



**TO:** Land Use, Transportation and Infrastructure Committee  
**FROM:** Brandon Shaver, Senior City Planner  
**DATE:** July 20, 2023  
**RE:** Official Zoning Map Amendment Application #2022I-00159  
1001 & 1015 North King Street  
Rezoning from E-SU-D1x to U-RH-2.5

### Staff Report and Recommendation

Based on the criteria for review in the Denver Zoning Code, Staff recommends **approval** for Application #2022I-00159.

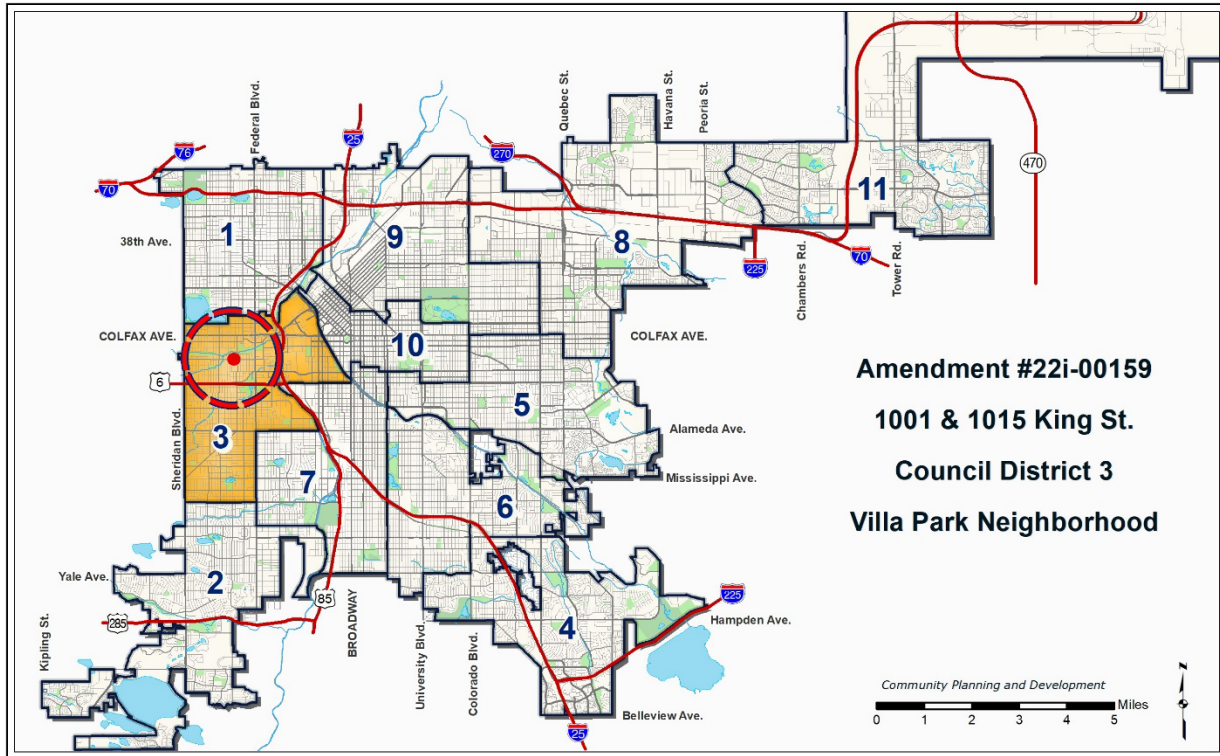
### Request for Rezoning

Address: 1001 & 1015 North King Street  
Neighborhood/Council District: Villa Park / Council District 3  
RNOs: Inter-Neighborhood Cooperation (INC), Strong Denver, West Colfax Association of Neighbors (WeCAN), Sloan's Lake Citizens Group, Villa Park Neighborhood Association, United Northwest Denver  
Area of Property: 14,700 square feet or 0.34 acres  
Current Zoning: E-SU-D1x  
Proposed Zoning: U-RH-2.5  
Property Owner(s): James Priester & Henry Priester  
Owner Representative: Bret Bracey

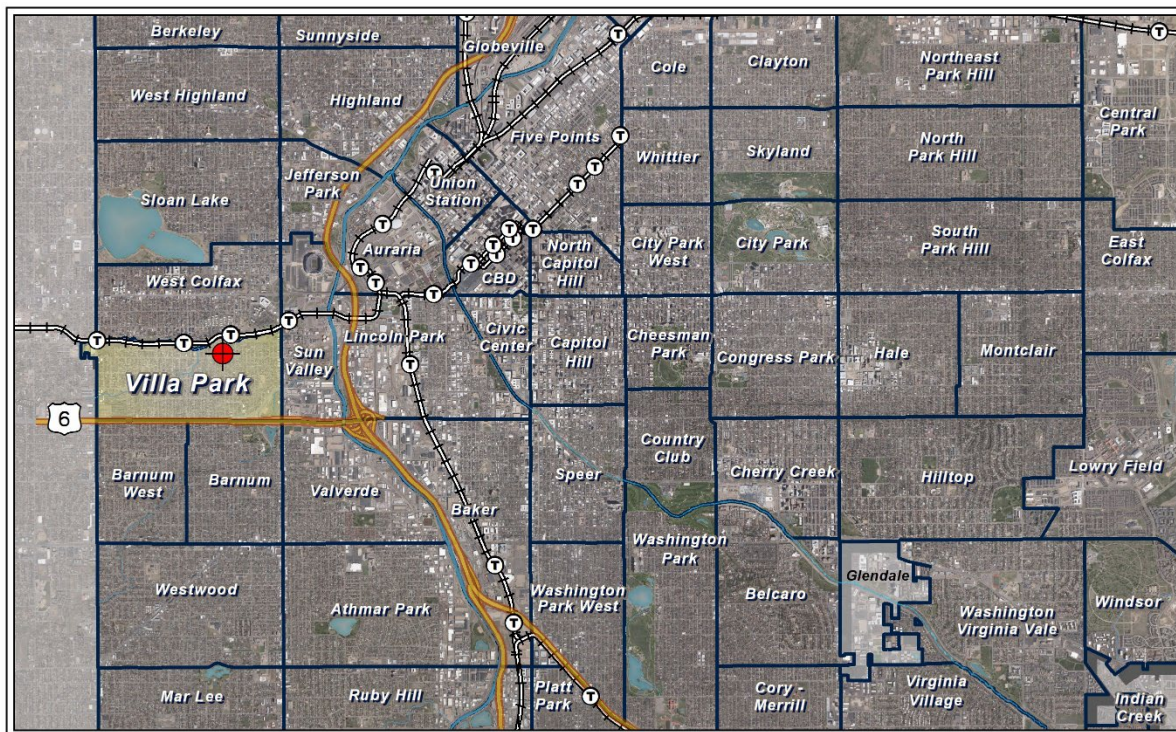
### Summary of Rezoning Request

- The subject properties collectively contain two single-story, single-unit dwellings built in 1947 and 1948. They are located within the Villa Park statistical neighborhood at the northwest corner of North King Street and West 10<sup>th</sup> Avenue.
- The property owners are proposing to rezone the properties to allow for the development of row homes near the RTD Knox LRT station.
- The proposed U-RH-2.5, **Urban, Row House, 2.5** stories, zone district allows the urban house, duplex, tandem house and row house primary building forms as well as detached accessory dwelling units. The maximum height of the allowed primary building forms ranges from 30 to 35 feet for the front 65% of the zone lot and 17 to 24 feet in the rear 35% of the zone lot. The Detached Accessory Dwelling Unit form has a maximum height of 24 feet. This district is intended for use in the Urban Neighborhood Context, which is characterized by single- and two-unit uses and allows for some multi-unit districts. Further details of the zone district can be found in the proposed zone district of this staff report (below) and in Article 5 of the Denver Zoning Code.

### City Location



### Neighborhood Location



### Existing Context

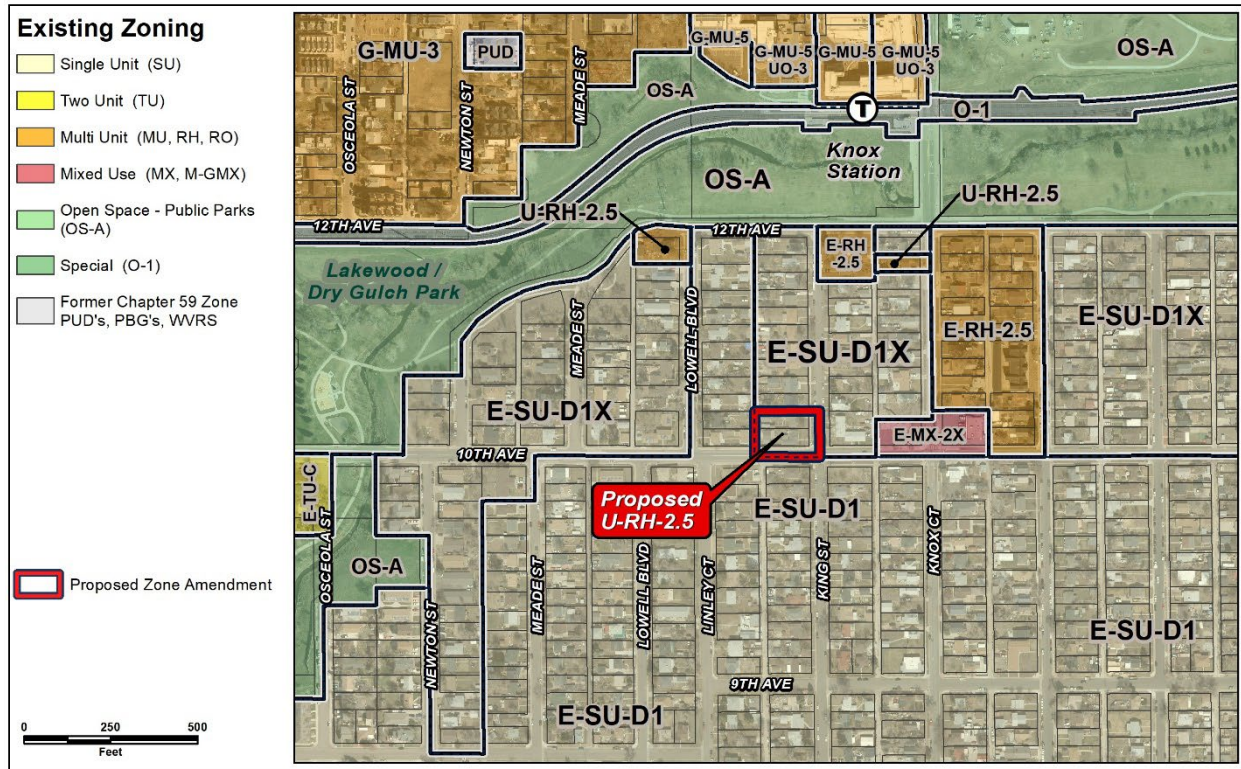


The subject properties are located within the Villa Park statistical neighborhood. The Lakewood Dry Gulch Park is one block north of the subject property, running east-west and Paco Sanchez Park is 0.3 miles northeast from the subject site. The subject site is within the quarter mile buffer of the Knox Street RTD Light Rail Station and is also served by RTD bus route 1 on North Knox Court and bus route 9 on West 10<sup>th</sup> Avenue.

The following table summarizes the existing context proximate to the subject site:

	Existing Zoning	Existing Land Use	Existing Building Form/Scale	Existing Block, Lot, Street Pattern
Sites	E-SU-D1x	Single-unit Residential	1-story ranch dwelling units (1001 N King St with detached garage)	Block sizes and shapes are consistent and rectangular and shaped by a grid street pattern. Sidewalks are attached. Driveways with front-loaded garages are present and alleys exist on most blocks.
North	E-SU-D1x	Single-unit Residential	1-story ranch dwelling unit with detached garage	
East	E-SU-D1x	Multi-unit Residential	1-story fourplex with two units fronting N King St and two units along W 10 <sup>th</sup> Ave	
South	E-SU-D1	Single-unit Residential	1-story dwelling unit with detached garage	
West	E-SU-D1	Single-unit Residential	1-story ranch dwelling unit with a large detached garage	

### 1. Existing Zoning



The existing zoning of the subject properties is E-SU-D1x which is a single-unit residential district allowing suburban houses, urban houses and detached accessory dwelling units with a minimum zone lot area of 6,000 square feet. The subject property is surrounded by E-SU-D1x on two sides with E-SU-D1 zoning to the south and west. Setbacks and lot coverage standards accommodate front and side yards like E-SU-Dx and allow a detached accessory dwelling unit in the rear yard. Blocks typically have a consistent pattern of 50-foot-wide lots. Allowed uses in E-SU-D1x are limited to single-unit dwellings and limited nonresidential uses found in single-unit zone districts. For additional details of the zone district, see DZC Section 4.2.2.

