



STAFF REPORT

Planning Commission

CASE #Z-941-17

PC Date:	December 6, 2016	Case Planner:	Paul Workman
CC Date:	December 19, 2016		
Location:	Bound by E. 64 th Avenue to the north, E. 62 nd Avenue to the south, Holly Street to the east, and Highways 2 & 85 to the west.		
Applicant:	REGen, LLC 1125 17 th Street #2500 Denver, CO 80202	Owner:	Commerce City Urban Renewal Authority & The City of Commerce City 7887 E. 60 th Avenue Commerce City, CO 80022 The Boys and Girls Club of Metro Denver 6201 Holly Street Commerce City, CO 80022

Case Summary

Request:	The applicant is requesting to rezone the property from a C-3 designation to a PUD designation in order to develop the subject property as a Mixed-Use Regional Commercial Center. The application is being processed concurrently with case V-86-17.
Project Description:	ReGen, LLC has submitted the proposed rezoning to facilitate the redevelopment of the property as a Mixed-Use Regional Commercial Center.
Issues/Concerns:	<ul style="list-style-type: none">• Compliance with the Comprehensive Plan
Key Approval Criteria:	<ul style="list-style-type: none">• Compliance with the Comprehensive Plan• Compliance with the PUD approval criteria
Staff Recommendation:	Approval
Current Zone District:	C-3 (Regional Commercial District)
Requested Zoning:	Planned Unit Development (PUD)
Comp Plan Designation:	Mixed-Use Regional Commercial Center

Attachments for Review: *Checked if applicable to case.*

- | | |
|---|--|
| <input checked="" type="checkbox"/> Applicant's Narrative | <input checked="" type="checkbox"/> Vicinity Map |
| <input checked="" type="checkbox"/> PUD Zone Document | <input checked="" type="checkbox"/> Traffic Impact Study |

Background Information

Site Information

Site Size:	68 acres +/-
Current Conditions:	The site is mostly undeveloped except for the Boys and Girls Club in the southeast corner of the site.
Existing Right-of-Way:	E. 64 th Avenue to the north, E. 62 nd Avenue to the south, Holly Street to the east, and Highways 2 & 85 to the west.
Existing Roads:	E. 64 th Avenue to the north, E. 62 nd Avenue to the south, Holly Street to the east, and Highways 2 & 85 to the west.
Existing Buildings:	One existing building in the southeast corner
Buildings to Remain?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Site in Floodplain:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Neighborhood:	Central

Surrounding Properties

<u>Existing Land Use</u>		<u>Occupant</u>	<u>Zoning</u>
North	Commercial and Residential	Gas station, Church, and Single-Family Homes	C-2 & R-2
South	Commercial and Residential	Multi-tenant retail and Single-Family Homes	C-2 & R-1
East	Commercial and Residential	Commercial Uses, Mobile Home Park, and Single Family Homes	C-3, MHP, & R-3
West	Right-of-Way	State Highway 2 and State Highway 85	N/A

Case History

There are a variety of cases that were approved for the subject properties. However, when the Commerce City Urban Renewal Authority purchased the site, the rights granted in the previous approvals were relinquished by the Urban Renewal Authority. Therefore, the previous case history is irrelevant as it does not apply.

Applicant's Request

REGen, LLC has submitted the rezoning request on behalf of the property owners in order to facilitate the redevelopment of the subject property as a horizontal and vertical mixed-use development. Specifically, the applicant states; *"The Mile High Greyhound Park (MHGP) redevelopment plan envisions the property as a new town center and community within the existing fabric of Commerce City. The plan proposes a mix of residential uses, retail, and civic infrastructure that will not only help establish a sense of place within the site, but will enliven and provide amenities and resources to the community that surrounds it."*

Project Integration:

"Integration with the surrounding community is a primary principle of the development plan for the MHGP site. The street network within the site is aimed to tie existing fabric together and break down the barrier that the site currently acts as. Parkway Drive will connect through to Glencoe Street providing strong connectivity across the site. E. 63rd Avenue will connect Highway 2 and allow users to access the commercial areas of the site. A new road running east-west across the site will provide first-time connectivity from the eastern edge of the site. Other future street connections will likely tie the project together at Siegal Court and Hudson Street among others."

