, traffic studies and/or right of way improvements. The extent of the required design and improvements will be determined once this property begins the redevelopment process. The results of any traffic studies may require the construction of off-site mitigation or may limit the proposed density of the project.

Development Services – Wastewater: Approved – No response

Development Services – Project Coordination: Approved – No comments

Development Services – Fire Prevention: Approve – No response

Public Review Process

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Information Meeting as required per Large Development Review process:</td>
<td>2/27/2020</td>
</tr>
<tr>
<td>CPD informational notice of receipt of the rezoning application to all affected members of City Council, registered neighborhood organizations, and property owners:</td>
<td>11/4/2020</td>
</tr>
<tr>
<td>Property legally posted for a period of 15 days and CPD written notice of the Planning Board public hearing sent to all affected members of City Council, registered neighborhood organizations, and property owners:</td>
<td>6/1/2021</td>
</tr>
<tr>
<td>Planning Board Public Hearing:</td>
<td>6/16/2021</td>
</tr>
<tr>
<td>CPD written notice of the Land Use, Transportation and Infrastructure Committee meeting sent to all affected members of City</td>
<td>6/15/2021</td>
</tr>
</tbody>
</table>
Council and registered neighborhood organizations, at least ten (10) working days before the meeting:

Land Use, Transportation and Infrastructure Committee of the City Council moved the bill forward: 6/29/2021 (tentative)

Property legally posted for a period of 21 days and CPD notice of the City Council public hearing sent to all affected members of City Council and registered neighborhood organizations: 7/26/2021 (tentative)

City Council Public Hearing: 8/16/2021 (tentative)

- Public Outreach and Input
  - Registered Neighborhood Organizations (RNOs)
    To date, staff has not received any comments from RNOs. However, the applicant submitted a letter of support from Montbello 2020 with the application. The states that the proposed rezoning and subsequent development meets the goals of the Far Northeast Area Plan and will bring a grocery store and retail along with quality jobs to the area.
  - General Public Comments
    To date, staff has received four comments emails regarding this rezoning. All of the comments mention that they would like to see locally owned businesses rather than nation-wide fast-food chains in the future development. There were also concerns with traffic especially along Memphis Street, which separates the proposed rezoning from the residential area.

    See the attached correspondence for the full text of all of these public comments.

Criteria for Review / Staff Evaluation

The criteria for review of this rezoning application are found in DZC, Sections 12.4.10.7 and 12.4.10.8, as follows:

DZC Section 12.4.10.7
1. Consistency with Adopted Plans
2. Uniformity of District Regulations and Restrictions
3. Public Health, Safety and General Welfare

DZC Section 12.4.10.8
1. Justifying Circumstances
2. Consistency with Neighborhood Context Description, Zone District Purpose and Intent Statements
1. Consistency with Adopted Plans

The following adopted plans apply to this application:

- Denver Comprehensive Plan 2040 (2019)
- Blueprint Denver (2019)
- Far Northeast Area Plan (2019)

**Denver Comprehensive Plan 2040**

The proposed rezoning is consistent with many of the adopted *Denver Comprehensive Plan 2040* strategies, including:

- Equitable, Affordable and Inclusive Goal 1 – “Ensure all Denver residents have safe, convenient and affordable access to basic services and a variety of amenities” (p. 28).

S-MX-3 and S-CC-3 allow for residential, commercial, and office uses, which will allow for a variety of amenities and basic services for nearby residents.

- Strong and Authentic Neighborhoods Goal 1, Strategy D – “Encourage quality infill development that is consistent with the surrounding neighborhood and offers opportunities for increased amenities” (p. 34).

S-MX-3 and S-CC-3 expand the permitted uses on the site which could lead to an increase in amenities. The design standards will ensure any proposed use or development is consistent with the surrounding neighborhood.

- Environmentally Resilient Goal 8, Strategy B – “Encourage mixed-use communities where residents can live, work and play in their own neighborhoods” (p. 54).

The proposed map amendment will allow a mixed-use development in an area where uses are largely separated from each other with a single land use on each lot. S-MX-3 and S-CC-3 permit a variety of uses on a single lot, which allows Denver to grow responsibly and promotes land conservation.