## 2. Existing Land Use Map



## 3. Existing Building Form and Scale (source: Google Maps)



Subject Sites – Looking west from N King St just north of W 10<sup>th</sup> Ave



**South** – Properties to the south of the subject sites on N King St south of W 10<sup>th</sup> Ave



**North** – View of the properties directly north of the subject sites along N King St, looking west



**West** – Property across the alley from the subject sites, looking northeast from W 10<sup>th</sup> Ave & N Julian St



East – Properties across N King St from subject sites

## Proposed Zoning

### U-RH-2.5 Zone District

The applicant is requesting to rezone to U-RH-2.5, which allows the Urban House, Duplex, Tandem House and Row House primary building forms up to two and a half stories in height. The intent of the district is to promote and protect residential neighborhoods within the character of the Urban Neighborhood Context. These regulations allow for some multi-unit residential districts, but not to such an extent as to detract from the overall image and character of the residential neighborhood. The building form standards, design standards, and uses work together to promote desirable residential areas. The standards of the two-unit and row house districts promote existing and future patterns of lower scale multi-unit building forms that typically address the street in the same manner as an urban house building form. The minimum parking requirement for a multi-unit residential use is one space per dwelling unit.

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

Design Standards	E-SU-D1x (Existing)	U-RH-2.5 (Proposed)
Primary Building Forms Allowed	Urban House and Suburban House	Urban House, Duplex, Tandem House, Row House
Height in Stories / Feet, Front 65% of Zone Lot, Urban House, (max.)	2.5 stories / 30 feet*	2.5 stories / 35 feet**
Height in Stories / Feet, Rear 35% of Zone Lot, Urban House, (max.)	1 story / 19 feet	2.5 stories / 24 feet**
Height in Stories / Feet, Detached Accessory Dwelling Unit, (max.)	24 feet	2 stories / 24 feet
Zone Lot Size (min.)	6,000 sf	6,000 sf**
Zone Lot Width (min.)	50 feet	50 feet**
Primary Street Block Sensitive Setback Required / If not	Yes / 20 feet	Yes / 20 feet
Side Street Setback (min.) *	5 feet	5 feet**

Side Interior Setback (min.) *	5 feet	5 feet**
Rear Setback, Alley / No Alley	12 feet / 20 feet	12 feet / 20 feet
Building Coverage per Zone Lot including all accessory structures (max.), not including exceptions	37.5%	37.5%**
Detached Accessory Building Forms Allowed	Detached Accessory Dwelling Unit, Detached Garage, Other Detached Accessory Structures	Detached Accessory Dwelling Unit, Detached Garage, Other Detached Accessory Structures

\*Based on subject property width of 50 feet

\*\*Standard varies depending on building form

### 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 comments.

**Department of Transportation & Infrastructure – City Surveyor:** Approved – No comments.

**Development Services - Transportation:** Approved – No response.

**Development Services – Wastewater:** Approved – See comment below.

There is no objection to the rezone, however applicant should be under notice that DOTI will not approve any development of this property without assurance that there is sufficient sanitary and storm sewer capacity. A sanitary study and drainage study may be required. These studies may result in a requirement for the developer to install major infrastructure improvements or a limit to development if current infrastructure is insufficient. Approval of this rezone on behalf of Wastewater does not state, or imply, public storm/sanitary infrastructure can, or cannot, support the proposed zoning. For 1001 N King separation of 12.5 feet perpendicular to public sanitary main must be maintained, or main re-routed.

**Development Services – Project Coordination:** Approved - No response.

**Development Services – Fire:** Approved – No comments



**Public Review Process**

	<b>Date</b>
CPD informational notice of receipt of the rezoning application to all affected members of City Council, registered neighborhood organizations, and property owners:	<b>3/10/23</b>
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:	<b>6/6/23</b>
Planning Board Public Hearing (voted unanimously in favor):	<b>6/21/23</b>
CPD written notice of the Land Use, Transportation and Infrastructure Committee meeting sent to all affected members of City Council and registered neighborhood organizations, at least ten working days before the meeting:	<b>7/11/23</b>
Land Use, Transportation and Infrastructure Committee of the City Council meeting:	<b>7/25/23</b>
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:	<b>8/21/23 (tentative)</b>
City Council Public Hearing:	<b>9/11/23 (tentative)</b>

**Public Outreach and Input**

- **Registered Neighborhood Organizations (RNOs)**  
 As of the date of this report, staff has received no letters from RNOs.
  
- **Other Public Comment**  
 As of the date of this report, staff has received no letters from members of the public.

## **Criteria for Review / Staff Evaluation**

The criteria for review of this rezoning application are found in DZC Section 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**

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

## **1. Consistency with Adopted Plans**

The following adopted plans currently apply to this property:

- *Denver Comprehensive Plan 2040*
- *Blueprint Denver (2019)*
- *West Area Plan (2023)*

### ***Denver Comprehensive Plan 2040***

The proposed rezoning is consistent with many of the adopted *Denver Comprehensive Plan 2040* strategies, which are organized by vision element.

The proposed rezoning would allow for additional housing units within an established neighborhood, consistent with the following strategies in the Equitable, Affordable and Inclusive vision element:

- Equitable, Affordable and Inclusive Goal 2, Strategy A - Create a greater mix of housing options in every neighborhood for all individuals and families (p. 28).
- Equitable, Affordable and Inclusive Goal 3, Strategy B – Use land use regulations to enable and encourage the private development of affordable, missing middle and mixed-income housing, especially where close to transit (p. 28).

The proposed rezoning would allow infill development appropriate for the surrounding neighborhood that broadens the range of housing types available, consistent with the following strategy in the Strong and Authentic Neighborhoods vision element:

- Strong and Authentic Neighborhoods Goal 1, Strategy B – Ensure neighborhoods offer a mix of housing types and services for a diverse population (p. 34).

Similarly, the land use pattern detailed in the previous paragraph is also consistent with the following strategies in the Environmentally Resilient vision element:

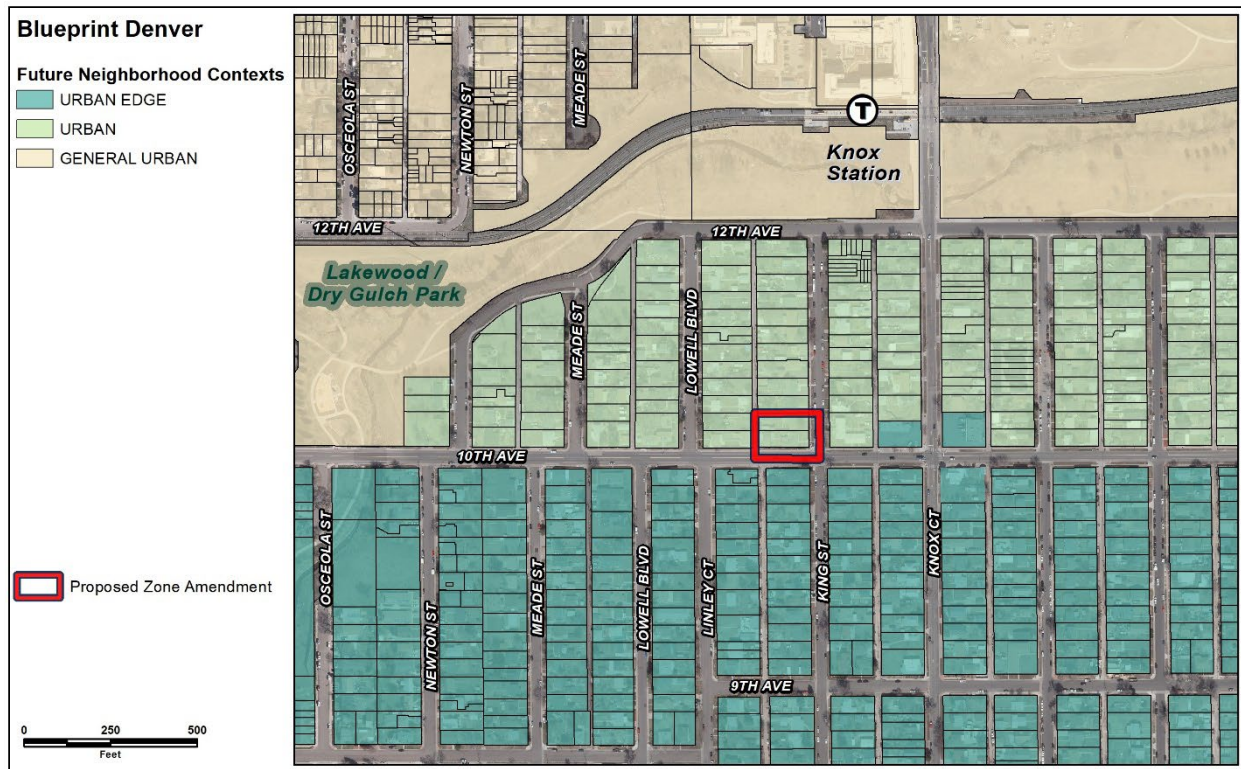
- Environmentally Resilient Goal 8, Strategy A - Promote infill development where infrastructure and services are already in place (p. 54).

The requested map amendment will allow an additional residential unit at an infill location where infrastructure is already in place. The requested zone district enables a building form and use which can provide residents with a mixture of housing types. Therefore, the rezoning is consistent with *Denver Comprehensive Plan 2040* recommendations.

### **Blueprint Denver (2019)**

*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 Residential Low-Medium place within the Urban Neighborhood Context and provides guidance from the future growth strategy for the city.

### **Blueprint Denver Future Neighborhood Context**

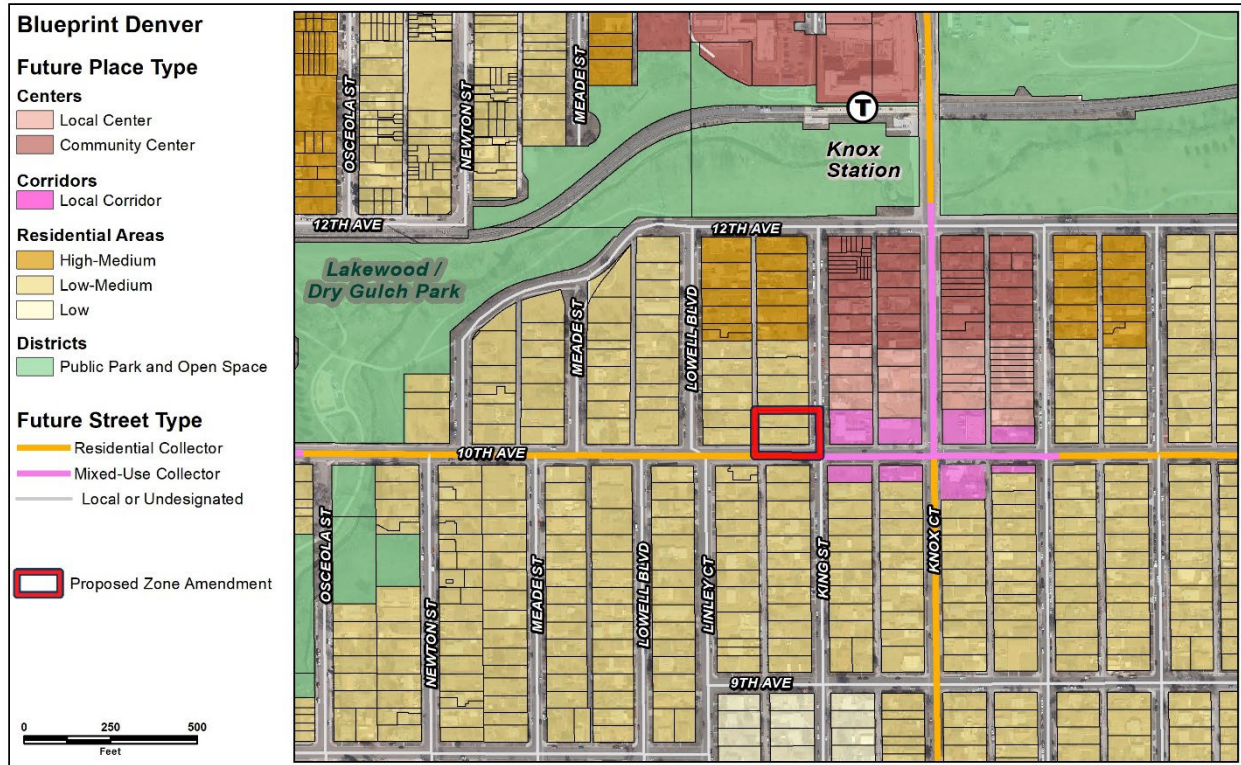


The subject property is shown on the context map as an Urban Neighborhood Context, the description of which is used to guide appropriate zone districts. “Small multi-unit residential and low-intensity mixed-use buildings are typically embedded in single-unit and two-unit residential areas. Block patterns are a regular grid with consistent alley access. Where they occur, multi-unit buildings are low scale. Mixed-use buildings are sited in a pedestrian-friendly manner near the street” (p. 222).

U-RH-2.5 is a residential zone district within the Urban Neighborhood Context and is intended “to promote and protect residential neighborhoods within the character of the Urban Neighborhood Context” and “the building form standards, design standards and uses work together to promote desirable residential areas” (DZC Section 5.2.2.1). U-RH-2.5 is consistent with *Blueprint Denver's* future

neighborhood context of Urban because it will promote the residential character of the neighborhood by allowing a low-scale multi-unit residential building that will be compatible with the existing residential area.