"The uses on the site are aimed at integrating with the context that surrounds them. Lower density residential uses will line E. 64th Avenue to integrate to the community to the north. Larger scale uses, such as commercial and institutional uses, will border Highway 2 to provide access and to transition from the character of that area. Denser residential uses will be prioritized for the center of the site around open spaces. In order to provide amenity to the surrounding community, all sidewalk areas along the perimeter of the project area will be improved to provide a safer and more convenient connections for the areas that surround the community such as children traveling from Central Elementary School to the Suncor Boys and Girls Club along Holly Street."

Project Phasing:

"Due to the scale of this project (approximately 70 acres), the project will be phased over several years based on the speed of the market in developing the site. It is very likely that the project will be developed vertically by multiple entities and the speed of development will vary based on use and strength of the demand for the products. Though a first phase is not yet identified, it is likely that development will kick off somewhere near the southern boundaries of the site. A first phase can include residential or commercial uses, or a combination of the two. Uses will occur with a build-out of the horizontal infrastructure which could include in an early phase the extension of Parkway Drive and other streets in the area."

Layout and Circulation:

"The MHGP plan looks to provide a seamless connection to the existing community and provide access across the existing site that has not previously existed. Currently, the site, which is just under 70 acres, creates a barrier within the district and allows for no public access across it. The current site creates a challenging traffic pattern and does not allow for the existing residential areas to interact with shops and uses that are just on the other side of the property." In order to connect the site to its surroundings, the applicant states; "This plan aims to fix this connectivity issue by linking the site with the surrounding community fabric and weaving together all sides with the property as its new core. The primary connection through the site will be the continuance of Parkway Drive through the site, linking with Glencoe Street to the north. Parkway Drive/Glencoe Street will be a smaller street than the existing Parkway Drive, but will be a collector level street with strong pedestrian amenities to make it a more multi-modal street than the ones to which it will connect. Another street will parallel this connection to the west in the approximate location of Fairfax Street. This street will be a smaller local street acting as a threshold between commercial and institutional areas and the residential and mixed-use zones. E. 63rd Avenue will connect this street to Highway 2 and provide a gateway to the remainder of the site. E. 63rd Avenue is anticipated to be a collector level street that will not continue through the site from east to west in order to diminish users using the street as a cut through. The last street alignment determined for this PUD submittal is a street that will define the northern border of the existing Boys and Girls Club and connect the

eastern side of the site with its center. This street is the only possible connection to the east and is important for connectivity. It will be a local level street.” The applicant also states; “Street connections to other existing streets such as Siegal Court and Hudson Street, will provide connectivity to the existing community. With the exception of those mentioned, all streets are likely to be local level streets pending the results of a traffic study. Certain connections may also be green connectors that allow for pedestrian access but not vehicular access.”

Land Uses:

“The southwestern most area of the site will be a retail and commercial hub for the community that will integrate and amplify the existing shopping area across E. 62nd Avenue. Commercial uses within this area will possibly include a hotel, large and small retail shops, and sit-down restaurants. Within the mixed-use core of the site, small shops, offices, and restaurants are allowed and encouraged to occupy the ground floor of mixed-use buildings, especially fronting the open space areas of the site.”

“The northwestern most site is planned for a community institutional or academic use. Though the exact user is unknown at this time, the use is assured to be a community asset and amenity that will provide a needed service within the area. The use will be vetted for its ability to serve the needs of the surrounding and future community. The use may be a school, training facility, or culture use or a mixture of these. No large scale manufacturing or heavy industry will be allowed on this site or any other across the project.”

“The residential component of the project is planned to be a mix of product types that can provide a great home for a variety of needs and income levels. The products will likely include a mix of detached single family homes (~8-10 du/ac net), attached single family homes (~12-25 du/ac net), walk-up apartments (~25-40 du/ac net), and elevator multi-family buildings with the potential for ground floor uses (~40-60 du/ac net [60 du/ac limit to fit in with the comprehensive plan]) and other possible types. These products will largely fit within the spectrum of denser to less dense as the project progresses north to interact with the existing neighborhood there.”

