



## V-86-17 & Z-941-17

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REGen, LLC, Commerce City, Commerce City Urban Renewal Authority

Vacate Right-of-Way

Rezone from C-3 to PUD

# Presentation Outline

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- Site Context and Zoning
- Vacation Request and Analysis
- Comprehensive Plan Context
- Urban Environments
- Site Photos
- Public Outreach
- PUD Process and Contents
- Traffic and Transportation Analysis
- Project Next Steps
- Outside Agency Review
- Public Comment
- PUD Analysis
- Recommendation





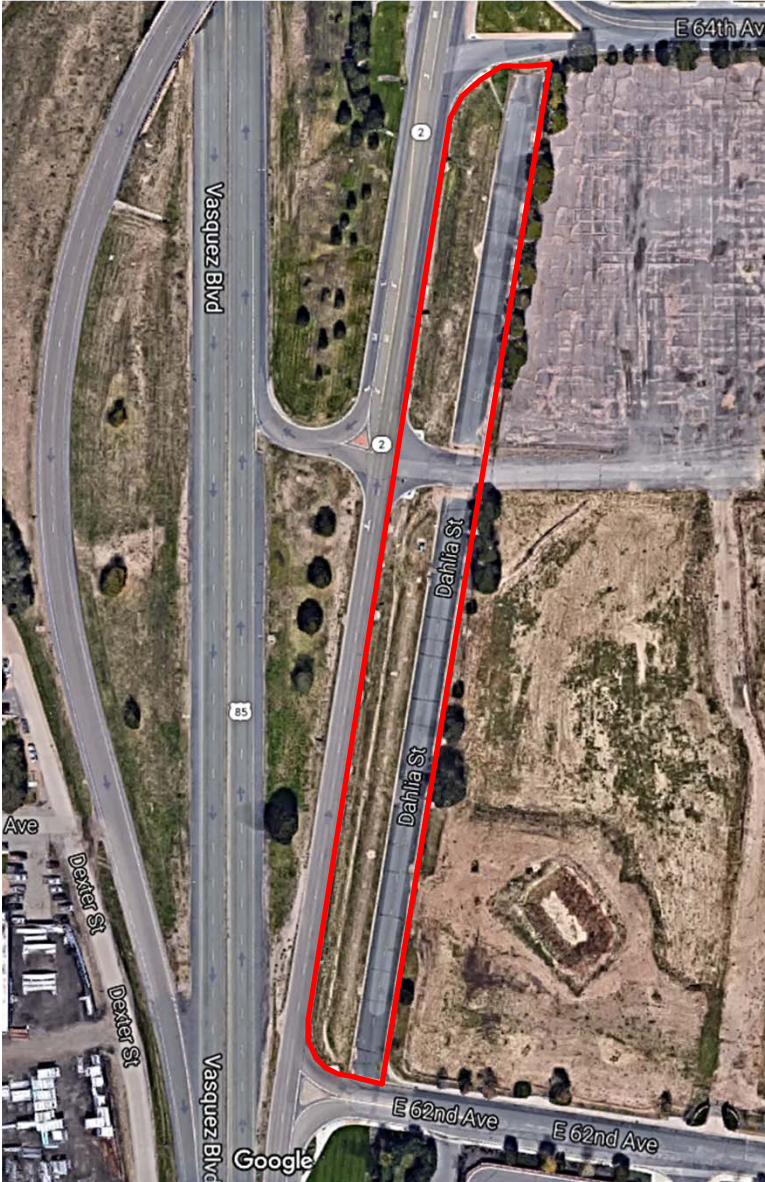


# Current Zoning



# Vacation Request

- Incorporate into redevelopment:
  - Utilizes to remain in an easement
  - Landscaped to beautify
  - Right-of-Way is redundant
  - Maintain E. 63<sup>rd</sup> Access