**Blueprint Denver Future Places**



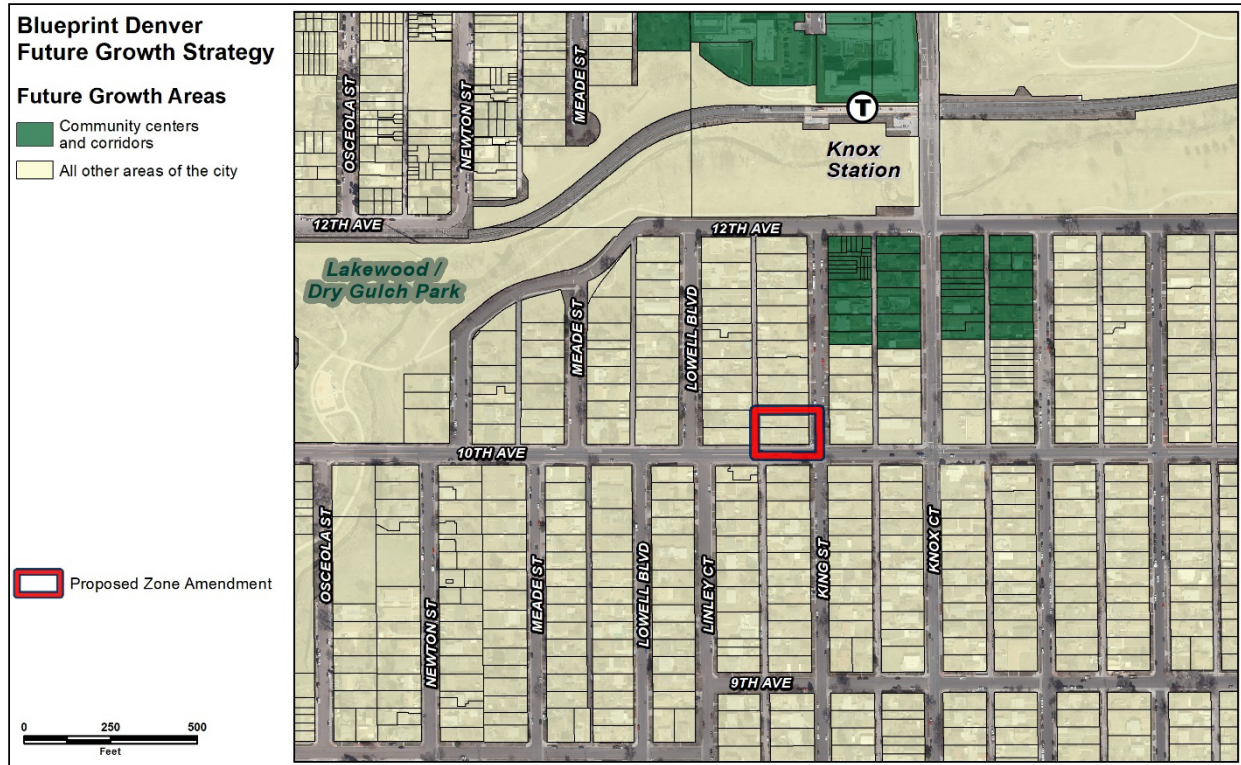
Within the Urban Neighborhood Context, the subject property is categorized as a Residential Low-Medium future place with a land use and built form defined by *Blueprint Denver* as “Mix of low- to mid-scale multi-unit residential options. Small-scale multi-unit buildings are interspersed between single- and two-unit residential. Limited mixed- use along some arterial and collector streets and at intersections. Vacant institutional uses on corners or at select sites may be appropriate locations to introduce additional residential intensity. Buildings are generally 3 stories or less in height. Higher-intensity buildings should be compatibly integrated” (p. 232). Additionally, *Blueprint Denver* also describes Low-Medium residential areas as “Predominantly low-scale multi-unit residential mixed with one- and two-unit residential uses. Some higher-intensity residential uses may be mixed throughout” (p. 148). The proposed U-RH-2.5 zone district, allowing multiple building forms up to 2.5 stories in height, is compatible with this future place designation.

**Street Types**

In *Blueprint Denver*, future street types work in concert with the future places to evaluate the appropriate intensity of adjacent development (p. 67). *Blueprint Denver* classifies North King Street as Local or Undesignated Future Street Type, which are designated as streets that “can vary in their land uses and are found in all neighborhood contexts. They are most often characterized by residential uses”

(p. 161). The proposed U-RH-2.5 district is consistent with this street type as it allows for residential uses only.

### Blueprint Denver Growth Strategy

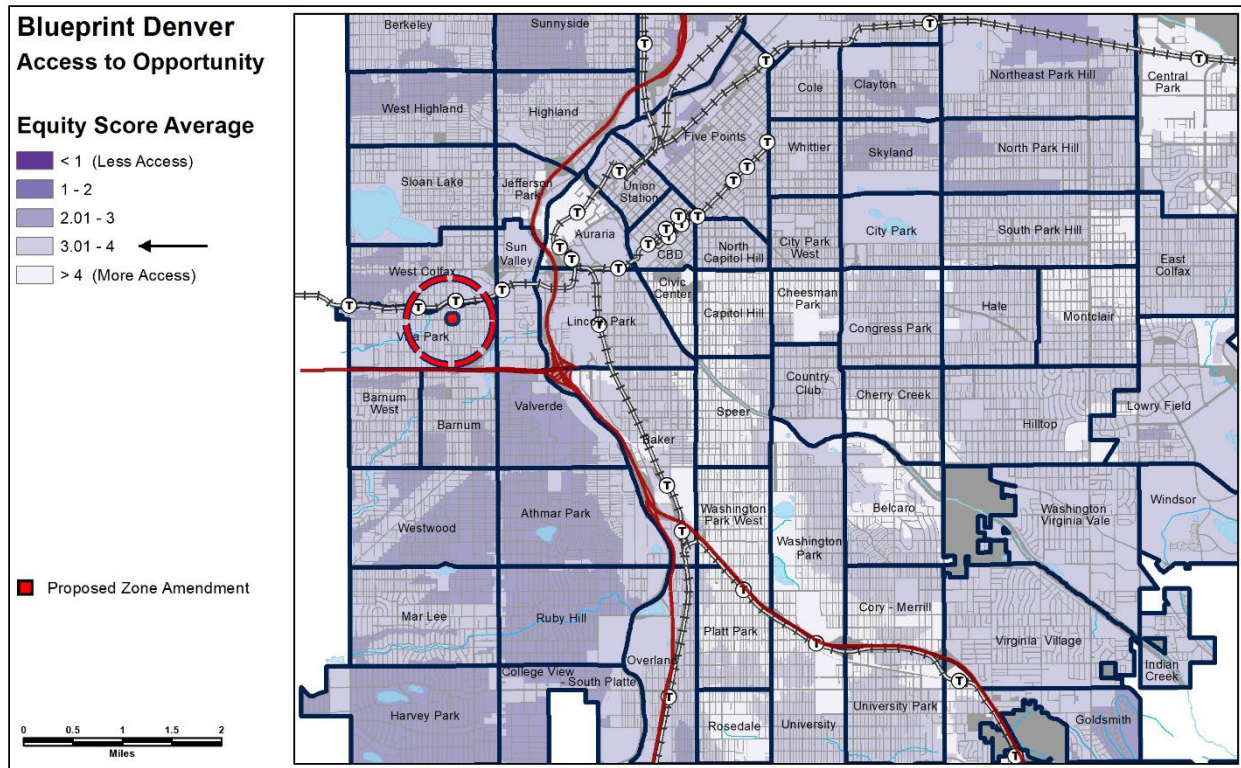


*Blueprint Denver's* growth strategy map is a version of the future places map, showing the aspiration for distributing future growth in Denver (p. 51). The subject property is part of the "All other areas of the city" growth area. These areas anticipate experiencing around 20 percent of new housing growth and 10 percent of new employment growth by 2040" (p. 51). This growth area contains "mostly residential areas with embedded local centers and corridors (that) take a smaller amount of growth intended to strengthen the existing character of our neighborhoods" (p. 49). The proposed U-RH-2.5 zone district is appropriate in this growth area as it will contribute to moderate development intensity in the neighborhood while maintaining the area's residential character. Therefore, the proposed rezoning is consistent with the *Blueprint Denver* growth strategy.

### Blueprint Denver Equity Concepts

*Blueprint Denver* contains three equity concepts to help guide change to benefit everyone in our city. Each equity concept has associated measurements that help inform implementation actions through large rezonings along with other implementation actions. Given that the subject site is within one of Denver’s Neighborhood Equity and Stabilization (NEST) focus neighborhoods, an equity analysis is included in this staff report and was shared with the applicant for consideration. The applicant’s response is included with the application that is attached to the staff report.

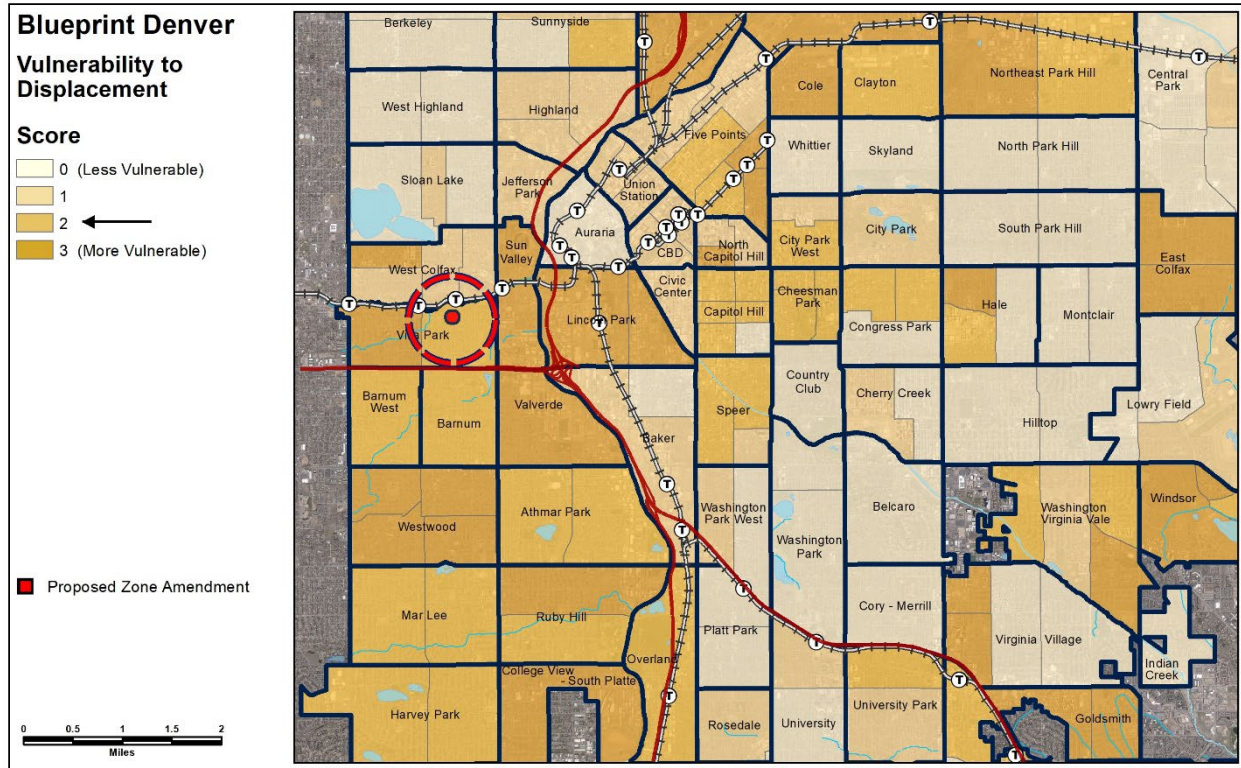
### Access to Opportunity



The subject property is in Villa Park, which is identified as an area with less access to opportunity compared to the rest of the city. The basis for measuring access to opportunity 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. Analyzing this metric helps us measure our progress towards achieving the vision for complete neighborhoods across the city. The subject area is less equitable than Denver when it comes to access to fresh foods and healthcare. These scores are related to a higher-than-average percentage of children with obesity and poverty line.

While the proposed allowance of a district that would facilitate multi-unit residential development does not directly increase access to opportunity, an increase in residents may increase the likelihood that more goods, services and amenities will locate in the commercial and mixed-use zoned areas of the neighborhood. Additionally, the proposed zone district would allow additional housing units at a location that is well-served by transit, providing residents with access to daily needs and activities.