**Blueprint Denver**

*Blueprint Denver* was adopted in 2019 as a supplement to *Comprehensive Plan 2040* and establishes an integrated framework for the city’s land use and transportation decisions. *Blueprint Denver* identifies the subject property as part of a Community Center place type within the Suburban Neighborhood Context and provides guidance on the future growth strategy for the city.
In *Blueprint Denver*, future neighborhood contexts are used to help understand differences between land use, built form, and mobility at a high scale, between neighborhoods. The subject site is shown on the context map as the Suburban neighborhood context, the description of which is used to guide appropriate zone districts (p. 66). The Suburban neighborhood context is described as a “range of uses from single-unit and multi-unit residential to commercial corridors and centers” with irregular block patterns with curvilinear streets (p. 136). Suburban areas are also “walkable and bikeable with access to transit but still mostly reliant on cars” (p. 136). S-MX-3 is a zone district within the Suburban neighborhood context and is “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” (DZC 3.2.4.1). S-CC-3 is also a district within the Suburban neighborhood context and is “intended to balance the need for safe, active, and pedestrian-scaled, diverse areas with the need for convenient automobile access” (DZC 3.2.3.1). S-MX-3 and S-CC-3 are consistent with the Blueprint future neighborhood context of Suburban because they will promote areas that can be accessed by pedestrians, bikes, and transit while also providing vehicular access.
The subject site is designated within a Community Center future place type on the *Blueprint Denver Future Places* map. This place type “typically provides some medium mix of office, commercial and residential uses” with a wide customer draw and heights up to 5 stories (p. 194). S-MX-3 is a mixed use district which allows for office, commercial, and residential uses and a maximum height of 3 stories, consistent with the future place type. S-CC-3 is a commercial corridor district that also allows for a range of uses including office, commercial, and residential,” including those uses that would have a wide customer draw.
Blueprint Denver Growth Strategy

Blueprint Denver’s growth strategy map is a version of the future places map, showing the aspiration for distributing future growth in Denver (p. 51). The subject property is part of the “Community Centers and Corridors” growth area. These areas anticipate experiencing around 25% of new housing growth and 20% of new employment growth by 2040 (p. 51). This growth area is “where underutilized infill redevelopment sites can be repurposed” (p. 49). The proposed map amendment to S-MX-3 and S-CC-3 will allow greater density that what is currently permitted, consistent with the growth area strategy.
In *Blueprint Denver*, street types work in concert with the future place to evaluate the appropriateness of the intensity of the adjacent development (p. 67). This site is served by a redundant network of streets in a range of street types. *Blueprint Denver* classifies Green Valley Ranch Boulevard and Airport Way as Mixed-Use Arterials. Arterials “are designed for the highest amount of through movement and the lowest degree of property access” (p. 154). Bolling Drive is designated as a Mixed-Use Collector. “Collector streets are in between a local street and an arterial street; they collect movement from local streets and convey it to arterial streets” (p.159). The use and built form characteristics of Mixed-Use streets are described as, “Varied uses including retail, office, residential and restaurants. Buildings are pedestrian-oriented, typically multi-story usually at maximum building coverage with a shallow front setback” (p.159). Memphis Street is classified as a local street, which “can vary in their land uses and are found in all neighborhood contexts” (p. 161). The S-MX-3 district, proposed for the northern portion of the site, is a mixed use district intended for areas or intersections primarily served by local or collector streets (DZC 3.2.4.2.D) and S-CC-3, proposed for the south portion of the site, is a commercial corridor district intended to be applied to arterial street corridors (DZC 3.2.3.2.A). As described above, the subject site is served by an existing network of Mixed Use Collector, Arterial and Local streets, and the types of development allowed by these zone districts are consistent with Blueprint’s vision for those street types.

**Blueprint Denver Strategies**
- Land Use & Built Form: General, Policy 3, Strategy A: Rezone properties from the Former Chapter 59 zoning code so that the entire city is covered by the DZC, including continuing to incentivize owners to come out of the old code (p. 73).
The proposed S-MX-3 and S-CC-3 districts are districts within the Denver Zoning Code and will bring the property at 16298 Green Valley Ranch Boulevard from the Former Chapter 59 code to the Denver Zoning Code, consistent with this strategy.

**Blueprint Denver Equity Concepts**

*Blueprint Denver* contains three equity concepts to help guide change to benefit everyone. Each equity concept has associated measurements that helps inform implementation actions through large rezonings along with other implementation actions.