# Planning Commission Vacation Analysis

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Criteria	Rationale	Criteria Met
The vacation is consistent with the Comp Plan or any other plan.	The area will be incorporated into the redevelopment, which is consistent with the Comp Plan.	Yes
The land is no longer necessary for public use and convenience.	North and south bound access will remain on Highways 2 and 85.	Yes
The vacation will not create land locked parcels.	The property will maintain access on Highways 2 and 85.	Yes
The vacation will not render access to any parcel unreasonable or economically prohibitive.	Access on E. 63 <sup>rd</sup> Avenue from Highways 2 and 85 will remain.	Yes
A separate plat to replat the vacated area into a larger parcels has been submitted.	A separate plat will be submitted at a later date to include the area with the larger redevelopment	Yes



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# Comprehensive Plan Call Out

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- Chapter 4 (Land Use and Growth)
  - *“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)
  - *“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.”*





# Comprehensive Plan Designation – I

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- Mixed-Use:
  - Mix of residential, retail, commercial, and office uses.
  - Retail and office uses of different scales.  
Residential and retail allowed as either vertical or horizontal mixed-use.
  - Intended for urban environments.



# Comprehensive Plan Designation – II

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- Regional Commercial Center:
  - Mix of uses with transitions
  - Buildings oriented towards the street
  - Shared plazas, clustered buildings
  - Parking in sides and rear
  - Screened service/utilities
  - Visual interest (e.g. parks)
  - Transit access at perimeter
  - Intended for urban environments



# Common Elements of Urban Environments

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- Smaller lot sizes
- Buildings close to the street/property lines
- Community oriented pedestrian space
- Mix of uses





# Applicant's Project Intent

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- *“The development of this project will create a vibrant new center for the surrounding areas by providing a mix land uses and open spaces. This project will provide a variety of housing opportunities – ranging from single-family homes to mixed-use apartment buildings – to provide options for a variety of needs. Commercial uses, such as restaurant shops, and hotels will provide a needed amenity for the new community as well as the surrounding neighborhood residents. The project will provide a focus and center of gravity for the areas that surround it as well as larger regional area that includes the remainder of Commerce City. **The project is a mixed-use hub with a strong urban walkable form that will tie the surrounding area together.**”*







# Site Photos



1. Looking South



2. Looking Northwest



# Site Photos



3. Existing Pond



4. Dahlia Right-of-Way

# Public Outreach

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- Commerce City and REGen, LLC held a neighborhood meeting in September of 2016 at Central Elementary School.
  - Roughly 50 people in attendance
  - Joint presentation
  - Break-out tables by topic for conversation



# PUD Process

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- Stage 1 – PUD Concept Schematic: **Completed**
  - Feasibility Study completed
  - Recommended that the property be zoned PUD to allow for flexibility and encourage diversity while being sensitive to the surrounding uses
- **Stage 2 – PUD Zone Document**
  - Sets minimum bulks standards, allowed uses, density ranges, etc
- Stage 3 – PUD Development Permit
  - Future administrative review of specific development
  - No applications at this time