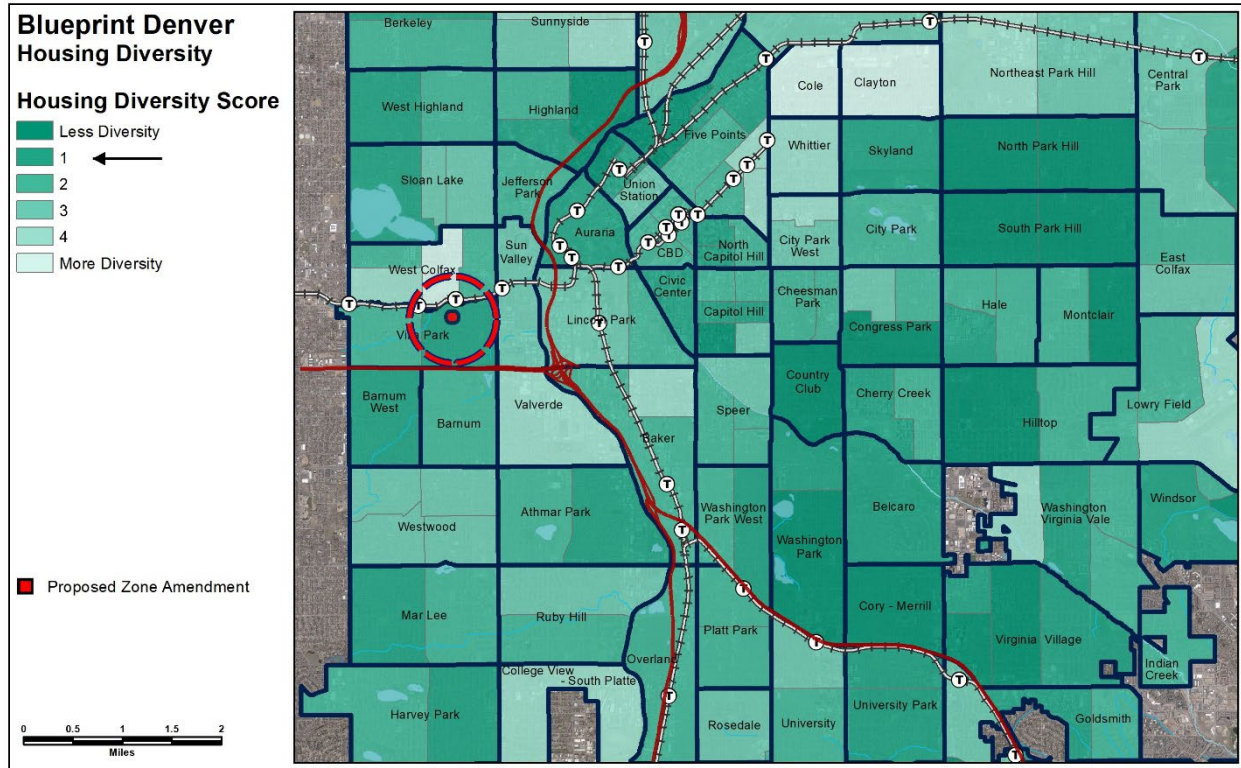
### Vulnerability to Displacement



The subject property is in an area that is more vulnerable to involuntary displacement. The basis for measuring vulnerability to involuntary displacement is through the vulnerability to displacement index developed by Denver’s Economic Development and Opportunity office. This combines data from median household income, percentage of people who rent housing, and percent of population with less than a college degree. The subject area scored as vulnerable to displacement in two of the three categories: Educational Attainment and Median Household Income. In areas with high vulnerability to involuntary displacement, it is important to increase affordable housing options so that residents of all income levels can continue to live in the neighborhood as it evolves.

The proposed rezoning will allow for a mix of housing types on this small site, which will help diversify options in the neighborhood.

### Housing Diversity

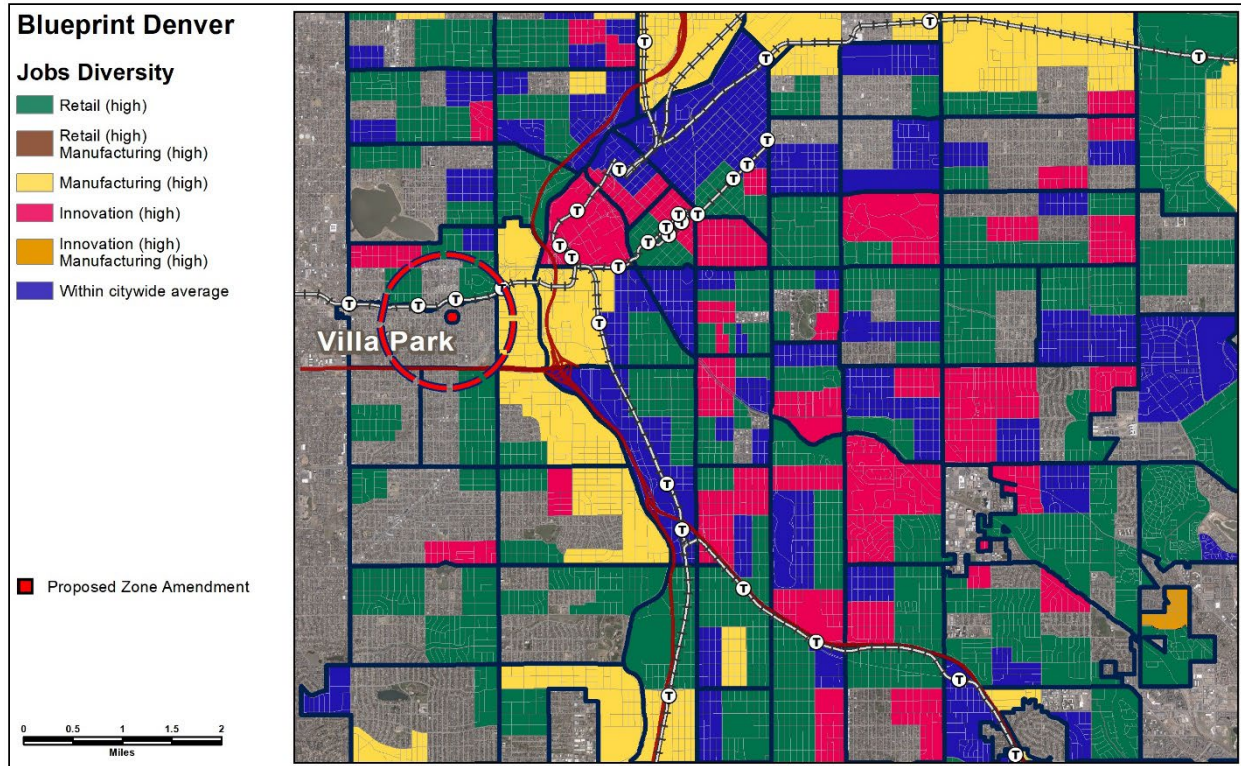


The subject property is in an area that has low housing diversity. The housing diversity map combines census tract-level data measuring the percentage of middle-density housing (housing with 2-19 units), home size diversity, ownership vs. rental, housing costs and the number of income-restricted units. The subject area is not diverse in terms of the percentage of owners to renters, number of income restricted units and housing costs. Adding missing middle housing is a strategy to add needed housing diversity.

The neighborhood lacks smaller-scale multi-unit developments compared to the rest of the city and lacks a diversity of housing costs when compared to the Denver average. The proposed rezoning will help diversify the housing stock and encourage a mix of residential development types available.



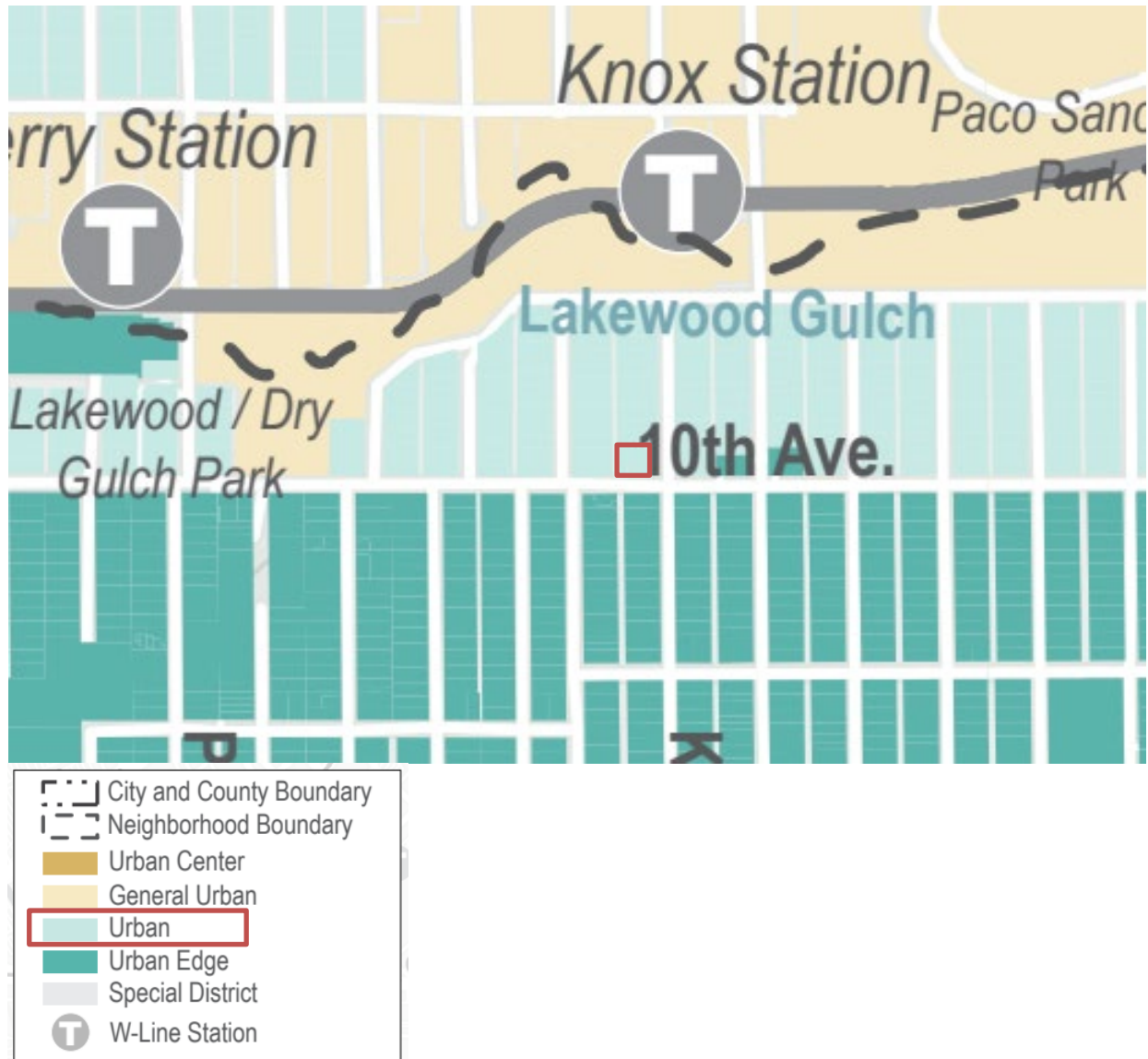
### Jobs Diversity

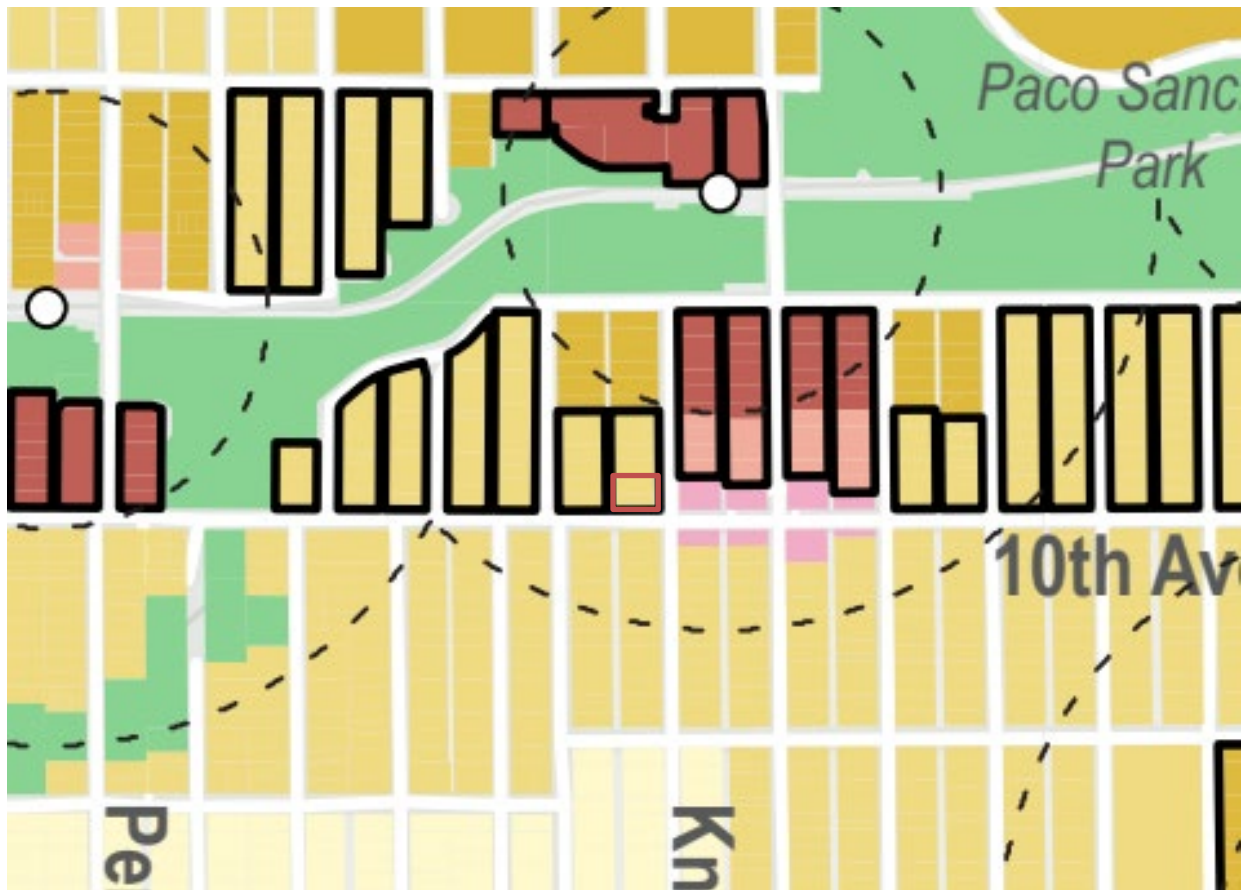


The map above shows the mix of jobs in areas of the city (dominant industry depicted by color). There is not enough data to classify the type of jobs in this part of Villa Park because there are less than 100 jobs per acre, which is typical of largely residential areas. There are a total of 29 jobs or 0.2 jobs per acre. The proposed rezoning to U-RH-2.5 is not expected to impact jobs diversity.

