

## **Metro Vision 2035 Plan Amendments**

This document provides information on plan amendments made to Metro Vision 2035 since the February 2011 plan update.

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## Plan Amendments Overview

DRCOG strives to continually improve and update its regional plans by assessing these plans twice annually. Plan amendments in this document include:

- New Urban Centers
- Major Revisions to Existing Urban Centers
- Policy Changes
- Administrative Changes

The general timeline plan assessment process includes:

- Data collection
  - Winter-Spring Cycle: January
  - Summer-Fall Cycle: June
- Assessment
  - Winter-Spring Cycle: March
  - Summer-Fall Cycle: August
- Policy direction
  - Winter-Spring Cycle: March
  - Summer-Fall Cycle: September
- Review
  - Winter-Spring Cycle: May
  - Summer-Fall Cycle: October
- Board action
  - Winter-Spring Cycle: June
  - Summer-Fall Cycle: January

For more information on the plan assessment process, please refer to the [Metro Vision Assessment Process](#).

### Additional Information

The [Growth and Development Supplement](#) is a formally adopted technical appendix of Metro Vision 2035. It contains definitions, policy clarifications, supporting policies and procedures, maps, and background information for land-use related elements. The supplement was updated in 2012 with the primary focus on the definition, recognition, and evaluation of urban centers.

## 2013 Cycle 2

### Overview

The following 2013 Cycle 2 amendment to Metro Vision were approved by the DRCOG Board:

- New Urban Center- Downtown Littleton

### New Urban Centers

<b>Name of Urban Center:</b> Downtown Littleton
<b>Sponsor:</b> City of Littleton

The proposed Littleton Downtown urban center is coterminous with what Littleton residents think of as Downtown and the boundaries of the Downtown Neighborhood Plan which include a northern boundary of West Belleview Avenue, western boundary of South Santa Fe Drive and southern boundary of Arapahoe Community College and an eastern boundary of the light rail and heavy rail tracks. The proposed urban center is approximately 45 acres. The existing and future housing and employment densities within the Littleton Downtown Urban Center are significantly higher than those in the surrounding areas consisting of a mixed use zone district which can allow up to 100 units to the acre. The existing Downtown Neighborhood Plan identifies pursuing an urban center designation as a high priority. The area is serviced by the Southwest Light Rail line and includes the Downtown Littleton light rail station.

## 2013 Cycle 1

### Overview

No new Urban Centers, major revisions to Urban Centers, policy changes, or other administrative changes were proposed during this cycle.

## 2012 Cycle 2

### Overview

The following 2012 Cycle 2 amendments to Metro Vision were approved by the DRCOG Board:

- New Urban Centers- 13<sup>th</sup> Avenue Station, Florida Station, Iliff Station, Downtown Castle Rock, Southglenn Urban Center, Broadway, RidgeGate West Urban Center, and Downtown Louisville
- Major Revisions to Existing Urban Centers- Decatur-Federal TOD, Evans Station TOD, 41st & Fox TOD, Aurora City Center, 10<sup>th</sup> & Osage, Belleview, Central Business District, Cherry Creek, Colorado Boulevard and Smith Road, Denargo Market, East Colfax Main Street, Lowry Town Center, Sheridan Station, and Stapleton North Regional Center
- Policy Changes- Wildfire Amendments, Adams County Urban Growth Area, and Jefferson County Urban Growth Area
- Other Administrative Changes- Douglas County Open Space