# PUD Contents – Sheets

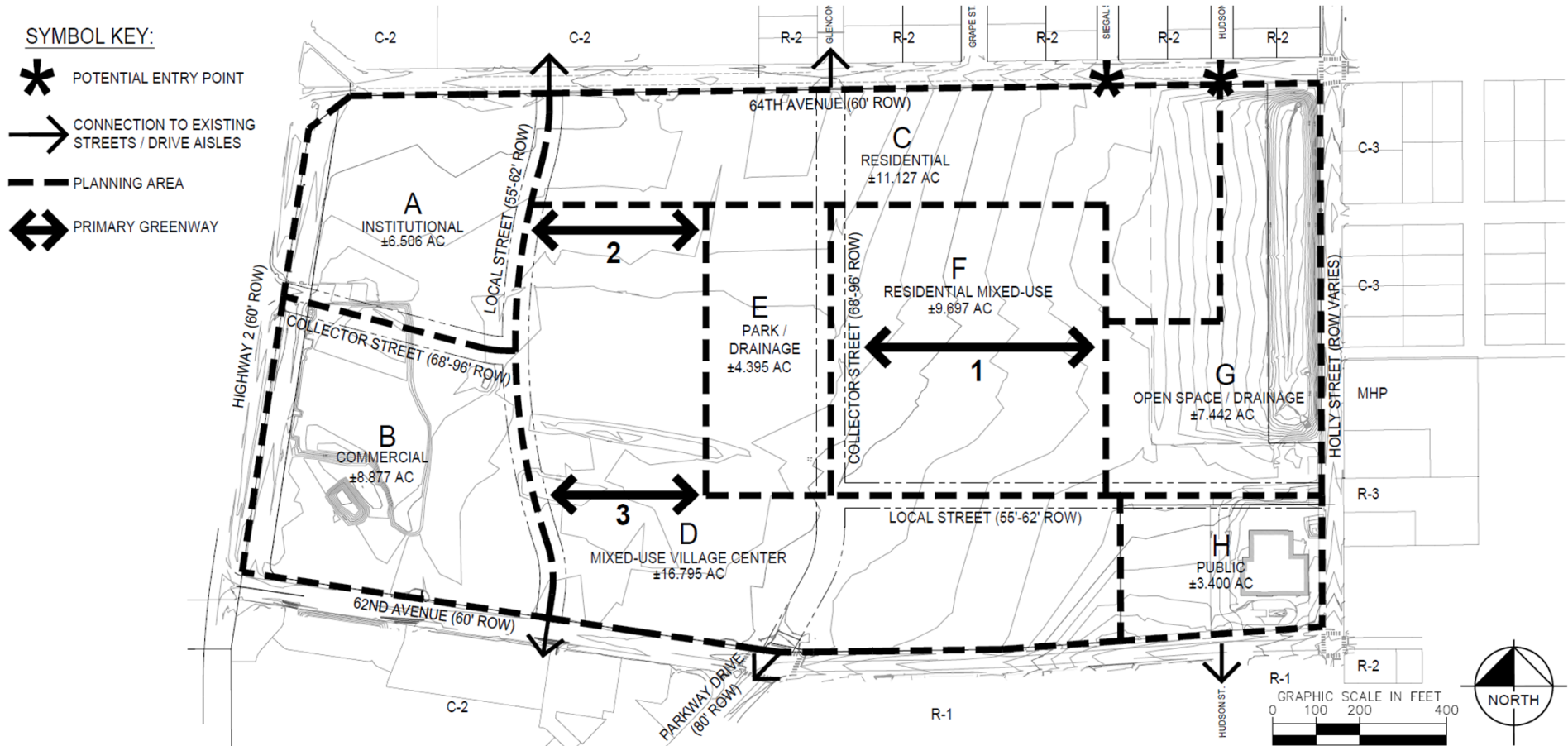
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- 10 Sheets
  - Sheet 1: Cover Page
  - Sheet 2: Project Narrative
  - Sheet 3: Existing Conditions
  - Sheet 4: Visual Depiction of Planning Areas
  - Sheet 5: Bulk Standards
  - Sheet 6: Allowed Uses
  - Sheets 7 – 10: Street and Pedestrian Cross-sections



# PUD Contents – Planning Areas

## Sheet 4: Planning Areas



# PUD Contents – Bulk Standards

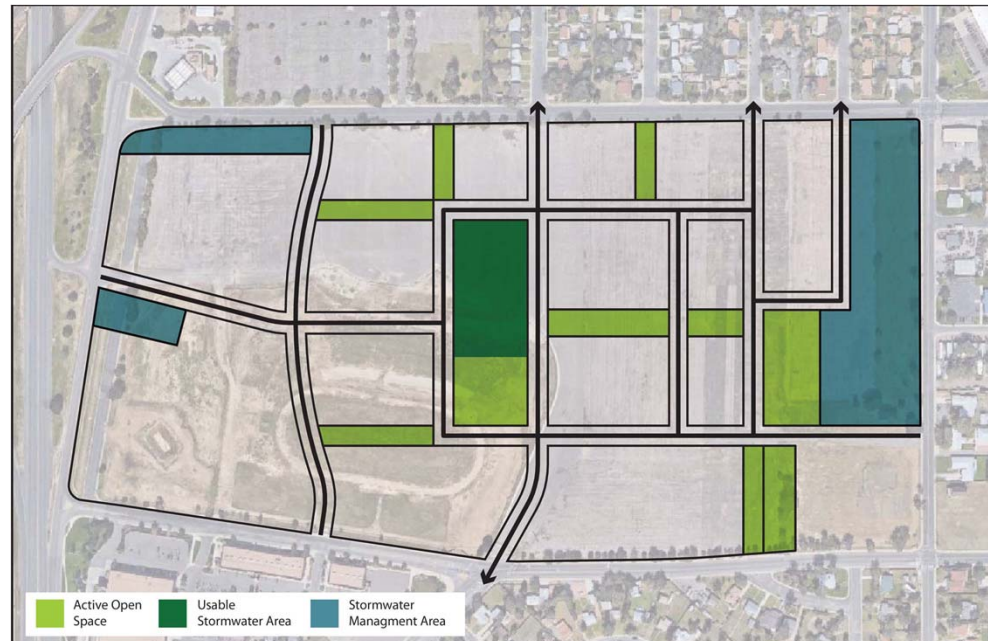
- Proposed bulk standards reflect urban style bulk standards to achieve density and a mix of uses.