Open Space:

“The open space system within the MHGP will be comprehensive and varied. One of the most prominent open space features on the site will be the expansion of the existing regional detention pond on the northeastern edge of the site. The current pond is considered too small for the needs of the area it serves. In order to serve the 100 year flood event, the pond will be expanded and joined with usable park open space. This will work to turn a pond that would otherwise be a liability or detractor from the quality of the site into an amenity. This undertaking will be done in partnership with the City. This pond expansion will likely be connected through an open space network to a central park open space further to the west.”

“The central park will similarly be a mixture of storm water management and usable, active open space. This park will serve a large portion of the storm water needs of the MHGP site itself. The park is also seen as the heart of the community and will provide opportunities for large gatherings, programmed events, passive recreation, and family use. This park will likely be linked to the existing fabric of the area as well as the rest of the development with linear park connections allowing for a connected park network that ties the project together.”

Development Review Team (DRT) Analysis

Comprehensive Plan Analysis:

The Development Review Team (DRT) began the review of this application by evaluating the request against the City's Comprehensive Plan. That analysis is as follows:

Comprehensive Plan

In the table below, there are specific goals identified in the adopted Comprehensive Plan related to the request, but the Comprehensive Plan also calls for the redevelopment of the subject property. The DRT recommendation for this request is supported by the following Comprehensive Plan language and goals:

- Chapter 4 (Land Use and Growth), Section C states: *"Redevelop Wembley (former greyhound racing site) to a mixed-use project, well integrated with adjacent commercial and residential, potentially including senior housing."*
- Chapter 8 (Redevelopment and Reinvestment), Policy RR2.4 states: *"Establish Wembley as a future redevelopment site. Future development should include a mix of commercial and residential uses that are well integrated and that mesh with the areas surrounding the site. A sub-area plan may be necessary to explore feasibility of future activities (e.g. senior housing, commercial uses), as well as partners and funding strategies for the area."*

<u>Section</u>	<u>Goal</u>	<u>Description</u>
Land Use	LU 1a	<u>Future Land Use Plan (FLUP) as a Guide:</u> Use the Future Land Use Plan (FLUP) to guide development patterns and mix of uses and amendments to the Land Development Code (LDC).
Analysis:	The FLUP identifies the subject property for a mixed-use Regional Commercial Center. The proposed zoning is to create this exact type of development.	

<u>Section</u>	<u>Goal</u>	<u>Description</u>
Land Use	LU 1d	<u>Coordinated Rezoning:</u> Coordinate rezoning of multiple parcels together in key locations to implement the coordinated pattern on the FLUP.
Analysis:	The proposed PUD Zone Document will help the properties redevelop in alignment with the FLUP.	

<u>Section</u>	<u>Goal</u>	<u>Description</u>
Economic Development	ED 3a	<u>FLUP to Guide Decisions:</u> Use the FLUP to guide land use decisions.
Analysis:	The proposed PUD allows for a variety of non-residential uses, which is consistent with the FLUP.	

<u>Section</u>	<u>Goal</u>	<u>Description</u>
Fiscal Stability	FS 2b	<u>Reserve Land For Commercial Uses:</u> Ensure adequate land for commercial uses through the FLUP; preserve the opportunity for future retail development by designating locations.
Analysis:	The subject property is identified by the FLUP to be a mix of uses. The proposed PUD Zone Document identifies an area specifically for commercial development, while allowing non-residential development in all but one area of the property.	

<u>Section</u>	<u>Goal</u>	<u>Description</u>
Redevelopment & Reinvestment	RR 2a	<u>Urban Renewal Area (URA) Tools:</u> Expand application of Urban Renewal Areas (URAs) to achieve redevelopment goals, including existing URAs and potential new URAs. Explore creative funding applications for redevelopment, such as Tax Increment Financing, expanding on funding tools permitted through URAs.
Analysis	The subject property will be included in an Urban Renewal Area (URA) and tools like Tax Increment Financing will be used to fund the necessary infrastructure improvements for the project.	

<u>Section</u>	<u>Goal</u>	<u>Description</u>
Safety & Wellness	SW 2a	<u>Pedestrian Improvements:</u> Pursue strategies to create a visually-appealing and safe pedestrian experience. Prioritize pedestrian improvements in areas that will have the greatest benefit.
Analysis	As part of the redevelopment of the property pedestrian improvements will be made to the exterior of the site to provide a visually-appealing and safe pedestrian experience.	