**West Area Plan**

The *West Area Plan* was adopted in March 2023 as part of Community Planning and Development’s Neighborhood Planning Initiative. In the *West Area Plan*, the subject property is within the Urban Neighborhood Context and in the Future Place Map is classified as Low-Medium Residential, which is defined as: “Mix of low- to mid-scale multi-unit residential building forms. Small-scale multi-unit buildings are dispersed among single and two-unit residential building forms” (p. 166).





- City and County Boundary
- Low Residential
- Low-Medium Residential
- High-Medium Residential
- High Residential
- Regional Center
- Community Center
- Community Corridor
- Local Center
- Local Corridor
- Value Manufacturing
- Innovation/Flex
- Public Park and Open Space
- Future High-Capacity Transit Station
- 1/8, 1/4-mile Buffers from High Capacity Transit Station
- Refinements from Blueprint Map
- W-Line Station

The proposed U-RH-2.5 zone district allows for multiple residential building forms up to 2.5 stories in height. Therefore, the proposed U-RH-2.5 zone district is consistent with the future places and future context direction in the *West Area Plan*.

## **2. Uniformity of District Regulations and Restrictions**

The proposed rezoning to U-RH-2.5 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 through implementation of the city's adopted land use plans, including the recently adopted *West Area Plan*. The proposed rezoning would also facilitate increased housing density near services and amenities and promote a walkable, urban neighborhood within walking distance to public transit.

## **4. Justifying Circumstances**

The proposed rezoning is justified by several changed or changing conditions as the under DZC Section 12.4.10.8, "Since the date of the approval of the existing Zone District, there has been a change to such a 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 application identifies recently adopted plans as the Justifying Circumstance. The *West Area Plan* was adopted since the existing zone district was put in place and is therefore a justifying circumstance. Therefore, the proposed map amendment is justified, recognizing the changed character of the land and small area plan direction.

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

The proposed U-RH-2.5 zone district is within the Urban Neighborhood Context. The neighborhood context generally consists of primarily single-unit and two-unit residential uses, and small-scale multi-unit residential uses and commercial areas are typically embedded in residential areas. The Urban Neighborhood Context consists of a regular pattern of block shapes surrounded by an orthogonal street grid, providing a pattern of pedestrian and vehicular connections and a consistent presence of alleys. Block sizes and shapes are consistent and include detached sidewalks, tree lawns, street and surface parking, and landscaping in the front setback. Residential buildings typically have consistent, moderate front setbacks, shallow side setbacks and consistent orientation. The Urban Neighborhood Context is characterized by low-scale buildings except for some mid-rise commercial and mixed-use structures, particularly at nodes or along arterial streets. There is a balance of pedestrian, bicycle and vehicle reliance with greater access to the multi-modal transportation system (DZC, Division 5.1). It is appropriate to apply zoning within the Urban Neighborhood Context at this location due to the adopted plan vision described earlier as well as the existing context. The proposed rezoning to U-RH-2.5 will enable development that is consistent with the neighborhood context description.

According to DZC 5.2.2.1.A, the general purpose of the Residential zone districts is to promote and protect residential neighborhoods within the character of the Urban Neighborhood Context. The

building form standards, design standards, and uses work together to promote desirable residential areas. Lot sizes are consistent within an area, and lot coverage is typically medium to high accommodating a consistent front and side yard. The standards of the two unit and row house districts promote existing and future patterns of lower scale multi-unit building forms that address the street in the same manner as an urban house building form. The regulations provide certainty to property owners, developers, and neighborhoods about the limits of what is allowed in a residentially zoned area. These regulations are also intended to reinforce desired development patterns in existing neighborhoods while accommodating reinvestment. The rezoning to U-RH-2.5 is consistent with the zone district general purpose and recognizes the existing residential context.

Specifically, U-RH-2.5 is a multi-unit residential district that allows up to a two and a half story rowhouse building form. It also allows the urban house, detached accessory dwelling unit, duplex, and tandem house building forms. The proposed zone district recognizes the subject site's existing condition, surrounding context, and plan guidance, consistent with the specific intent statement.

## **Attachments**

1. Application



## Zone Map Amendment (Rezoning) - Application

<b>PROPERTY OWNER INFORMATION*</b>		<b>PROPERTY OWNER(S) REPRESENTATIVE**</b>	
<input checked="" type="checkbox"/> CHECK IF POINT OF CONTACT FOR APPLICATION		<input type="checkbox"/> CHECK IF POINT OF CONTACT FOR APPLICATION	
<input checked="" type="checkbox"/> CHECK IF POINT OF CONTACT FOR FEE PAYMENT***		<input type="checkbox"/> CHECK IF POINT OF CONTACT FOR FEE PAYMENT***	
Property Owner Name	James Priester	Representative Name	Bret Bracey
Address	1001 and 1015 King St	Address	1530 Lowell Blvd
City, State, Zip	Denver, CO 802024	City, State, Zip	Denver, CO 80204
Telephone	303-589-0690	Telephone	217-652-1410
Email	jpriest415@gmail.com	Email	bsbrace@gmail.com
*All standard zone map amendment applications must be initiated by owners (or authorized representatives) of at least 51% of the total area of the zone lots subject to the rezoning. See page 4.		**Property owner shall provide a written letter authorizing the representative to act on his/her behalf. ***If contact for fee payment is other than above, please provide contact name and contact information on an attachment.	
<b>SUBJECT PROPERTY INFORMATION</b>			
Location (address):	1001 & 1015 King St		
Assessor's Parcel Numbers:	0505309012000 & 0505309013000		
Area in Acres or Square Feet:	±7,350 FEET & ±7,350 FEET approx. .34 acres		
Current Zone District(s):	E-SU-D1X		
<b>PROPOSAL</b>			
Proposed Zone District:	U-RH-2.5		
<b>PRE-APPLICATION INFORMATION</b>			
In addition to the required pre-application meeting with Planning Services, did you have a concept or a pre-application meeting with Development Services?	<input type="checkbox"/> Yes - State the contact name & meeting date _____ <input checked="" type="checkbox"/> No - Describe why not (in outreach attachment, see bottom of p. 3)		
Did you contact the City Council District Office regarding this application ?	<input checked="" type="checkbox"/> Yes - if yes, state date and method <u>12/2 virtual meeting</u> <input type="checkbox"/> No - if no, describe why not (in outreach attachment, see bottom of p. 3)		



## Zone Map Amendment (Rezoning) - Application

<b>PROPERTY OWNER INFORMATION*</b>		<b>PROPERTY OWNER(S) REPRESENTATIVE**</b>	
<input type="checkbox"/> CHECK IF POINT OF CONTACT FOR APPLICATION		<input type="checkbox"/> CHECK IF POINT OF CONTACT FOR APPLICATION	
<input type="checkbox"/> CHECK IF POINT OF CONTACT FOR FEE PAYMENT***		<input type="checkbox"/> CHECK IF POINT OF CONTACT FOR FEE PAYMENT***	
Property Owner Name	Phil Daughton	Representative Name	
Address	965 King St	Address	
City, State, Zip	Denver, CO 802024	City, State, Zip	
Telephone	720-546-7909	Telephone	
Email	phil@prenvalleybuilders.com	Email	
*All standard zone map amendment applications must be initiated by owners (or authorized representatives) of at least 51% of the total area of the zone lots subject to the rezoning. See page 4.		**Property owner shall provide a written letter authorizing the representative to act on his/her behalf. ***If contact for fee payment is other than above, please provide contact name and contact information on an attachment.	
<b>SUBJECT PROPERTY INFORMATION</b>			
Location (address):			
Assessor's Parcel Numbers:			
Area in Acres or Square Feet:			
Current Zone District(s):			
<b>PROPOSAL</b>			
Proposed Zone District:			
<b>PRE-APPLICATION INFORMATION</b>			
In addition to the required pre-application meeting with Planning Services, did you have a concept or a pre-application meeting with Development Services?		<input type="checkbox"/> <b>Yes - State the contact name &amp; meeting date</b> _____ <input type="checkbox"/> <b>No - Describe why not (in outreach attachment, see bottom of p. 3)</b>	
Did you contact the City Council District Office regarding this application ?		<input type="checkbox"/> <b>Yes - if yes, state date and method</b> _____ <input type="checkbox"/> <b>No - if no, describe why not (in outreach attachment, see bottom of p. 3)</b>	

REZONING REVIEW CRITERIA (ACKNOWLEDGE EACH SECTION)	
<p>General Review Criteria DZC Sec. 12.4.10.7.A</p> <p>Check box to affirm <b>and</b> include sections in the review criteria narrative attachment</p>	<p><input checked="" type="checkbox"/> <b>Consistency with Adopted Plans: The proposed official map amendment is consistent with the City's adopted plans, or the proposed rezoning is necessary to provide land for a community need that was not anticipated at the time of adoption of the City's Plan.</b></p> <p>Please provide a review criteria narrative attachment describing <b>how</b> the requested zone district is consistent with the policies and recommendations found in <b>each</b> of the adopted plans below. Each plan should have its' own subsection.</p> <p><b>1. Denver Comprehensive Plan 2040</b></p> <p>In this section of the attachment, describe <b>how</b> the proposed map amendment is consistent with <i>Denver Comprehensive Plan 2040's</i> a) equity goals, b) climate goals, and c) any other applicable goals/strategies.</p> <p><b>2. Blueprint Denver</b></p> <p>In this section of the attachment, describe <b>how</b> the proposed map amendment is consistent with: a) the neighborhood context, b) the future place type, c) the growth strategy, d) adjacent street types, e) plan policies and strategies, and f) equity concepts contained in <i>Blueprint Denver</i>.</p> <p><b>3. Neighborhood/ Small Area Plan and Other Plans (List all from pre-application meeting, if applicable):</b></p> <p>Blueprint Denver, 2040 Comprehensive Plan</p>
<p>General Review Criteria: DZC Sec. 12.4.10.7. B &amp; C</p> <p>Check boxes to the right to affirm <b>and</b> include a section in the review criteria for Public Health, Safety and General Welfare narrative attachment.</p>	<p><input checked="" type="checkbox"/> <b>Uniformity of District Regulations and Restrictions: The proposed official map amendment results in regulations and restrictions that are uniform for each kind of building throughout each district having the same classification and bearing the same symbol or designation on the official map, but the regulations in one district may differ from those in other districts.</b></p> <p><input checked="" type="checkbox"/> <b>Public Health, Safety and General Welfare: The proposed official map amendment furthers the public health, safety, and general welfare of the City.</b></p> <p>In the review criteria narrative attachment, please provide an additional section describing <b>how</b> the requested rezoning furthers the public health, safety and general welfare of the City.</p>
<p>Review Criteria for Non-Legislative Rezoning: DZC Sec. 12.4.10.8</p> <p>For Justifying Circumstances, check box and include a section in the review criteria narrative attachment.</p> <p>For Neighborhood Context, Purpose and Intent, check box <b>and</b> include a section in the review criteria narrative attachment.</p>	<p><b>Justifying Circumstances - One of the following circumstances exists:</b></p> <p><input type="checkbox"/> The existing zoning of the land was the result of an error;</p> <p><input type="checkbox"/> The existing zoning of the land was based on a mistake of fact;</p> <p><input type="checkbox"/> The existing zoning of the land failed to take into account the constraints of development created by the natural characteristics of the land, including, but not limited to , steep slopes, floodplain, unstable soils, and inadequate drainage;</p> <p><input checked="" type="checkbox"/> Since the date of the approval of the existing Zone District, there has been a change to such a degree that the proposed rezoning is in the public interest. Such change may include:</p> <p style="padding-left: 20px;">a. Changed or changing conditions in a particular area, or in the city generally; or,</p> <p style="padding-left: 20px;">b. A City adopted plan; or</p> <p style="padding-left: 20px;">c. That the City adopted the Denver Zoning Code and the property retained Former Chapter 59 zoning.</p> <p><input type="checkbox"/> It is in the public interest to encourage a departure from the existing zoning through application of supplemental zoning regulations that are consistent with the intent and purpose of, and meet the specific criteria stated in, Article 9, Division 9.4 (overlay Zone Districts) of this Code.</p> <p>In the review criteria narrative attachment, please provide an additional section describing the selected justifying circumstance. If the changing conditions circumstance is selected, describe changes since the site was last zoned. Contact your pre-application case manager if you have questions.</p> <p><input checked="" type="checkbox"/> <b>The proposed official map amendment is consistent with the description of the applicable neighborhood context, and with the stated purpose and intent of the proposed Zone District.</b></p> <p>In the review criteria narrative attachment, please provide a separate section describing <b>how</b> the rezoning aligns with a) the proposed district neighborhood context description, b) the general purpose statement, and c) the specific intent statement found in the Denver Zoning Code.</p>



**REQUIRED ATTACHMENTS**

Please check boxes below to affirm the following **required** attachments are submitted with this rezoning application:

- Legal Description of subject property(s). **Submit as a separate Microsoft Word document.** View guidelines at: <https://www.denvergov.org/content/denvergov/en/transportation-infrastructure/programs-services/right-of-way-survey/guidelines-for-land-descriptions.html>
- Proof of ownership document for each property owner signing the application, such as (a) Assessor's Record, (b) Warranty deed, or (c) Title policy or commitment dated no earlier than 60 days prior to application date. If the owner is a corporate entity, proof of authorization for an individual to sign on behalf of the organization is required. This can include board resolutions authorizing the signer, bylaws, a Statement of Authority, or other legal documents as approved by the City Attorney's Office.
- Review Criteria Narratives. See page 2 for details.