## New Urban Centers

**Name of Urban Center:** 13<sup>th</sup> Avenue Station

**Sponsor:** City of Aurora

The boundaries of the proposed 13th Avenue Station urban center are primarily based on the transit-oriented area defined in the Fitzsimons-Colfax and 13th Avenue Station Area Plan and include 179 acres within approximately one-half mile of the station. The boundaries include East Colfax Avenue on the north, I-225 and North Potomac Street on the west, East 6th Avenue on the south, and approximately North Sable Boulevard on the east. The 13th Avenue station platform will be located centrally on undeveloped land and higher density development is expected around this station. Transportation infrastructure defines and creates the potential for urban village development at this site. Whereas the site is currently inaccessible due to barriers such as Toll Gate Creek and lack of access to Colfax Avenue, Potomac and Sable Streets, the station area plan and I-225 LRT EE/PE propose solutions: east-west vehicular access from an extended 13th Avenue, southerly access from an extended Dillon Way, pedestrian/bike access along these streets plus the regional Toll Gate Creek trail and, ultimately, direct access to Colfax Avenue if redevelopment of the RTD Bus Maintenance facility occurs. The area has benefited from Aurora and RTD coordinating the station area and rail line planning.

**Name of Urban Center:** Florida Station

**Sponsor:** City of Aurora

The boundaries of the proposed Florida Station urban center are based on the transit-oriented area defined in the Florida Station Area Plan and include approximately 252 acres within one-half mile of the station. The boundaries are defined by the existing commercial automobile-oriented uses which can be zoned to TOD (i.e., mixed-use), and also include the Medical Center of Aurora and various aging shopping centers and commercial flex buildings. The proposed center is bounded by Mississippi Avenue on the north, East Kansas Drive, South Wheeling Way and South Potomac Street on the west, and the Jewell Wetlands to the south. East Iowa Drive and the eastern property line of commercial properties that front onto Abilene Street form most of the eastern boundary of this urban center. The Florida Station area consists of existing multi-family, low density big box retail and office uses, a hospital complex and several vacant parcels. The city is pursuing additional funding to extend the I-225/Florida ped/bike bridge to the east side of Abilene Street, then ramping down to a widened sidewalk and protected bike-way on the north side of Florida Avenue (connecting to Gateway High School). This would be the first such “cycle track” in Aurora. The station and bridge will allow medical workers to access jobs via rail transit. Location of the rail line here has been made possible by the city agreeing to “road diet” Abilene from five to three lanes for 1.5 miles, making the leftover right-of-way available for RTD to place the I-225 LRT between I-225 and Abilene Street.

**Name of Urban Center: Iliff Station**

**Sponsor: City of Aurora**

The boundaries of the proposed Iliff Station urban center are based on the transit-oriented area defined in the Iliff Station Area Plan and include approximately 185 acres of existing commercially zoned land within one-half mile of the station. The major streets that form the boundary of this urban center are Blackhawk Street on the east, Blackhawk Street and South Xanadu Way on the north, South Xanadu Way and I-225 on the west, and Yale Avenue on the south. The Iliff Station area consists of existing multi-family, senior housing, mid-rise office, a hotel, low density retail and several vacant parcels. The commercial land has the potential to transform to higher density, mixed-use development that capitalizes on its proximity to the station. The vacant land includes land under single ownership with no development constraints and fully-available city services. Aurora has worked closely with RTD to create an area that can leverage unique opportunities to create transit-supportive uses around the station.

**Name of Urban Center: Downtown Castle Rock**

**Sponsor: Town of Castle Rock**

The proposed downtown Castle Rock urban center boundary is as follows -Wolfensberger Interchange to the north, the Union Pacific Railroad to the east, I-25 to the west and south of the Plum Creek Interchange. The proposed urban center boundary uses the downtown Castle Rock Zoning Overlay which is designed as a form-based code (written in a Euclidean format) that allows for 4- 6 story (depending on location) envelopes with the potential for 100% lot coverage for buildings. The Downtown Castle Rock Master Plan aims for Downtown Castle Rock to serve as the Main Street of Douglas County, providing the region with an authentic Western Downtown experience and a central gathering place, which unites neighborhoods, families, individuals. The Town of Castle Rock currently has 150 miles of bicycle and pedestrian trails including (with many of the main multimodal trails connecting into and through the downtown core) the portion of the Colorado Front Range Trail that runs through downtown. This segment (East Plum Creek Trail) will connect bikers and pedestrians to the Colorado Springs region and the Denver Metro area.