I. **Access to Opportunity**

The access to opportunity score is a composite of the neighborhood equity index developed by Denver’s Department of Public Health and Environment, proximity to high-capacity and frequent transit, and access to centers and corridors. This equity concept helps the city consider if it’s making progress towards achieving the vision for complete neighborhoods citywide.

The subject property is in an area with average to lower than average access to opportunity. This site is generally less equitable on the neighborhood equity index measurement (social determinants to health, access to healthcare, child obesity, and built environment subjects). More specifically, its scores are somewhat equitable in social determinants to health, and less equitable for access to healthcare, child obesity, and the built environment. The site also scores lower regarding access to transit because it is not located within ½ mile of a light-rail transit station. However, the neighborhood has access to Route 45, which provides service to the Peoria light-rail station. The access to centers and corridors indicator varies throughout the site. The portions of the neighborhood covered by a walk, bike, or driveshed to a
center or corridor ranges from 24% to 74%. The proposed rezoning to S-MX-3 and S-CC-3 will increase access to local centers and corridors for surrounding residential properties because the districts allow for a variety of commercial, office, and retail uses, including community-serving uses such as a grocery store, which is not permitted under the existing PUD.

II. Vulnerability to Involuntary Displacement

The basis for measuring vulnerability to involuntary displacement is the vulnerability to displacement index development by the Denver Economic Development and Opportunity Office (now the Department of Housing Stability). This combines U.S. Census data from median household income, percent of renter-occupied units, and percent of residents with less than a college degree.

![Blueprint Denver Vulnerability to Displacement Map]

The subject property is in an area that has moderate vulnerability to involuntary displacement. This site scores as vulnerable on two of the three indicators (percent of population with less than a college degree and median household income). In areas with moderate vulnerability to involuntary displacement, it is important to create opportunities for existing residents to continue to live in their neighborhood. S-MX-3 and S-CC-3 allow for a variety of office and commercial uses, which may bring a range of job opportunities allowing residents with different income and education levels to find jobs and build wealth, helping to prevent involuntary displacement in the future.

III. Expanding Housing and Jobs Diversity

The housing diversity map combines census tract-level data measuring the percentage of middle-density housing (housing with 2-19 units), home size diversity, ownership versus rental, housing costs, and the number of income-restricted units.
The subject property is in an area that has moderate housing diversity and scores as diverse on four of the five metrics (percentage of middle-density housing, home ownership compared to rental, home size diversity, and housing costs). The proposed districts allow for residential uses, which could maintain the existing diversity of the area. However, S-MX-3 and S-CC-3 are largely commercial and mixed-use districts that will likely have little impact on the housing diversity in the area.
The map above shows the mix of jobs in areas of the city (dominant industry depicted by color). The area which the subject property is within has a mix of jobs similar to the city's overall mix of job types. The proposed zone district allows for various commercial, office, and retail jobs and increasing access to a range of many quality jobs enables people of different incomes and education levels to find employment and wealth-building opportunities.

**Small Area Plan: Far Northeast Area Plan (2019)**
The Far Northeast Area Plan contains a framework plan for the entire plan area and recommendations for smaller neighborhood areas. Within the Far Northeast Area Plan the subject property is within the Suburban Neighborhood Context, is in a Community Center future place, and is recommended for a maximum building height of 8 stories. See the Future Neighborhood Context map, the Future Places map, the Growth Strategy map and the Recommended Maximum Building Heights Maps below.
The Far Northeast Area Plan designates the subject property as within the Suburban Neighborhood context, which is “largely single-unit, but can also include higher intensity residential. Commercial development is focused along main corridors and centers bordering residential areas. Although this context is more auto-oriented than others, there should still be quality multimodal connectivity” (p. 31). The proposed S-MX-3 and S-CC-3 districts will allow mixed-use and commercial development along Green Valley Ranch Boulevard, a main corridor in the Gateway-Green Valley Ranch neighborhood.
The *Far Northeast Area Plan* designates the subject property as within a Community Center future place. The plan describes centers as “a mix of office, retail, eating and drinking establishments, commercial services, and multi-unit residential uses” (p. 35). The plan recommends that community centers provide community serving amenities and pedestrian-friendly designs. Land Use and Built Form Policy LU.4.b encourages the creation of “new community centers in presently undeveloped areas including the Gateway area (generally south of 56th Avenue and east and west of Pena scenic buffer)” (p. 38). Additionally, LU.4.c. states that development in these areas should provide community-serving amenities, extend the existing street grid, create a pedestrian-oriented environment, and provide ground story activation (p. 38). The proposed rezoning will create a town center on a currently undeveloped site within the Gateway area. Furthermore, the S-MX-3 zone district proposed along Green Valley Ranch Boulevard is intended to promote safe, active, pedestrian-scaled areas with building form standards that balance the importance of street presence and the provision of adequate parking. Meanwhile, the proposed S-CC-3 district proposed along Bolling Drive will allow for community-serving
amenities. The proposed S-MX-3 and S-CC-3 zone districts are consistent with the Community Center place description.