<u>Section</u>	<u>Goal</u>	<u>Description</u>
Safety & Wellness	SW 4d	<u>Community Gardens:</u> Explore feasibility, cost, and benefits of allowing community gardens in some public and private parks along with incentives to encourage them in private developments.
Analysis	The PUD Zone Document allows for community gardens in all areas of the development, except for the area that reserved for commercial uses. This will incentivize community gardens and help give healthy food options to residents and employees located on the site.	

The DRT has determined that the proposal is consistent with the Comprehensive Plan language and goals stated above. Specifically, the property is identified for denser urban-type development. General characteristics of urban development include things like; smaller lot sizes, buildings close to the street/property lines, community oriented pedestrian space, taller buildings, and a mix of uses both in the surrounding area as well as in the same building. Once it was determined that the proposal is consistent with the Comprehensive Plan, the DRT reviewed the proposal as outlined below.

Project Background and Outreach:

For more than 60 years, the former Mile High Greyhound Park was a vibrant entertainment destination, drawing thousands of people from across Colorado. As an economic engine for the city, the park employed hundreds of residents and generated significant revenue for the city. When racing ended in 2008, visitors and activity in the area slowed. In order to determine the future of the site, the Commerce City Urban Renewal Authority (CCURA) purchased the property in 2011 with the intent to redevelop the site as an economic engine for a new generation as anticipated by the Comprehensive Plan. Initial public outreach for the project occurred in 2011 shortly after the property was purchased CCURA. At that time, 6 public meetings were held in order to get input from the community as to how the site should redevelop.

The community supported vision for the site is reflected in 6 Development Goals:

1. Create a flexible master framework plan
2. Create a mixed-use and multi-use neighborhood
3. Provide a variety of retail and commercial development options
4. Create a community destination and sense of place
5. Provide space for the Boys and Girls Club and other service organizations
6. Hold a portion of the property for an institutional anchor while pursuing development on the remainder of the property.

Through the course of 2012 and concluding in 2013, the CCURA received a grant from the U.S. Department of Commerce Economic Development Administration (EDA) to conduct a Feasibility Study for the property. While the Feasibility Study makes a variety of recommendations, as it relates to zoning, the Study states; *“Whatever the ultimate development program for the Area, it should address the broad goal of introducing uses that are contextually compatible. Whereas it is unlikely that a single land use will ultimately occupy the site, a Planned Unit Development District (PUD) zoning designation might offer a higher level of flexibility for the end-user and potentially encourage more diversity, allowing for appropriate land uses and products to be co-located within the property and adjacent to existing uses. Ultimately, design guidelines or standards will be needed to protect the program vision and ensure a sustained level of quality development.”* Also occurring in 2012 and 2013, the racing related structures were removed in order to prepare the property for redevelopment, a Current Conditions Survey was performed on the property, and the site was removed from the City Center Urban Renewal Area. During 2014 and 2015 the city was able to elicit proposals from Master Developers and ultimately negotiate a Master Developer Agreement with REGen, LLC, which was finalized in 2016. Also during this time period, the city supported the efforts of the Boys and Girls in the shared desire to locate their new facility on the subject property. As the first new development on the site, the Suncor Boys and Girls Club opened in 2015 on 2.5 acres of land that was donated by the CCURA. Once the Master Developer Agreement was finalized, REGen, LLC engaged their project team to begin work on the entitlement documents, drainage report, and traffic study. As part of the creation of these documents, the city and REGen, LLC held another neighborhood meeting in the fall of 2016 to incorporate public input into the zoning document that is before Planning Commission and City Council.

PUD Review:

The proposed PUD is broken into 8 areas and each area is uniquely planned to integrate the site with its surroundings while creating a mixed-use development.