**Name of Urban Center: Southglenn Urban Center**

**Sponsor: City of Centennial**

The City of Centennial proposes a new urban center in the area of the recently redeveloped Southglenn Mall site. The proposed center is generally located at the intersection of East Arapahoe Road and South University Boulevard and is approximately 205 acres in size (excluding public rights-of-way). The center includes commercial and multi-family development on all four corners of the intersection, including the former mall site. The eastern boundary includes a series of parks and greenbelt including the High Line Canal, DeKoevend Park, Cherry Knolls Park, and Big Dry Creek. The southern boundary is East Easter Avenue, and the western boundary is South Race Street south of Arapahoe Road, and South Vine Street north of Arapahoe Road. The mall was redeveloped and is now the Streets of SouthGlenn, a vertically mixed use development situated on a 7 block grid of complete streets. The development has over 1.1

million square feet of commercial and office and 202 multi-family units. The remainder of the proposed urban center consists of retail, office and multi-family development originating from the late 1960s through the 1980s. The Southglenn Area Plan provides a framework for redevelopment of the retail sites into mixed-use, pedestrian oriented development. Major plan goals are not only to accommodate future redevelopment of the sites, but also to integrate and connect the sites into adjacent neighborhoods.

**Name of Urban Center:** Broadway

**Sponsor:** City and County of Denver

The proposed urban center extends along the Broadway/Lincoln commercial corridor between Speer Boulevard and the Denver Health campus down to Bayaud Avenue. This area (142 acres) captures an existing mixed use corridor with high transit accessibility and capacity for growth. Denver’s Blueprint Denver Plan identifies the northern one-third and southern one-third of Broadway as a Commercial Corridor with the area in between identified as Pedestrian Shopping District. Surrounding this urban center are areas primarily designated as single family/duplex residential with relatively low density of 20 DU /ac. The northern portion of the area along Speer contains Denver Health and is identified as a Campus land use. It is anticipated that new mixed use development will occur along the newly rezoned corridor taking advantage of existing efficient infrastructure and added development capacity.

**Name of Urban Center:** RidgeGate West Urban Center

**Sponsor:** City of Lone Tree

The proposed Lone Tree RidgeGate West Village Urban Center (424 acres) is bounded on the north by Lincoln Avenue, on the west by RidgeGate Parkway and Crooked Stick, on the south by RidgeGate Circle and Crossington Avenue and on the east by I-25. The proposed center is part of a 3,500-acre master planned mixed-use development. RidgeGate is a much denser new urban concept than the traditional suburban mix of single-family and multi-family residential, along with community commercial areas found in Lone Tree. Development in RidgeGate West Village Urban Center area has progressed steadily since 2002. The major street and utility network is in place and development has continued as market conditions allow. Several projects have been completed including Sky Ridge Medical Center and related medical office buildings; the Colorado Center for Reproductive Medicine; the Target store with structured parking; Lincoln Commons with restaurants and a grocery store; the Lone Tree Arts Center, with its 500-seat theater, the Lone Tree Recreation Center; and the Prairie Sky Community Park. A 108-unit hotel is currently under construction and Sky Ridge Medical Center is about to embark on a 90 bed expansion. In addition, negotiations are underway for a major corporate user. There are 574 existing residential units, with another 489 units under construction as of July 2012. The densities of completed residential projects range from 18 to 75 units per acre, with an average existing density of 24 units per acre.