*Far Northeast Area Plan Growth Strategy*

Within the *Far Northeast Area Plan* the growth strategy for the subject property is “Community Centers and Corridors.” The plan states that “most change is expected to occur in greenfield areas, that are currently underdeveloped” (p. 41). The subject site is a greenfield area and the proposed S-MX-3 and S-CC-3 districts will allow the property to be developed with commercial and mixed-use development with the potential to create more jobs and housing for the area.
The *Far Northeast Area Plan* recommends maximum building height of eight stories for the subject property. The S-MX-3 and S-CC-3 districts allow up to three stories in height, less than the proposed maximum height guidance.
The Far Northeast Area Plan contemplates Airport Way connecting from Bolling Drive to Green Valley Ranch Boulevard as a Mixed-Use Arterial Street, which will be constructed as a result of the development. Green Valley Ranch Boulevard is also designated as a Mixed-Use Arterial. Arterials “serve the longest types of trips at the highest speeds. Arterials move the maximum number of people over the longest distances. There are few access points and additional lanes to move large traffic volumes at faster speeds” (p. 77). Bolling Drive is designated as a Mixed-Use Collector, which “serve medium distance trips with moderate speeds, moving a moderate volume of traffic with medium-distance trips. There are a moderate number of access points and connections with other routes through a moderate number of travel lanes” (p. 77). Within the Far Northeast Area Plan, Mixed-use streets are “desired by residents... and it is hoped that mixed-use streets will be introduced alongside future mixed-use development” (p. 77). Memphis Street is a local street which “primarily serve residential areas” (p. 77). Memphis street separates the future development on the subject site from the residential properties directly west. The intent of the proposed districts is for areas that are primarily served by local and arterial streets, which is consistent with the future street type designation in the Far Northeast Area Plan.
Far Northeast Area Plan Gateway – Green Valley Ranch Neighborhood Guidance

The Far Northeast Area Plan includes additional guidance for individual neighborhoods. The subject property is within the Gateway – Green Valley Ranch neighborhood where the plan identifies various character areas. The plan states that “there has been an increase in development activity in recent years, especially along Tower Road and Green Valley Ranch Boulevard. Additional road infrastructure is needed off of these main arterials in order for much of the remaining land in the Gateway to be developed” (p. 160). Recommendations for the area include the following:

- “Create and enhance Community Centers:
  - Pena Boulevard Area – Create new community centers on undeveloped land in the Gateway on either side of the Pena scenic buffer to maximize remaining opportunities to create destination areas and introduce new retail, jobs, and housing” (p. 163).
  - “Support a mixture of uses throughout this area including commercial, retail, office, employment, and residential.” (p. 172).
  - “Encourage properties with Former Chapter 59 zoning to rezone into the Denver Zoning Code as a strategy for promoting improved design outcomes” (p. 172).

The proposed rezoning to S-MX-3 and S-CC-3 of the subject property implements these recommendations directly by rezoning to a DZC zone district and allowing the creation of a community center on undeveloped land, which will enable more jobs with better design outcomes, particularly along Green Valley Ranch Boulevard. Therefore, the application is consistent with the guidance for the DIA neighborhood.

Far Northeast Area Plan Policy Recommendations

- Land Use & Built Form Policy LU.16.2 – “Strategically use large-scale rezonings as a tool for bringing Former Chapter 59 properties into the DZC” (p. 59).

This property is currently within the Former Chapter 59 Zoning Code, and the applicants are proposing to rezone this 32-acre site into districts within the Denver Zoning Code, which is consistent with the above policy.