# PUD Contents – Open Space

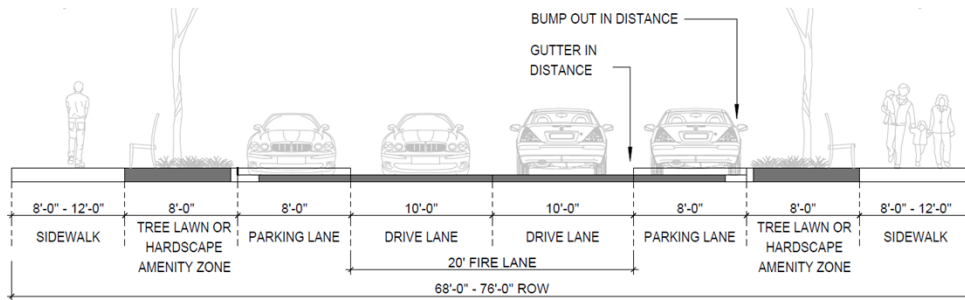
- Open spaces in urban environments are intended to serve as community open spaces because there is less private open space.
- The proposal exceeds the standard 3% open space requirement.



# PUD Contents – Parking Requirements

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

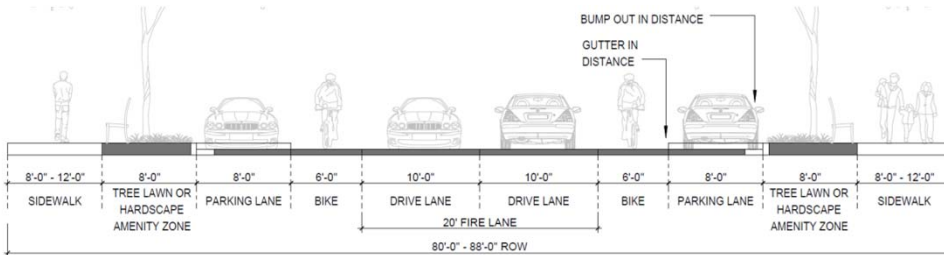
# PUD Contents – Street-Cross Sections



Note: Turn lanes possible at major intersections pending traffic study

## 1 TYPICAL SECTION - PRIMARY COLLECTOR STREET

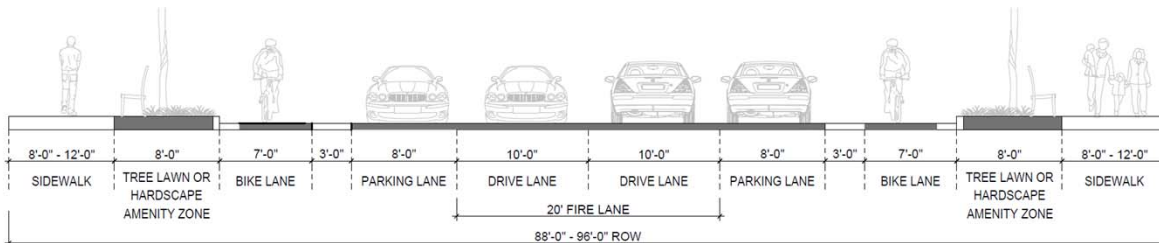
SCALE: 3/16" = 1' - 0"