**Name of Urban Center:** Downtown Louisville

**Sponsor:** City of Louisville

The proposed urban center in downtown Louisville is approximately 350 acres in size. The area includes the historic commercial core of the City, and the housing that developed around it, along with the City's revitalization district and significant commercial and employment centers. The northern boundary is located north of South Boulder Road and was drawn to encompass the higher density residential and commercial areas surrounding the South Boulder Road and Highway 42 intersection. The southern and western boundaries align with the boundary of the City's Residential Medium Zone District and incorporate some of the higher density housing adjacent to the historic downtown core. The eastern boundary of the district is aligned with State Hwy 42 and city limits and includes the City's revitalization district. Allowed residential densities in the proposed center are much higher than those found in other neighborhoods throughout the City where the maximum residential density permitted ranges between 1 and 6 dwelling units per acre. Existing multimodal facilities serving the Downtown Louisville Urban Center include two fixed route bus services, bicycle infrastructure, and a sidewalk network. The City of Louisville has budgeted to construct a bicycle and pedestrian connection through the core of the urban center in Downtown Louisville, under the BNSF railway into the revitalization district.

**Major Revisions to Existing Urban Centers**

**Name of Urban Center:** Decatur-Federal TOD

**Sponsor:** City and County of Denver

The proposed boundary revision is a response to current planning and implementation efforts in the area, including the Decatur-Federal Station area plan, a new West Side Library and several active and pending developments that will create a mixed income community at the station.

**Name of Urban Center:** Evans Station TOD

**Sponsor:** City and County of Denver

This proposed boundary revision takes advantage of the light rail corridor and the busy intersections of Evans/Santa Fe and Evans/Broadway. The additional area includes a variety of industrial lands that are anticipated to transform into mid-rise mixed use products. Denver's Blueprint Denver Plan identifies the Evans Station Area land use as a mix of Transit Oriented Development, Employment and Residential.

**Name of Urban Center:** 41<sup>st</sup> & Fox TOD

**Sponsor:** City and County of Denver

The proposed boundary revision brings the boundary in compliance with 311-acre TOD area depicted in the 41st and Fox Station Area Plan, adopted by Denver City Council in 2009. This same extent is used in the plan's future land use, district, and height maps. The revised boundary also brings in several large housing developments, including the Denver Housing Authority's Quigg Newton Homes.

## Policy Changes

### Policy Change: Wildfire Amendments

**Sponsor:** Boulder County

Under Extent of Urban Development, this proposal amends Policy 6: Outlying Areas and adds a new policy, Policy 13: Wildfire Hazard. Proposed new text is highlighted in red below.

Policy 6. Outlying Areas, Growth will be strategically designated to conserve appropriate areas for urban development beyond 2035 to maintain separation between the larger urban area and smaller outlying communities and avoid open spaces, environmentally sensitive areas, and high wildfire hazard zones.

Policy 13. Wildfire Hazard, Development is discouraged in areas designated as high wildfire zones in community wildfire protection plans and/or county comprehensive land use plans, unless Colorado State Forest Service Firewise guidelines are followed and incorporated into the land development and building permit approval process.

### Policy Change: Adams County Urban Growth Area

**Sponsor:** Adams County

Adams County notified DRCOG that it has committed approximately 160 acres (0.25 square miles) to its Urban Growth Area (UGA). With this addition, the County has now committed 21.95 square miles of its total allocation of 29.5 miles. The County affirms that this revision has no regional impacts, per the criteria outline in the *Metro Vision Growth and Development Supplement*.

### Policy Change: Jefferson County Urban Growth Area

**Sponsor:** Jefferson County

Jefferson County notified DRCOG that it will be switching from an Urban Growth Boundary (UGB) to an Urban Growth Area (UGA) approach. The area committed for development is 56.6 square miles out of the County's total allocation of 58.2 square miles.

## Other Administrative Changes

### Policy Change: Douglas County Open Space

**Sponsor:** Douglas County

Douglas County requested that DRCOG amend the map of current parks and open space to remove a 640- acre parcel within the Urban Growth Boundary/Area UGB/A that was rezoned to allow for urban development. The DRCOG Board does not officially adopt the map of current parks and open space; the map is shown in Metro Vision and related plan documents to provide context. Therefore no Board action is required to make this change.