**ADDITIONAL ATTACHMENTS (IF APPLICABLE)**

Additional information may be needed and/or required. Please check boxes below identifying additional attachments provided with this application.

- Written narrative explaining reason for the request** (optional)
- Outreach documentation attachment(s).** Please describe any community outreach to City Council district office(s), Registered Neighborhood Organizations (RNOs) and surrounding neighbors. If outreach was via email- please include email chain. If the outreach was conducted by telephone or meeting, please include contact date(s), names and a description of feedback received. If you have not reached out to the City Council district office, please explain why not. (optional - encouraged )
- Letters of Support.** If surrounding neighbors or community members have provided letters in support of the rezoning request, please include them with the application as an attachment (optional).
- Written Authorization to Represent Property Owner(s)** (if applicable)
- Individual Authorization to Sign on Behalf of a Corporate Entity** (e.g. if the deed of the subject property lists a corporate entity such as an LLC as the owner, this document is required.)
- Other Attachments.** Please describe below.

We were unable to meet with Development Services as they were overloaded and did not have the ability to meet with us in a timely fashion.

## PROPERTY OWNER OR PROPERTY OWNER(S) REPRESENTATIVE CERTIFICATION

We, the undersigned represent that we are the owner(s) of the property described opposite our names, or have the authorization to sign on behalf of the owner as evidenced by a Power of Attorney or other authorization attached, and that we do hereby request initiation of this application. I hereby certify that, to the best of my knowledge and belief, all information supplied with this application is true and accurate. I understand that without such owner consent, the requested official map amendment action cannot lawfully be accomplished.

Property Owner Name(s) (please type or print legibly)	Property Address City, State, Zip Phone Email	Property Owner Interest % of the Area of the Zone Lots to Be Rezoned	Please sign below as an indication of your consent to the above certification statement	Date	Indicate the type of ownership documentation provided: (A) Assessor's record, (B) warranty deed, (C) title policy or commitment, or (D) other as approved	Has the owner authorized a representative in writing? (YES/NO)
<b>EXAMPLE</b> John Alan Smith and Josie Q. Smith	123 Sesame Street Denver, CO 80202 (303) 555-5555 sample@sample.gov	100%	<i>John Alan Smith</i> <i>Josie Q. Smith</i>	01/12/20	(A)	YES
James Priester	1015 N King St Denver, CO 80204 303-589-0690 jpriest415@gmail.com	100%	<i>James W. Priester</i>	03/08/23	(A)	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
James Priester	1001 N King St Denver, CO 80204 303-589-0690 jpriest415@gmail.com	50%	<i>James W. Priester</i>	03/08/23	(A)	YES
Henry W. Priester	1001 N King St Denver, CO 80204 217-971-8898 jpriest415@gmail.com	50%	<i>Henry W. Priester</i>	03/08/23	(A)	YES
						YES



1001 and 1015 N King St Zone Map Amendment (Rezoning) – Application

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TITLE	SECTION
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4. Description of Consistency with Adopted City Plans (DZC 12.4.10.7 (A,B & C)).....	Exhibit D
5. Description of Justifying Circumstances and Neighborhood Context (DZC 12.4.10.8 (A&B)) .....	Exhibit E
6. Letter of Authorization for Bret Bracey and Phil Daughton to act as Representatives.....	Exhibit F
7. Proof of Ownership, Assessor’s Record .....	Exhibit G



## Exhibit A – Written Narrative





## **PB&J DEVELOPMENT**

We are residents of Villa Park and are also partners of PB&J Development Company. We are requesting a re-zone to the City and County of Denver to change the current E-SU-D1X designation to U-RH-2.5. We believe this development will add great value to the neighborhood. Not only will it increase visibility on 10th Ave but it will improve the flow of this busy corridor creating a more cohesive neighborhood. Additionally, with its proximity to the light rail it will give increased access for residents to a main transit hub into downtown Denver, Golden and the Front Range.

This request follows direction provided by the Denver City Council approved measure in both the Comprehensive Plan 2040 and Blueprint Denver (2019).

We believe this request to be in the best interest of the Villa Park Neighborhood. It will provide additional housing in a neighborhood and city that is in high demand while retaining its character.





## Exhibit B – Property Legal Description



**1001 N KING ST**

SCHEDULE NUMBER 05053-09-012-000

LEGAL DESCRIPTION

LOTS 25 AND 26, BLOCK 16, VILLA PARK

CITY AND COUNTY OF DENVER,

STATE OF COLORADO

CONTAINING  $\pm 7,350$  SQUARE FEET OR  $\pm 0.17$  ACRES

**1015 N KING ST**

SCHEDULE NUMBER 05053-09-013-000

LEGAL DESCRIPTION

LOTS 27 AND 28, BLOCK 16, VILLA PARK

CITY AND COUNTY OF DENVER,

STATE OF COLORADO

CONTAINING  $\pm 7,350$  SQUARE FEET OR  $\pm 0.17$  ACRES



Exhibit C – Community Outreach  
Documentation





## **PB&J DEVELOPMENT**

**REPLY TO: PB&J Development  
1015 King St  
Denver, CO 80204**

October 15, 2022

Attn: [REDACTED]

Re: 1001 and 1015 N King St Rezone Request

Dear [REDACTED],

We are residents of Villa Park and are also partners of PB&J Development Company. We are reaching out to inform you of our re-zoning request to the City and County of Denver to change the current E-SU-D1X designation to U-RH-2.5. We believe this development will add great value to the neighborhood. Not only will it increase visibility on 10th Ave but it will improve the flow of this busy corridor creating a more cohesive neighborhood. Additionally, with its proximity to the light rail it will give increased access for residents to a main transit hub into downtown Denver, Golden and the Front Range.

This request follows direction provided by the Denver City Council approved measure in both the Comprehensive Plan 2040 and Blueprint Denver.

We believe this request to be in the best interest of the Villa Park Neighborhood. It is our hope that you will support the effort in this re-zone and this letter serves as notice of the plans to pursue this objective.

Respectfully Submitted,

James Priester

Bret Bracey

Phil Daughton

PB&J Development  
1015 King St Denver, CO 80204



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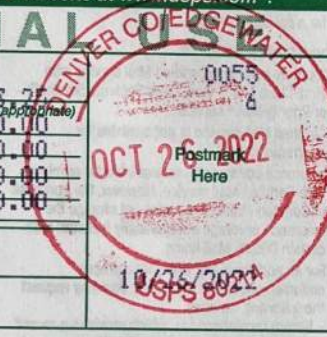
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Exhibit D – Description of Consistency with  
Adopted City Plans (DZC 12.4.10.7 (A,B & C))





### **Statement of Conformity to General Review Criteria to All Zone Map Amendments (DZC § 12.4.10.7)**

This application is requesting a rezone of the approximately 0.34 acre property at 1001 and 1015 N King Street from E-SU-D1x to U-RH-2.5 to be in-line with the City of Denver's Adopted Plans.

The site is located in the Villa Park neighborhood at the SE corner of 10<sup>th</sup> Avenue and King Street. This is within ¼ mile of the Knox Street Lightrail Station and within ½ mile of Perry and Decatur-Federal stations. The installation of these stations have changed the area significantly, requiring a rezone to update the property to support the needs of the surrounding infrastructure.

An update to this zoning will allow for increased density between an arterial roadway and the Lakewood Gulch light rail corridor. This will activate the multimodal transportation goals for this region of the neighborhood for its intended purposes. It will give residents more access to resources and employment opportunities through convenient access to transportation options. A successful approval of the rezone request will stimulate growth while maintaining the character of the neighborhood.

#### **REVIEW CRITERION DZC § 12.4.10.7a- The proposed official map amendment is consistent with the City's adopted plans.**

This proposed map amendment is consistent with the Denver Comprehensive Plan 2040, Blueprint Denver (2019) and the recently adopted West Area Plan (2023).

#### **1. The proposed map amendment is consistent with many objectives of Denver Comprehensive Plan 2040 including:**

##### **Equitable, Affordable, and Inclusive:**

"1.1 Ensure all Denver residents have safe, convenient and affordable access to basic services and a variety of amenities.

- A. Increase development of housing units close to transit and mixed-use developments."
- B. Implement a high-quality, affordable and accessible multi-modal transportation system.
- C. Improve equitable access to resources that improve quality of life, including cultural and natural amenities, health care, education, parks, recreation, nutritious food and the arts."

"1.2 Support housing as a continuum to serve residents across a range of incomes, ages and needs.

- A. Create a greater mix of housing options in every neighborhood for all individuals and families.
- B. Ensure city policies and regulations encourage every neighborhood to provide a complete range of housing options.
- C. Foster communities of opportunity by aligning housing strategies and investments to improve economic mobility and access to transit and services.
- D. Increase the development of senior-friendly and family-friendly housing, including units with multiple bedrooms in multifamily developments."

“1.3 Develop housing that is affordable to residents of all income levels.

A. Maximize and ensure the long-term sustainability of city funding sources for workforce and affordable housing.

B. Use land use regulations to enable and encourage the private development of affordable, missing middle and mixed-income housing, especially where close to transit.”

“1.9 Improve equitable access to quality education and lifelong learning opportunities.

D. Partner with higher-education institutions to ensure residents have access to local, quality higher-education.”

**Strong and Authentic Neighborhoods:**

“2.1 Create a city of complete neighborhoods.

A. Build a network of well-connected, vibrant, mixed-use centers and corridors.

B. Ensure neighborhoods offer a mix of housing types and services for a diverse population.

C. Ensure neighborhoods are safe, accessible and well-connected for all modes.”

“2.2 Enhance Denver’s neighborhoods through high-quality urban design.

A. Enhance collaboration between city agencies to ensure quality design and innovation across the public and private realm.

D. Use urban design to contribute to economic viability, public health, safety, environmental well-being, neighborhood culture, and quality of life.”

“2.4 Ensure every neighborhood is economically strong and dynamic.

A. Grow and support neighborhood-serving businesses.”

“2.9 Ensure all neighborhoods are safe.

A. Encourage design and new development to improve public health and safety.”

**Connected, Safe, and Accessible Places:**

“3.1 Deliver a multimodal network that encourages more trips by walking, rolling, biking and transit.

A. Prioritize transportation projects that will advance Denver’s mode share goals.

B. Adopt policies that require Transportation Demand Management (TDM) programs for developments to maximize use of alternative modes and reduce single-occupancy vehicle trips on Denver’s streets.

C. Measure roadway capacity by person trips, rather than auto trips, and prioritize projects and programs that achieve the most efficient levels of moving people.”

“3.2 Provide a safe transportation system that serves all users.

- A. Implement the city’s Vision Zero Action Plan to achieve zero traffic-related deaths and serious injuries by 2030.
- B. Build streets that are safe for everyone, especially for the most vulnerable, including the elderly, those with disabilities and children.
- C. Create a transportation system to serve all ages and physical abilities.”

“3.3 Maximize the public right-of-way to create great places.

- A. Create streets to foster economic activity, contribute to great urban design and accommodate green infrastructure, including street trees.
- B. Develop tools, such as street design standards, to prioritize how valuable right-of-way is allocated among various demands including mobility, utilities, green infrastructure, trees and design amenities.
- C. Protect, enhance and expand Denver’s legacy pathways: its historic parkways, boulevards, greenways and trails.

“3.4 Create an equitable and connected multimodal network that improves access to opportunity and services.”

- A. Ensure focused transportation investments—on streets as well as neighborhood trails—in areas with populations more dependent on walking, rolling and transit.
- B. Use the multimodal network to connect vulnerable populations to employment, education, parks, and health services.

“3.5 Ensure the development of a frequent, high-quality, and reliable transit network.”

“3.6 Build and maintain safe bicycle and pedestrian networks.”