Note: Section allowable in place of standard collector pending traffic study and city bike connectivity plans outside of PUD boundary  
Note: Turn lanes possible at major intersections pending traffic study

## 2 TYPICAL SECTION - COLLECTOR STREET W/ TRADITIONAL BIKE LANE

SCALE: 3/16" = 1' - 0"



Note: Section allowable in place of standard collector pending traffic study and city bike connectivity plans outside of PUD boundary  
Note: Turn lanes possible at major intersections pending traffic study

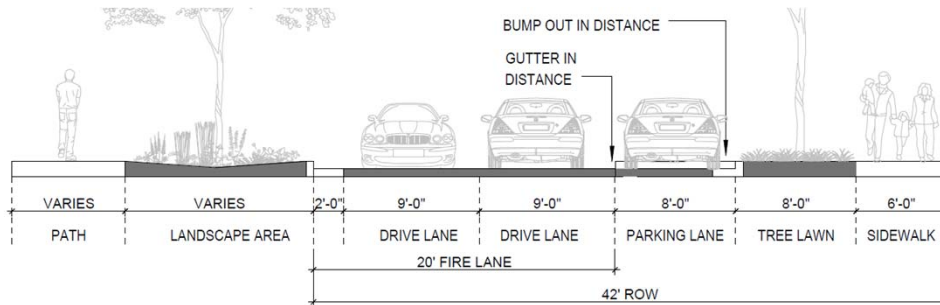
## 1 TYPICAL SECTION - COLLECTOR STREET W/ PROTECTED BIKE LANE

SCALE: 3/16" = 1' - 0"



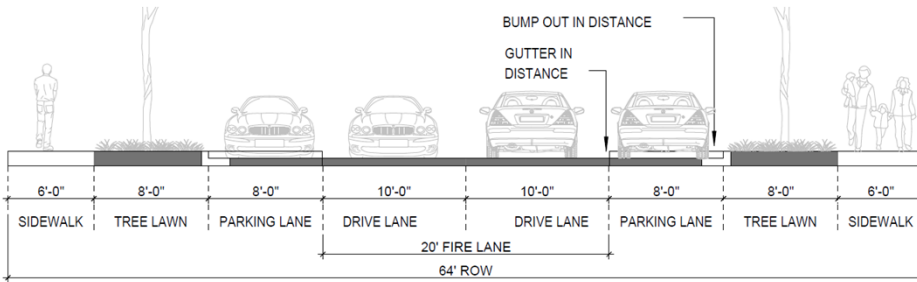


# PUD Contents – Street-Cross Sections



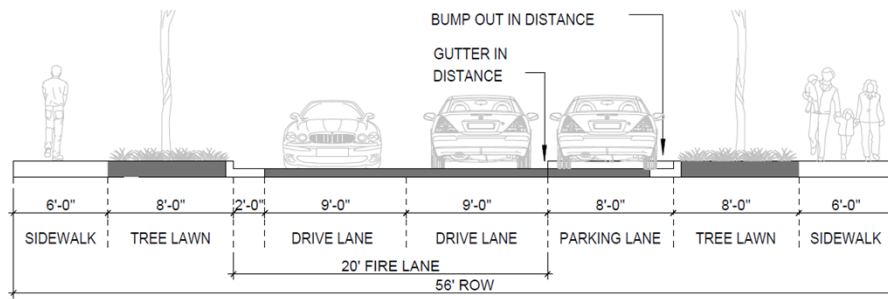
**2 TYPICAL SECTION - PARK STREET**

SCALE: 3/16" = 1' - 0"



**1 TYPICAL SECTION - LOCAL STREET W/ TWO-SIDED PARKING**

SCALE: 3/16" = 1' - 0"



Note: Section allowable in place of standard local street pending traffic study or parking analysis

**2 TYPICAL SECTION - LOCAL STREET W/ ONE-SIDED PARKING**

SCALE: 3/16" = 1' - 0"



# Traffic Analysis – Purpose

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- A Traffic Impact Study (TIS) has been submitted and reviewed.
  - Guide for likely traffic impacts.
  - At the time of specific development each developer will be required to submit a conformance letter or conduct their own TIS and identify mitigation strategies, if any.