- Area A (the northwest area) is intended to allow for educational and institutional uses. These types of uses are a direct result of the public outreach that was done with the surrounding area and their expressed desire to have an educational or institutional presence on the site. The northwest area was designated as the educational/institutional area because it is adjacent to Highway 2 and Highway 85, which gives it the necessary visibility and access while limiting the opportunities for traffic impacts within the site and to adjacent residential uses.
- Area B (the southwest area) is intended to allow for traditional commercial uses. These types of uses could include uses such as mid to large box retailers, hotels, restaurants, and similar. Comparable to Area A, the southwest area was designated as the commercial area because it is adjacent to Highway 2 and Highway 85, which gives it the necessary visibility and access while limiting the opportunities for traffic impacts within the site and to adjacent residential uses.
- Area C (the north-center area) is intended to allow for single-family residential uses. The types of single-family uses allowed in this area are both single-family detached residential and single-family attached residential. This area was designated for single-family uses as a direct result of the public outreach that was done with the surrounding area and their desire to see a similar type of intensity of use as exists on the north side of E. 64th Avenue. This area will provide the desired transition from single-family residential uses to multi-family residential and commercial uses interior to the site.
- Area D (the south-center area) is intended to provide the most flexibility for uses on the property and allow for the most residential density. This area will likely be the mixed-use heart of the development with multi-family residential uses above ground floor non-residential uses. This area has direct access to future collector streets, which will limit the opportunities for traffic impacts to the existing residential uses.
- Area E (the central park/drainage) is intended to serve 2 functions. The first function is to provide drainage for the development of the subject property. However, the second primary function will be to serve as a community park and area of activity. While the site will serve as a necessary drainage facility, it will have amenities that future residents, visitors, and the existing residents in the area will be able to enjoy.
- Area F (the central mixed-use area) is intended to provide flexibility for uses, but at lesser residential densities than Area D. This area is intended to be residential in focus and only allows non-residential uses when it is on the ground floor with multi-family residential above.

- Area G (the northeast area) is intended to be similar to Area E. This area also serves the purposes of drainage and an open space amenity. Unlike Area E, this pond exists today and serves as a regional drainage facility (very little of the subject property's drainage is accommodated by this facility). The existing pond will be enlarged as part of the redevelopment of the site to serve roughly 400 acres of drainage capacity in a 100 year storm event from the south and east of the subject property. As part of the improvements to the existing facility, the south end of this area will be improved with amenities for future residents, visitor, and existing residents in the area will be able to enjoy.
- Area H (the southeast area) is currently developed with the Suncor Boys & Girls Club. The PUD Zone Document makes no changes in the allowed uses or uses that are necessary for the Boys & Girls Club to operate.

By zoning the property to a PUD zoning designation it allows for a comprehensive approach to the development that also creates a variety of uses while being sensitive to the site's surroundings as recommended in the Feasibility Study. Without the use of a PUD Zone Document the zoning of the property would be fractured and unable to meet the needs of the developer and the surrounding community.

PUD Process and Layout:

For properties that receive a PUD zoning designation, there are generally 3 stages of development. The first stage is a PUD Concept Schematic. This stage provides an opportunity for applicants to get input for things like land uses, densities, connectivity, etc. prior to making significant investment on final plans. The concept for the subject property was completed in 2013 as part of a study performed by Rickard Cunningham. The second stage of development for properties zoned PUD is the PUD Zone Document. This stage is where entitlements are approved and the base standards for things like land uses, densities, bulk standards, etc. are set for the property. The subject property is at this stage. The third stage for development within a property zoned PUD is the PUD Development Permit stage. The PUD Development Permit is generally an administrative process that approves specific development on specific property that complies with the standards established within the PUD Zone Document. At this time, there are no PUD Development Permits submitted for specific development on the subject property.

The proposed PUD has 10 pages. Sheet 1 is a cover page containing things like signature blocks, a sheet index, and a property description. Sheet 2 provides a Project Narrative that discusses topics such as the intent of the project, existing amenities, and existing challenges. This sheet is intended to provide a broad over view of the site and the intent of the development. Sheet 3 is a graphic representation of the property in its existing conditions. Sheet 4 is a visual representation of the different Planning Areas with general notes related to the site. Sheet 5 contains the bulk standards for the different Planning Areas and the parking requirements for the different uses. Sheet 6 provides the allowed uses for the different Planning Areas. Sheets 7 -10 provide street and pedestrian connection cross-sections. The contents and layout of this PUD is typical for a property this size and is consistent with other PUDs of a similar nature.

Given the size and nature of the proposed PUD Zone Document, there are some unique standards that are proposed. A high-level discussion of those items is provided below.

