



DENVER
THE MILE HIGH CITY

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Community Planning and Development
Planning Services
Plan Implementation

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To: Development Review Committee Members

From: Deirdre Oss, AICP, Senior City Planner

RE: Lowry Vista General Development Plan (GDP) Approval and Recordation

The Lowry Vista GDP has completed the third round and gained approval from all City agencies required per the Rules and Regulations for General Development Plans.

Per section 3.2.4 "Phase 4: Approval and Recordation" of those Rules, the DRC shall approve or deny the application based on the criteria in Section 3.2.4(B)(4), Planning Board Criteria. Those criteria are listed below, followed by the full staff analysis of each criteria. In order to complete our Staff review, CPD Manager Peter Park requested the Planning Board take action on the GDP in the form of a recommendation to the DRC. Planning Board recommended approval on December 2, 2009 with a vote of 8-0.

GDP Approval Criteria

- i. That the GDP is consistent with the Comprehensive Plan, including adopted amendments and supplements:
 - a. That the proposed land uses, transportation systems, open space systems and other relevant factors are consistent with the City's land use and transportation plan.
 - b. That the proposed land uses, transportation systems, open space systems and other relevant factors are consistent with any relevant small area plans, such as neighborhood, corridor or district plans.
 - c. That the proposed land uses, transportation systems, open space systems and other relevant factors are consistent any applicable citywide plans, such as parks master plan, bicycle master plan, strategic transportation plan, capital facilities plans, etc.
- ii. That the GDP complies with applicable City codes, rules, regulations, and standards, including any previously adopted design guidelines applying to the proposed GDP area:
 - a. The street pattern is appropriate to serve properties under consideration and the pedestrian circulation and development program arrangement promotes pedestrian access to transit;
 - b. The proposal makes adequate provision for planned streets and thoroughfares;
 - c. Connecting roads are adequate to handle projected traffic, or provision has been made to correct deficiencies.

- d. The proposal makes adequate provision for surface water drainage, water supply, and sewage treatment;
- e. The street layout is consistent with the City use, development resource management policy, and with subdivision design principles;
- f. Unique natural resource features and sensitive areas are protected through the open space provisions and appropriate lot layout; and
- g. Development will occur in an orderly fashion.

Staff Analysis

- a. *That the proposed land uses, transportation systems, open space systems and other relevant factors are consistent with the City's land use and transportation plan (BLUEPRINT DENVER).*

Blueprint Denver: Blueprint Denver promotes development of infill sites, and specifically calls out development of Lowry. While the Blueprint Denver map calls the Lowry Vista property an Area of Change for Park use, the Park use was eliminated due to the environmental constraints concerning irrigation, leading to the change in use as proposed in the GDP. CPD concludes the intent and development potential of the Lowry Vista can be met with the proposed GDP, combined with appropriate zoning to fulfill the GDP intent.

Transportation – Street Typologies: Street typologies describe how the street interfaces with the adjacent land use and how the street will function. The GDP supports a street hierarchy consistent with the typologies of Blueprint Denver. Blueprint Denver designates Alameda Avenue as a Residential Arterial. This route provide a high degree of mobility and generally serve longer vehicle trips. The GDP depicts Alameda as an Arterial, and supports this function by concentrating development near these routes and controlling access. The remaining streets within the GDP are new private streets that will function as local and collector routes that emphasize walking, bicycling and vehicular connections. The GDP reinforces the design intent of multi-modal streets by offering a comprehensive system of sidewalks, tree lawns, bike lanes, on-street parking and bus routes.

- b. *That the proposed land use, transportation, open space system and other relevant factors are consistent with any relevant small area plans, such as neighborhood, corridor or district plans.*

The concepts and recommendations of the Lowry Reuse Plan provided additional guidance for the GDP. Key recommendations of the Lowry Reuse Plan carried forward in the GDP include housing variety, commercial and retail development to serve the neighborhood, a recreation and open space system focused on its connection to existing open space to the north, and a new and improved pedestrian and bicycle environment. The GDP supports these important objectives.

- c. *That the proposed land uses transportation systems, open space system and other relevant factors are consistent with any applicable citywide plans, such as parks*

master plan, bicycle master plan, strategic transportation plan, capital facilities plans, etc.

Comprehensive Plan 2000: Comprehensive Plan 2000 supports infill development that will provide a benefit to the neighborhood and the region through a balance of uses to create jobs, housing, and neighborhood amenities. CPD finds the GDP consistent with Plan 2000 goals.

Parks Master Plan: Open space in the GDP area serves a diversity of future park and recreation needs in the Lowry area. The GDP provides active gathering areas along main street internal to the site by providing amenity zones and sidewalk widths supportive of pedestrian activity.

Compliance with Applicable Codes, Rules, Regulations and Standards

a-c and e. The street pattern is appropriate to serve properties under consideration and the pedestrian circulation and development program arrangement promotes pedestrian access to transit; the proposal makes adequate provision for planned streets and thoroughfares; connecting roads are adequate to handle projected traffic, or provision has been made to correct deficiencies; the street layout is consistent with the city use, development resources management policy, and the subdivision design principles

To increase public access and mobility, the street pattern in the GDP area extends the Denver street grid in a series of private streets within the development.

Public Works Development Engineering Services and Traffic Engineering Service reviewed the GDP and supporting Traffic Impact Study for compliance with Public Works requirements and principles. Public Works found the final GDP and TIS to be consistent with their applicable standards and policies, and expect to address any additional issues or concerns at the time of site plan.

d. The proposal makes adequate provision for surface water drainage, water supply, and sewage treatment

Denver Public Works DES - Wastewater reviewed and approved the master drainage study for the GDP. The Urban Drainage and Flood Control District (UDFCD) also worked with the City to create a note in the GDP concerning proper drainage design for the site to ensure the dam area to the north is protected from pollutants.

f. Unique natural resource features and density areas are protected through the open space provisions and appropriate lot layout; and

The existing open space area to the north will be formalized with a trail system connecting through Lowry Vista. It will be regulated via existing or potentially new open space zoning separate from the development area to the south.

g. Development will occur in an orderly fashion

Without a plan, it would be difficult to consider development of this environmentally challenged site in a cohesive manner in terms of infrastructure and the arrangement of density, open space and land uses. Having the majority of the land under one ownership, it is more likely development will occur in a logical, phased manner.

Development Review Committee Signature Page



Community Planning and Development



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