# 60<sup>th</sup> & Vasquez Intersection LOS

Level of Service	Overall Intersection AM Peak	Overall Intersection PM Peak
2016 (existing)	D	D
2020 (without development)	D	D
<b>2020 (with some planned MHGP development)</b>	<b>D</b>	<b>E</b>
2025 (without development)	D	D
<b>2025 (with planned MHGP development)</b>	<b>E</b>	<b>E</b>
2035 (without development)	D	D
<b>2035 (with full MHGP development)</b>	<b>E</b>	<b>F</b>





# Traffic Analysis – Recommendations

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- CDOT study of the US 85 corridor underway, no implementation funding currently allocated.
- As expected, roadway improvements are needed at E. 60<sup>th</sup> Avenue and Vasquez Boulevard (US6/85/2) in the future for the regional success of the area.
  - Traffic will increase at the intersection.
  - On-site traffic mitigation will be evaluated and implemented throughout the PUD process.
  - CDOT is in control of physical mitigation at the intersection.
- Access permits will be necessary from CDOT and Commerce City.
- Lengthening the southbound left turn lane at E. 64<sup>th</sup> Avenue and State Highway 2 in the future.
- Traffic signal upgrades of equipment will likely be required in the future.
- When the northeast corner develops, pick-up and drop-off times for Central Elementary will be evaluated for mitigation measures, if any. Other site specific improvements will be made with development.



# Public Transportation

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- Existing bus routes on Holly Street between E. 62<sup>nd</sup> Avenue and E. 64<sup>th</sup> Avenue.
- New bus stop and bus line at E. 62<sup>nd</sup> Avenue to connect the site with the Civic Center and the FasTracks 'A Line' via Central Park Boulevard (beginning 2017).
- RTD considering adding Bus Rapid Transit (BRT) in the northeast quadrant of the metro area. Stops on State Highway 2 at either E. 62<sup>nd</sup> Avenue or E. 64<sup>th</sup> Avenue are a possibility.



# Project Next Steps

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- Pursue designation of the property as an Urban Renewal Area.
  - Intergovernmental Agreement (IGA) conversation are underway
  - Fund the necessary infrastructure improvements.
- Develop Design Standards for the property (administrative process).
  - Architecture
  - Accessory structures
  - Landscaping
  - Signage
  - Building materials
- No phasing plan at this time, but platting and infrastructure work is likely to start in 2017.





# Outside Agency Review

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- The city and the Fire District have worked collaboratively to ensure that all of the Fire Districts needs have been met.
- The Police Department has no concerns related to the proposal.
- CDOT has received a copy of the TIS. The city, the applicant, and CDOT all understand that it will take a coordinated effort to address traffic impacts to CDOT regulated roads and address regional issues.



# Public Comment

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- As of December 6, 2016, staff has received one phone call requesting additional information.



# Planning Commission PUD Analysis

Criteria	Rationale	Criteria Met
The PUD is consistent with all applicable plans.	The proposal is consistent with the Comprehensive Plan.	Yes
The PUD is consistent with the PUD Concept Schematic.	The PUD is consistent with the Feasibility Study.	Yes
The PUD achieves the purposes of the LDC and is an improvement over what would otherwise be achieved.	The customized zoning allows for a mixed-use development that is sensitive to the area as called out in the Comp Plan.	Yes
The PUD complies with city standards.	Yes, and there is language that says anything that is not addressed will default to the Design Standards.	Yes
The PUD is integrated and connected with adjacent development.	The PUD is integrated via the road network, the open space, and land use patterns.	Yes
The proposal mitigates impacts to the maximum extent possible.	The PUD designation allows for development to be more sensitive to adjacent development than would otherwise be allowed.	Yes
Sufficient services are available on the property will not impact services in the area.	The redevelopment of the site will upgrade services on the site and will improve services in the area by enlarging the regional pond.	Yes
The Phasing Plan is rationale	There is no phasing plan.	N/A
The objects of the PUD could not be achieved through other land use processes.	The type of mixed-use development could not be achieved with other land use processes.	Yes



# Planning Commission Recommendation

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On December 6, 2016, the Planning Commission voted 5 – 0 to recommend **approval** for cases V-86-17 and Z-941-17 to the City Council.





Questions?