- **Bulk Standards.** The proposed bulk standards within this PUD reflect urban-type bulk standards. Minimum lot sizes and frontages are smaller than traditional suburban development and maximum building heights for non-residential uses and mixed-use buildings are taller than traditional suburban development.
- **Parking Standards.** In an urban-type built environment the focus is on the pedestrian experience which increases walk-ability and reduces the need for vehicle trips. As a result of the reduced need for vehicles, parking requirements are reduced. As it relates to this proposal, the parking standard that is most different from the city's traditional suburban parking requirement is the multi-family residential parking requirement. The proposed parking requirement for multi-family uses is 1.25 parking spaces per dwelling unit. As part of the research for this requirement, staff researched 5 other Denver Metro suburbs to see what their multi-family parking requirements were. Brighton, Castle Rock, Erie, Lakewood, and Parker all have a requirement for multi-family parking in a suburban context, but encourage and/or require less

parking in an Urban Context that is consistent with the multi-family parking requirement proposed in this PUD. The table below shows the different parking calculations for these suburban communities. Additionally, all of the street cross-sections provide for on-street parking, which will accommodate any over-flow or visitor parking.

	Commerce City	Brighton	Castle Rock	Erie	Lakewood	Parker
Suburban	1-bedroom: 1.5/unit 2-bedroom: 1.75/unit 3+- bedroom: 2/unit 15% of total for visitor parking	Studio: 1/unit 1-bedroom: 1.5/unit 2-bedroom: 2/unit 3+- bedroom: 2.5/unit	Studio: 1/unit 1-bedroom: 1.5/unit 2+-bedroom: 2/unit 1 per 4 units for visitor parking	1-bedroom: 1.5/unit 2+-bedroom: 2/unit 1 per 3 units for visitor parking	.75 per unit minimum up to 2 per unit maximum	1-bedroom: 1/ unit 2-bedroom: 1.5/unit 3+-bedroom: 2/unit .25 per unit for visitor parking
Urban	1.25 (proposed)	Encourage shared parking	No parking requirements	Automatic 20% reduction		On street parking counts to the requirement and shared parking agreements are encouraged.

- Street Cross-Sections. The submitted PUD proposes to customize the street cross-sections for the development. Generally speaking, the proposed cross-sections reflect urban street cross-sections. They have larger sidewalks and tree-lawns than would otherwise be required to enhance the pedestrian experience and they provide for on-street parking. The on-street parking increases the overall parking spaces available within the development and also provides a better experience for pedestrians by buffering them from the traffic. With the larger sidewalks and tree-lawns drivers sense that the space is made for pedestrians and use slower speeds. The on-street parking also works to slow traffic speeds because drivers have to pay attention to what is occurring on that side.
- Open Space. An important part of an urban environment is the presence of community open space. This is important for urban environments because personal open space (i.e. yards) is general reduced from a traditional suburban model. Generally speaking, individuals that choose to live in an urban environment do not want to maintain personal open space, but rather enjoy community open space with their neighbors. The proposed PUD identifies 2 storm drainage areas and 3 open space connectors for community open space. There are likely to be more community open space amenities as individual phases are constructed.

Compatibility with the Area:

As shown in Figure 1.1, the subject property is surrounded by a variety of zoning designations. On the north, east, and south sides there is a mixture of commercial and residential uses and to the west is State Highway 2 and State Highway 85 with industrial uses beyond.

The proposed PUD has been designed to be sensitive to the surrounding land uses by having single-family residential uses along the north property line, the continuance of the drainage area and Boys and Girls Club on the east property line, a mixture of commercial uses on the south property line, and commercial/institutional uses along the west property line to take advantage of the visibility from State Highway 2 and State Highway

85. This mix of uses is consistent with the variety of uses in the area. Figure 1.2 shows that the future plan for this area is to have a Regional Commercial Center with a variety of uses on the subject property. The proposed PUD Zone Document meets the identified future use of the subject property. Based on this information, the proposed PUD is consistent with both the existing uses in the area and the future plan for the area.

Figure 1.1
Zoning Map with Aerial



Figure 1.2
Future Land Use Plan



Traffic Analysis:

Before the specifics of the Traffic Impact Study (TIS) are discussed, it is important to understand the purpose and intent of this document. Generally speaking, a TIS for a development of this size with the variety of uses and densities that are proposed has to make certain assumptions that may or may not come to fruition. Therefore, this type of TIS is intended to serve as a guide for likely traffic impacts. However, at the time of specific development, each developer will be required to submit either a letter of conformance to this TIS or create a new TIS that discusses their specific traffic impacts and how they intend to mitigate their traffic impacts, if any.