- A. Create a citywide network for bicycling, walking and rolling that is safe and accessible to people of all ages and abilities.
- B. Implement the bicycle network, including facilities easy to use, recommended in Denver Moves: Bicycles.
- C. Implement the complete network of pedestrian infrastructure recommended in Denver Moves: Pedestrians & Trails.

“3.7 Expand funding options for multimodal infrastructure.”

- A. Explore new and long-term funding tools to enable increased investments in mobility projects and services.
- B. Continue to make significant increases in the city’s annual budget allocation for capital investment in mobility and increase budgets for maintenance and operations.

“3.8 Strengthen multimodal connections in mixed-use centers and focus growth near transit.”

A. Improve multimodal connections within and between mixed-use centers including downtown, Denver International Airport and major urban centers.

B. Promote transit-oriented development and encourage higher density development, including affordable housing, near transit to support ridership.

**Economically Diverse and Vibrant:**

“4.1 Ensure economic mobility and improve access to opportunity.

A. Improve economic mobility through workforce training, career development, quality education and wealth creation.

C. Support business development and grow the talent necessary to compete in the global economy.”

“4.2 Grow a strong, diversified economy.

A. Broaden the tax base with a focus on fiscal activity that is resilient to changes over time.

B. Facilitate the growth of a diverse business sector that serves as the foundation for a global, innovative economy.

C. Leverage Denver’s community assets, outdoor lifestyle, quality parks and recreation amenities and natural environment to attract a wide range of talent, entrepreneurs, and businesses.

D. Ensure a broad range of jobs to align with the skills and interests of local residents.”

“4.4 Ensure Denver has a productive, competitive and knowledgeable workforce.”

A. Develop a highly trained local workforce with the skills and knowledge to effectively compete for a diverse range of local jobs.”

“4.5 Strengthen Denver as a global city that will be competitive in the economy of today and tomorrow.”

### **Environmentally Resilient:**

“5.1 Mitigate climate impact by significantly reducing greenhouse gas emissions.

A. Embrace clean and local energy that comes from renewable sources such as sun and wind.

C. Invest in multimodal transportation and support a clean, carbon-free transportation system.”

“5.2 Prepare for and adapt to climate change.

“5.3 Conserve water and use it more efficiently.

A. Encourage requirements for water-conserving landscaping for private development and publicly owned land.”

“5.9 Protect and improve air quality.”

B. Improve Denver’s air by reducing the use of single-occupancy vehicles, advancing renewable energy sources, expanding the use of transit, promoting innovative and alternative technologies and supporting mixed-use, walkable neighborhoods.

### **Healthy and Active:**

“6.1 Create and enhance environments that support physical activity and healthy living.

A. Recognize parks, recreation, and the urban forest as vital components of a complete community.

B. Promote walking, rolling, and biking through the development of a safe and interconnected multimodal network.”

“6.2 Provide high-quality parks, recreation facilities and programs that serve all Denver residents.

A. Ensure equitable access to parks and recreation amenities for all residents.

B. Make Denver’s healthy outdoor lifestyle accessible to residents of all ages and backgrounds.

“6.4 Increase access to health services for all.”

**2. The proposed map amendment is consistent with many objectives of Blueprint Denver (2019), including:**

#### **2.2 An Equitable City:**

“Improving Access to Opportunity – creating more equitable access to quality-of-life amenities, health and quality education.”

“Expanding Housing and Jobs Diversity – providing a better and more inclusive range of housing and employment options in all neighborhoods.”

#### **2.3 A City of Complete Neighborhoods and Networks:**

“Land Use & Built Form – Enhance the character and quality of neighborhoods.”

“Mobility – Connect people to the neighborhood places where they live, work and play.”

“Transit Network – The entire city is connected by a network of high-quality, convenient and reliable transit.”

## **2.4 An Evolving City**

“Denver’s Aspirational Growth Strategy – A strategic and intentional approach to direct most of our growth to key centers and corridors helps to achieve citywide equity goals to benefit all residents.”

“Regional centers and community centers and corridors should attract almost two-thirds of all new jobs and half of new households

“A critical component of the growth strategy’s success will be to coordinate the development of transit-supportive land uses in community centers and corridors identified in *Denver Moves: Transit* are implemented. Focusing growth in centers and corridors helps to provide a variety of housing, jobs and entertainment options within a comfortable distance to all Denverites and is a key element of building complete neighborhoods throughout Denver...Higher intensity residential areas near downtown.”

“Blueprint Denver continues the city’s commitment to compact development patterns and striving to create great places at strategic locations tied closely with reliable, frequent, high quality transit options.”

## **2.6 Measuring Equity**

“Access to quality transit: households within ½-mile of high-capacity transit or ¼-mile from the frequent transit network.”

“Housing and Jobs Diversity: 1. Percent of middle-density housing (housing with 2-19 units). 2. Home size diversity.”

## **3.1 Implementation**

“Regulations – Changes to the city’s zoning map, called rezonings or map amendments, will also help to implement the plan vision over time. Implementation will be most effective through holistic, city-led rezonings, rather than site-by-site applicant-driven rezonings.

“Small area plans provide the opportunity to refine Blueprint Denver’s recommendations for an area, including changes to the future places, neighborhood context and street types’ maps. However, it is important for small area plans not to contradict the larger, citywide goals in Blueprint Denver.”

“Applying Blueprint Denver to Rezonings – The building heights identified in this plan provide a general sense of scale and are not intended to set exact minimums or maximums. For example, there may be times when building heights taller than specified are appropriate, such as a site immediately adjacent to a transit station.”

## **3.3 Recommendations: Land Use and Built Form**

“An Equitable City - Everyone in Denver deserves to live in a complete neighborhood with a range of housing and employment choices. Land use recommendations promote a more equitable distribution of diverse housing and employment options throughout the city.”

“A City of Complete Neighborhoods & Networks – A complete neighborhood includes a mix of land uses accessible by different modes of transportation. The interaction and design of those uses and networks contribute to the unique character of places.”

“An Evolving City – With the expected increase in population, neighborhoods will need to accommodate some growth. Balancing the preservation of neighborhood character with the demands for additional housing and jobs is a key focus of this plan’s recommendations.”

### **3.31 Recommendations: Land Use and Built Form – General**

“Policy 01: Promote and anticipate planned growth in major centers and corridors and key residential areas connected by rail service and transit priority streets.

A. Use zoning and land use regulations to encourage higher-density, mixed-use development in transit-rich areas including:

- Regional centers and community centers
- Community corridors where transit priority streets are planned
- High and medium-high residential areas in the downtown and urban center contexts.

B. Implement regulatory land use changes in coordination with transit investments. For example, rezonings to support transit-oriented development should be closely timed with the implementation of transit priority streets.

C. Support the implementation of *Denver Moves: Transit.*”

“Policy 02: Incentivize or require efficient development of land, especially in transit-rich areas.

A. In regional centers, urban center community centers and urban center community corridors, study and implement requirements or incentives for density. An example of a tool to implement this could include establishing minimum building heights.

C. Allow increased density in exchange for desired outcomes, such as affordable housing, especially in transit-rich areas.

### **3.32 Recommendations: Land Use and Built Form – Housing**

“Policy 02: Diversify housing options by exploring opportunities to integrate missing middle housing into low and low-medium residential areas.

A. Integrate missing middle housing into low and low-medium residential areas, especially those that score low in Housing Diversity. This should be implemented through holistic revisions to the zoning code at a citywide scale, with a focus on discouraging demolition and encouraging affordability. Zoning code revisions should be informed by an inclusive community input process and could include:

- Allowing 2- to 4-unit structures, tandem houses, and/or smaller minimum lot sizes in locations where slightly higher density may be appropriate. This might include lots on corners, near transit, and/or adjacent to centers or corridors. This allowance should

advance goals for affordability, such as including a requirement to provide affordability in exchange for increased density.

“Policy 06: Increase the development of affordable housing and mixed-income housing, particularly in areas near transit, services and amenities.

A. Incentivize affordable housing through zoning, especially in regional centers, community centers and community corridors adjacent to transit. This could include a process—informed by community input—to create citywide height bonuses in the zoning code, where additional height is allowed in exchange for income restricted units. Incentives for affordable housing are particularly important for areas that score high in Vulnerability to Displacement and score low in Housing Diversity.

“Policy 07: Expand family-friendly housing throughout the city.

A. Implement tools to require and/or incentivize the development of family-friendly housing. This could include bonuses for affordable large units (those with three or more bedrooms), especially in multifamily developments.

“Policy 08: Capture 80 percent of new housing growth in regional centers, community centers and corridors, high-intensity residential areas, greenfield residential areas, innovation flex districts and university campus districts.

A. Align high-density residential areas near regional centers to support housing growth near major job centers with access to transit priority streets.

B. Develop a strategic plan focused on implementation of regional centers, which should include strategies for integrating diverse housing options into these centers.

C. Ensure land use regulations, small area plans and major transit investments support desired growth areas.

D. Advance housing affordability recommendations from this plan and Housing an Inclusive Denver to ensure new units include units affordable to a range of income levels.

E. In order to capture 25 percent of housing growth within the downtown neighborhood context that contains the largest regional center and the highest intensity residential areas:

- Study and implement zoning incentives and other tools to attract high-density mixed-use development downtown, especially for vacant and underutilized land.
- Create incentives for a wide variety of housing options to be included in new developments.



### **3.32 Recommendations: Land Use and Built Form – Economics**

“Policy 01: Capture 90 percent of job growth in regional centers, community centers and corridors, certain districts and high-intensity residential areas in downtown and urban center contexts. Of the 90 percent job growth, focus 30 percent downtown.

B. Promote the development and redevelopment of regional centers, including downtown, to meet the land use and transportation needs of targeted industries. This means encouraging regional centers to have strong connections to transportation options, especially passenger rail and transit priority streets, and fostering the mix of uses needed to attract businesses with a wide variety of jobs.”

“Policy 02: Improve equitable access to employment areas throughout the city to ensure all residents can connect to employment opportunities.

A. Invest in transit priority streets to connect all Denver residents to the city's regional, community centers and community corridors.

B. Promote and incentivize the development of affordable and family-friendly housing, as well as a full range of job opportunities, in and near regional centers, community centers and community corridors.

C. Encourage entrepreneurship and provide opportunities for new locally-owned businesses.”

“Policy 05: Support organizations and districts within the city’s centers and corridors to aid in attraction and retention of employment and commerce.

A. Invest in transit priority streets to connect all Denver residents to the city's regional, community centers and community corridors.

B. Promote and incentivize the development of affordable and family-friendly housing, as well as a full range of job opportunities, in and near regional centers, community centers and community corridors.

### **3.32 Recommendations: Land Use and Built Form – Design Quality & Preservation**

“Policy 04: Ensure an active and pedestrian-friendly environment that provides a true mixed-use character in centers and corridors.

“Policy 05: Create design outcomes in suburban and urban edge contexts that promote active, pedestrian-friendly places.

### **3.4 Recommendations: Mobility**

“An Equitable City – All residents, especially those who are more dependent on transit and walking, should have access to quality, affordable multimodal options. Promoting affordable housing near transit helps advance equity and access to opportunity.

“A City of Complete Neighborhoods & Networks – Complete neighborhoods where jobs, daily services and recreation are easily accessible encourages walking, rolling, biking and mass transit options. This

enables residents to accomplish everyday tasks more efficiently while decreasing single-occupancy vehicle trips.”

“An Evolving City – As Denver’s population growth continues, the need for mobility options also grows. Encouraging trips to be made through walking, rolling, biking and mass transit can help to ease pressure on mobility infrastructure.”

“Policy 01: Encourage mode-shift — more trips by walking and rolling, biking and transit — through efficient land use and infrastructure improvements.

A. Implement the bicycle, pedestrian and transit networks in Denver Moves plans.

D. Increase the number of services and amenities that are available by walking, rolling and biking by integrating more local centers and corridors into residential areas, especially for areas that score low in Access to Opportunity.

“Policy 02: Align the impacts of private development with transportation infrastructure and promote development that creates walkable, transit-friendly communities.

“Policy 04: Implement the vision for street types and the layered multimodal network to create complete streets.

E. Ensure regulations promote design outcomes that prioritize pedestrians.”

“Policy 07: Make transit more affordable to Denver residents.

A. Provide increased transit access for transit-dependent residents by increasing the amount of affordable housing near rail stations and along transit priority streets. This is especially important for areas that score low in Access to Opportunity.

“Policy 08: A. Provide increased transit access for transit-dependent residents by increasing the amount of affordable housing near rail stations and along transit priority streets. This is especially important for areas that score low in Access to Opportunity.

“Policy 09: Improve safety on Denver's streets and collaborate with city departments on safety programs when developing small area plans.

“Policy 12: Implement transit priority streets as a strategy to direct growth.

**4. The proposed map amendment is consistent with many objectives of The West Area Plan (2023), including:**

2.1.3 “Water” Water recommendations Q11 - Implement a network of green streets of site-scale green infrastructure improvements to address air and water quality and reduce flooding.

2.2.1 “Mobility” - Sidewalks M1 - Install new, upgrade existing, and make repairs to West Area sidewalks to create a more connected, safe and user-friendly pedestrian realm throughout all neighborhoods.

2.3.1 “Growth Strategy” - Promotes investments along high-capacity transit corridors and centers, leverages current and future transit investments, facilitates complete communities,

and supports Denver’s climate action and sustainability goals.