2. Uniformity of District Regulations and Restrictions

The proposed rezoning to S-MX-3 and S-CC-3 will result in the uniform application of zone district building form, use and design regulations.

3. Public Health, Safety and General Welfare

The proposed official map amendment furthers the public health, safety, and general welfare of the City through implementation of the city’s adopted land use plan which recommends “rezon[ing] properties from the Former Chapter 59 zoning code so that the entire city is covered by the DZC” (p. 73). Compared to the current PUD 313, a mixed-use district such as S-MX-3 also facilitates increased density and a greater mix of uses along Green Valley Ranch Boulevard. The improved design
standards found in the S-MX-3 district, may lead to improved design outcomes along Green Valley Ranch Boulevard with stronger build-to and decreased minimum setback standards. The S-CC-3 zone district proposed along Bolling Drive will allow for the development of a full-service grocery store, which is currently not permitted on the site under the existing PUD.

Additionally, rezoning a single property out of PUD 313 will not have a negative effect on the properties remaining in the PUD. While the PUD has a maximum Floor Area Ratio (FAR) for non-residential properties of 0.5:1, removing one of the 15 superblocks will not greatly increase the density in the remaining superblocks because there is a maximum gross floor area for each superblock.

4. Justifying Circumstance

The application identifies the adoption of Blueprint Denver as the Justifying Circumstance under DZC Section 12.4.10.8.A.4, “Since the date of the approval of the existing Zone District, there has been a change to such as degree that the proposed rezoning is in the public interest. Such a change may include: Changed or changing conditions in a particular area, or in the city generally; or a city adopted plan; or that the city adopted the Denver Zoning Code and the property retained Former Chapter 59 zoning.”

The current zoning of PUD 319 is a Former Chapter 59 zone district and rezoning to S-MX-3 and S-CC-3 will bring the property under the regulations of the Denver Zoning Code. Therefore, this is an appropriate justifying circumstance for the proposed rezoning.

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

The requested S-MX-3 and S-CC-3 zone districts are within the Suburban Neighborhood Context. This neighborhood context is “characterized by single-unit and multi-unit residential, commercial strips and centers, and office parks” and “commercial buildings are typically separated from residential and consist of Shopfront and General forms” (DZC, Division 3.1.1). These areas consist of “an irregular pattern of block shapes surrounded by curvilinear streets within a modified non-existent grid, with cul-de-sacs and typically no alleys” (DZC, Section 3.2.1). The Gateway – Green Valley Ranch neighborhood consists of a variety of uses in mostly irregular blocks. The proposed rezoning to S-MX-3 and S-CC-3 is consistent with the neighborhood context description.

Denver Zoning Code Section 3.2.4 states the general purpose of the Mixed Use zone districts as “promot[ing] 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.” These districts are also “intended to ensure new development contributes positively to established residential neighborhoods and character, and improves the transition between commercial development and adjacent residential neighborhoods” (DZC, Section 3.2.4). The proposed S-MX-3 will create a more pedestrian-oriented mixed-use environment for future development along Green Valley Ranch Boulevard.
The intent of the Commercial Corridor zone districts is to “balance the need for safe, active, and pedestrian-scaled, diverse areas with the need for convenient automobile access” (DZC, Section 3.2.3). The design standards “allow flexibility in building, circulation and parking lot layout” while also “ensur[ing] new development contributes positively to established residential neighborhood and character” (DZC, Section 3.2.3). The proposed S-CC-3 on the southern portion of the site will allow for more auto-oriented uses while maintaining an area that is safe and convenient for pedestrians.

The specific intent of the S-MX-3 zone district “applies to areas or intersection served primarily by local or collector streets where a building scale of 1 to 3 stories is desired” (DZC 3.2.4.2.D), and the S-CC-3 zone district “applies primarily to auto-oriented arterial corridors where a building scale of 1 to 3 stories is desired” (DZC 3.2.3.2.A). The subject site is in an area served by local, collector, and arterial streets where buildings up to 8 stories is desired in the Far Northeast Area Plan. Therefore, rezoning this site would be consistent with the specific intent of the zone district.

Attachments
1. Application
2. Public Comment Letters
3. PUD 319
4. Agreement Between City and County of Denver and DCG West
5. Large Development Review Framework