The submitted TIS was performed by Kimley Horn in order to analyze anticipated traffic impacts of the proposed development on the surrounding area. Within the TIS, there are 3 milestones established. The first milestone is the year 2020 (short-term), the second milestone is 2025 (mid-term), and the third milestone is 2035 (long-term). The following intersections were analyzed at these 3 milestones:

- E. 60th Avenue and Vasquez Boulevard (US 6/85/2)
- E. 62nd Avenue and State Highway 2
- E. 62nd Avenue and Parkway Drive
- E. 62nd Avenue and Holly Street
- E. 63rd Avenue and State Highway 2
- E. 64th Avenue and State Highway 2
- E. 64th Avenue and Glencoe Street
- E. 64th Avenue and Holly Street

After performing the TIS, Kimley Horn makes the following recommendations and conclusions:

- Roadway improvements may be needed at the existing E. 60th Avenue/Vasquez Boulevard (US 6/85/2).
- Permits will be necessary from CDOT for the intersections of State Highway 2 with E. 62nd Avenue, E. 63rd Avenue, and E. 64th Avenue.
- At the intersection of State Highway 2 and E. 64th Avenue, lengthening the southbound left turn lane is recommended.
- Site specific recommendations will be provided as parcels within the project are being developed.
- Traffic signal upgrades of equipment will likely be required due to the increase traffic volumes.
- At the time of the development of the northeast portion of the site, pick-up and drop-off times for Central Elementary should be evaluated for potential impacts or mitigation measures, if any.
- On-site improvements should be incorporated into Civil Drawings and conform to all applicable standards.

After reviewing the submitted TIS, the general highlights are that the impacts to the surrounding area are minimal with upgraded traffic lights at the existing intersections and that the biggest impact to traffic in the area will occur at the intersection of E. 60th Avenue and Vasquez Boulevard (State Highway 2/6/85). Future improvements to this intersection are currently being evaluated by the Colorado Department of Transportation (CDOT) as part of their larger study of the I-270 and Vasquez interchange. Due to the regional nature of the intersection and its governance by CDOT, any improvements to this intersection will come as a result of the CDOT study and funding will need to be identified as part of that study.

Next Steps:

While obtaining the requested zoning is critical in the redevelopment process, there are several next steps that will need to happen prior to the redevelopment beginning. It is the intent of the CCURA and REGen, LLC to designate the subject property as an Urban Renewal Area, which will require the approval of an Urban Renewal Plan through future hearings with Planning Commission and City Council. The Urban Renewal designation is important for the project because it is the mechanism by which the infrastructure improvements can be made to attract other developers and end users to the site. While there is no phasing plan at this time, it is likely that the administrative processes for platting and infrastructure construction will begin in 2017.

Additionally, REGen, LLC and the city will begin work on the design standards for the property in 2017. The design standards are approved administratively and will layout the requirements for things like architecture, accessory structures, landscape standards, signage, building materials, etc. The PUD requires that these regulations be in place prior to any development.

Outside Agency Review:

Staff referred this application to several departments in the city as well as outside agencies. All of the responses that were received indicated that the proposed PUD would not create conflicts with their regulations and no objections have been received. The applicant, the city, and the South Adams County Fire District (SACFD) have worked closely to ensure that the street cross sections, allowed uses, and bulk standards meet their requirements. The Commerce City Police Department responded that they *“do not have any issues with the proposal”*. Additionally, a copy of the Traffic Impact Study (TIS) has been provided to the Colorado Department of Transportation (CDOT) for their review. All parties involved (CDOT, the applicant, and the city) understand that it will take a coordinated effort to address traffic impacts to CDOT regulated roads.

Addressing inadvertently omitted items:

In an effort to ensure that any development regulations that may have been inadvertently omitted from the document are still addressed, there is specific language that states that if the PUD does not address a development criterion, the regulation will defer to the future design standards.

Summary:

In summary, the DRT has determined that the request meets the approval criteria for a PUD Zone Document outlined in the LDC as provided below, the proposal meets the Comprehensive Plan goals that are outlined above, and the proposal is sensitive to adjacent property. After performing this analysis, the DRT is recommending that the Planning Commission forward a recommendation for **approval** to City Council.

Criteria Met?	Sec. 21-3251. PUD Zone Documents	Rationale
<input checked="" type="checkbox"/>	The PUD zone document is consistent with all applicable City adopted plans or reflects conditions that have changed since the adoption of such plans;	The City's plan for the subject property is as a Mixed-Use Regional Commercial Center. The proposed PUD is designed to provide this type of development.
<input checked="" type="checkbox"/>	The PUD zone document is consistent with the PUD concept schematic;	The PUD is consistent with the concept plan that was done in 2013.
<input checked="" type="checkbox"/>	The PUD achieves the purposes set out in section 21-4370 and represents an improvement over what could have been accomplished through straight zoning;	The proposed PUD achieves the purposes identified in Section 21-4370. The customized zoning allows for a mixed-use development that is sensitive to adjacent property as identified in the Comprehensive Plan.
<input checked="" type="checkbox"/>	The PUD complies with all applicable city standards;	The proposed PUD meets the applicable City standards and includes language that any item governed by the Land Development Code (LDC) and not addressed by the PUD shall default to the future Design Standards or LDC.
<input checked="" type="checkbox"/>	The PUD is integrated and connected with adjacent development;	The property has been integrated with adjacent property as outlined above.
<input checked="" type="checkbox"/>	To the maximum extent feasible, the proposal mitigates any potential significant adverse impacts;	The PUD has been created to minimize impacts to adjacent property. The PUD Zoning allows for the site to be redeveloped in a manner that is more sensitive to adjacent development than would otherwise be achievable.
<input checked="" type="checkbox"/>	Sufficient public safety, transportation, and utility facilities and services are available to serve the subject property, while maintaining sufficient levels of service to existing development;	The redevelopment of the site will upgrade existing utilities on the site and have no impact to existing services. Additionally, the existing regional storm water detention facility will be upgraded to a 100 year storm event, improving the current safety of the area.
<input type="checkbox"/>	The proposed phasing plan for development of the PUD is rational in terms of available infrastructure, capacity, and financing; and	NA. There is no phasing plan for this PUD.
<input checked="" type="checkbox"/>	The objectives of the PUD could not be accomplished through height exceptions, variances, or minor modifications.	The primary objective of this PUD is to create a Mixed-Use Regional Commercial Center. This could not be achieved through a straight zoning designation.

Development Review Team Recommendation

Based upon the analysis above, the Development Review Team believes that the application **meets** the criteria for a PUD Zone Document set forth in the Land Development Code and recommends that the Planning Commission forward the PUD Zone Document request to the City Council with a recommendation for **approval**.

Planning Commission's Recommended Motion

I move that the Planning Commission enter a finding that the requested PUD Zone Document for the property generally bound by E. 64th Avenue on the north, Holly Street on the east, E. 62nd Avenue on the south, and State Highways 2 and 85 on the west contained in case **Z-941-16** meets the criteria of the Land Development Code and, based upon such finding, recommend that the City Council **approve** the PUD Zone Document.

Alternative Motions

To recommend approval subject to condition(s):

I move that the Planning Commission enter a finding that, subject to certain conditions, the requested PUD Zone Document for the property generally bound by E. 64th Avenue on the north, Holly Street on the east, E. 62nd Avenue on the south, and State Highways 2 and 85 on the west in case **Z-941-16** meets the criteria of the Land Development Code and, based upon such finding, recommend that the City Council **approve** the PUD Zone Document **subject to the following conditions**:

Insert Condition(s)

To recommend denial:

I move that the Planning Commission enter a finding that the requested PUD Zone Document for the property generally bound by E. 64th Avenue on the north, Holly Street on the east, E. 62nd Avenue on the south, and State Highways 2 and 85 on the west contained in case **Z-941-16** fails to meet the following criteria of the Land Development Code:

List the criteria not met

I further move that, based upon this finding, the City Council **deny** the PUD Zone Document.

To continue the case:

I move that the Planning Commission continue the requested PUD Zone Document for the property generally bound by E. 64th Avenue on the north, Holly Street on the east, E. 62nd Avenue on the south, and State Highways 2 and 85 on the west contained in case **Z-941-16** to a future Planning Commission agenda.