2.3.2 “Urban” - Housing types range between single-unit and smaller-scale multi-unit and rowhomes buildings to multi-story residential building forms.

2.3.3 “Low-Medium” - In the West Area, Low-Medium Residential places are mapped with a maximum base height of 3 stories, although 2.5 stories is also appropriate.

2.3.5 “Growth Strategy” - Community input on future growth has remained consistent with the policy direction set forth by Blueprint Denver as described above. The community has expressed the desire to channel future growth along major corridors, in centers, and in areas where major transit investments, like rail stations and bus rapid transit, either exist or are planned. These areas provide an opportunity to increase density, mixed-uses, and building heights. To ensure that more intense development can be accommodated effectively, this plan identifies specific nodes and centers that would be most appropriate for growth based on land availability, proximity to existing or future high-capacity transit stations, and parcel depth. Key locations include areas near high capacity transit stations, which are primarily made up of community and regional centers, corridors, and high-medium residential areas.

#### 2.3.6 Housing Options/Design & Landmark Preservation

L5-A-2. Encourage family-friendly housing with larger units, more bedrooms, and family-supportive amenities.

L7-D. To fully realize the vision for Residential Low-Medium areas, create new 3 story residential zone districts for the Urban and Urban Edge contexts.

#### 2.4.2 Housing Affordability

E3-D. Encourage family-sized units (2-3 bedrooms) and family-supportive amenities in residential developments.

#### 4.2.5 Area Wide Recommendations

WC-3-B. Promote and encourage higher intensity zoning within the station areas that would allow for taller heights and expanded building forms in exchange for affordable housing.

#### 4.3.4 Plan on a Page

**10th Avenue.** Introduce more diversified housing options along the corridor with community-serving retail at key intersections.

**Safer streets and crossings.** Improve safety and comfort along key streets and crossings by reprioritizing street space for walking, biking, rolling and transit mobility options. In addition, strengthen existing and create new opportunities for north-south connections.

#### 4.3.5 Area Wide Recommendations

**VP-1. Create more housing opportunities and community-serving retail at key intersections along the 10th Avenue corridor.**

### 5.1.3 Partnerships, Services, and Programs

\*Strengthen the economic vitality of corridors to create opportunities for community-serving retail and small-business development to stabilize small businesses at risk of involuntary displacement.

## Overview

### What is equity?

Equity is when everyone, regardless of who they are or where they come from, has the opportunity to thrive. Where there is equity, a person’s identity does not determine their outcome. The city’s vision is for every resident to live in a complete neighborhood with access to jobs, amenities and services so that all Denverites – regardless of their race, ability, income, age, gender, etc. – can thrive.

New development projects can impact equity for an area through factors such as access to open space, access to and the mix of jobs, and housing choices. Each rezoning and/or Large Development Review (LDR) proposal provides an opportunity to understand how one project can improve, or at least not increase, existing inequities.

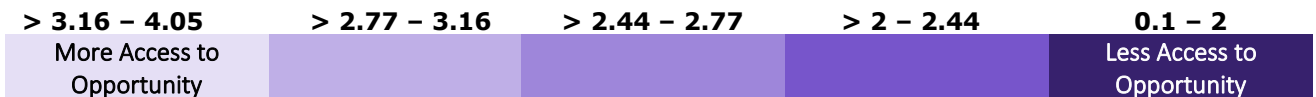
### How do we measure equity?

Equity is measured using three concepts from Blueprint Denver: Access to Opportunity; Vulnerability to Displacement; and Housing and Jobs Diversity. Each equity concept is measured using multiple metrics. For example, Access to Opportunity measures several indicators that reflect the city’s goal for all neighborhoods to have equitable access to a high quality of life, including access to transit, fresh food, and open space.

### How to read equity scores

Each equity concept is given a scoring metric from most equitable to least equitable. Below is an interpretation of the scoring metrics:

**Access to Opportunity** - measures an area’s access to opportunity through Social Determinants of Health (percent of population who are high school graduates and percent of families below the poverty line), Built Environment (access to fresh food and open space), Access to Healthcare, Child Obesity, Life Expectancy, Access to Transit, and Access to Centers and Corridors



**Vulnerability to Displacement** – measures and area’s vulnerability to displacement through Educational Attainment, Rental Occupancy, and Median Household Income



**Housing Diversity** – measures the diversity of housing stock for an area compared to the city. This includes Missing Middle Housing, Diversity of Bedroom Count Per Unit, Ratio of Owners to Renters, Housing Costs, and Income Restricted Units



**Job Diversity** – measures two key factors related to the availability and variety of employment options: (1) Jobs density: the amount of jobs in different parts of the city, depicted by the intensity of color and measures as jobs per acre; and (2) Jobs diversity: The mix of jobs in different parts of the city. The mix of jobs is depicted by different colors:

The job mix is dissimilar to the city's overall job mix, because there is more emphasis on Retail.	Less than 100 jobs. Data Values below are not applicable.	The job mix is dissimilar to the city's overall job mix, because there is more emphasis on Innovation.	The job mix is similar to the city's overall job mix.	The job mix is dissimilar to the city's overall job mix, because there is more emphasis on Manufacturing.	The job mix is dissimilar to the city's overall job mix, because there is more emphasis on Retail and Manufacturing.
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### Why do we measure equity?

Identifying issues of inequity in a specific area helps identify opportunities for new development to reduce those inequities. By specifically addressing the low-scoring metrics, we can improve the equity for the community around the site and throughout the entire city. Below is an equity analysis specific to this site. It highlights lower scores. Staff has provided potential considerations for improving the identified inequities. Please note that these are suggested examples and applicant is expected to provide a broader set of solutions through the Equity Menu provided as an attachment to this document.

### Site Equity Analysis

The Equity Analysis below includes 1) equity considerations for the site from adopted plans; 2) scores for specific *Blueprint Denver* equity measures; and 3) initial recommendations for the applicant to consider at the time of development review. This list is not meant to be an exclusive or exhaustive list, and coordination of agreed-upon equity improvements will be an iterative process between the applicant team and the city. Staff has carefully considered and identified equity concerns specific to the site. The planning and equity context for 1001 & 1015 N King St is summarized below.

### Blueprint Denver Direction

#### Neighborhood Context – Urban

The urban neighborhood context is widely distributed throughout the city. Homes vary from multi-unit developments to compact single-unit homes. Development in this context should be sensitive to the existing neighborhood character and offer residents a mix of uses, with good street activation and connectivity.

Residents living in this context have access to varied transit options and amenities. The urban context is walkable due to a predictable street grid in residential areas and the availability of transit and dedicated bike lanes. These areas offer access to neighboring areas and commercial nodes, with some small mixed-use nodes within the neighborhood. Parking is predominately off-street complemented by managed on-street options.

Homes in this context vary from multi-unit developments to compact single-unit homes. Development should be compatible with the existing neighborhood character and offer residents a mix of uses with good street activation and connectivity.

#### Blueprint Denver Open Space

Open spaces promote social interaction and respond to the distinct uses within the center. Green infrastructure serves the needs of a site or the surrounding area. Open spaces are often integrated into the streetscape. The growth strategy will reduce water use, improve public health indicators such as air quality, and preserve more open space – making Denver better prepared to face the effects of climate change.

Trees, plants and green infrastructure provide moments of relief from the more intense activity. As the population increases, so does the need for parks, open space and other quality of life amenities. Access to parks: percent of living units within ¼ mile (10 minute walk) to a quality park or open space.

#### Blueprint Denver Mobility Recommendations:

Multimodal areas are well served by rail service or transit priority streets. Pedestrian and bicycle movement to, from and within these centers is essential. The site is accessible to a larger area of surrounding neighborhood users by a variety of transportation options including Regional Transportation District (RTD) routes and train/bus stations.

**ACCESS TO OPPORTUNITY - Creating more equitable access to quality-of-life amenities, health, and education.**

This report is for: **1001 & 1015 N King St**

The site area's average score is **3.56**

with lowest scores in the following categories: **Access to Fresh Foods**

These specific metrics are defined below, along with considerations that align with the goals of Blueprint Denver. The applicant is expected to consider additional proposals that are identified in Equity Menu of Strategies attached to this document.

Social Determinants of Health	Built Environment 3		Access to Healthcare	Child Obesity	Life Expectancy	Access to Transit	Access to Centers and Corridors	
	Access to Parks	Access to Fresh Food						
<b>Score</b>	2	5	1	4	2	2	5	4.67
	Less Equitable	Most Equitable	Least Equitable	More Equitable	Less Equitable	Less Equitable	Most Access to Transit	More Access to Centers and Corridors

Metric	Score	Description	Considerations for Improvement	Response from Applicant	
<b>Social Determinants of Health</b>	2 Less Equitable	Measured by a) % of high school graduates or the equivalent for those 25 years of age or older and b) percent of families below 9.02% of the Federal Poverty Line.	Commit to provide on-site income-restricted units, especially for 50% AMI and below	We will be creating more housing on these lots and will consider creating 1-2 onsite income restricted unit(s)  We would appreciate any guidance you have on this process.	
<b>Built Environment</b>	<b>Access to Parks</b>	5 Most Equitable	Measured by % of living units within .5 mile walk to a park or open space.  94.29% of households live within .5 mile walk of a park.	Commit to provide publicly accessible open space features or amenities in response to community desires or service gaps such as playgrounds or recreational areas	Paco Sanchez park is approximately .25 miles away from these properties.
	<b>Access to Fresh Food</b>	1 Least Equitable	Measured by % of residents within .5-mile walk to a full service grocery store.  0% of residents live within .5 miles of a full service grocery store.	Commit to provide fresh food uses on-site such as: community garden, local market, produce boxes, or full-service grocery	Cannot address due to residential zoning limitations.
<b>Access to Healthcare</b>	4 More Equitable	Access to Health Services - such as clinics, prenatal services, and more.  4 % of women received prenatal care during pregnancy.	Conduct a healthcare site gap/ market analysis to determine whether future partnership with regional care facility, satellite offices, or urgent care facilities might be appropriate	Cannot address due to residential zoning limitations.	



<b>Child Obesity</b>	2 Less Equitable	Child Obesity measure % of children in the area that are overweight/obese.  2% of children are overweight/obese	Commit to provide additional publicly accessible open space and/or open space features friendly to children such as playgrounds	Close access to Paco Sanchez park is expected to help improve this inequity
<b>Life Expectancy</b>	2 Less Equitable	Life expectancy (in years):  76.2		N/A
<b>Access to Transit</b>	5 Most Access to Transit	Site has Access to Transit. Site was completely inside of a transit buffer from high capacity transit or 1/4 mile from frequent transit.	Commit to provide subsidized Eco passes to residents  Commit to contribute money to a TMA in the area	With any future listing applicant will advertise close proximity to light rail and bus transit to encourage use.
<b>Access to Centers and Corridors</b>	4.67 More Access to Centers and Corridors	75-99% of the area is covered by a walk, bike and driveshed to a center or corridor.	Commit to provide off-site sidewalk improvements or bicycle connections to improve connection to existing nearby centers/corridors	Applicant will strongly consider the west area plans recommendation for a green amenity street on 10th avenue.

**REDUCING VULNERABILITY TO DISPLACEMENT - Stabilizing residents and businesses who are vulnerable to involuntary displacement due to increasing property values and rents.**

**For Vulnerability to Involuntary Displacement, the area's score is 2 out of 3.**

This means that the area considered Vulnerable to Displacement.

Specific metrics are defined below, along with considerations that align with the goals of Blueprint Denver. The applicant is expected to consider additional proposals that are identified in Equity Menu of Strategies attached to this document.

**Educational Attainment**

**Rental Occupancy**

**Median Household Income**

Score	1	0	1
	Vulnerable	Not Vulnerable	Vulnerable

Metric	Score	Description	Considerations for Improvement	Response from Applicant
<b>Educational Attainment</b>	<b>1</b> Vulnerable	25-year olds and older without a college degree: 65%  Citywide Average: 47.5%	Commit to provide on-site job training or education for neighborhood residents  Commit to targeted outreach for on-site jobs	Strive Prep Lake Campus is 1 mile away. Rudy Park Learning Center is .8 miles away  Applicant will do their best to hire neighborhood contractors and workers
<b>Rental Occupancy</b>	<b>0</b> Not Vulnerable	Percent Renter-occupied: 35.4%  Citywide Average: 50.43%		Applicant's intention is to provide both rental and sale opportunities
<b>Median Household Income</b>	<b>1</b> Vulnerable	\$65,227  Citywide: \$78,177	Commit to provide on-site job training or education for neighborhood residents  Commit to incorporating access to affordable childcare options on-site	Applicants will do their best to hire neighborhood contractors and workers.  Applicant will also consider 1-2 income restricted units.

**EXPANDING HOUSING DIVERSITY - providing a better and more inclusive range of housing in all neighborhoods.**

**For Housing Diversity, this area's score is 1 out of 5.**

The following areas scored the lowest: Missing Middle Housing, Owners to Renters, Housing Costs, Income Restricted Units

Specific metrics are defined below, along with considerations that align with the goals of Blueprint Denver. The applicant is expected to consider additional proposals that are identified in Equity Menu of Strategies attached to this document.

	Missing Middle	Diversity of Bedroom Count Per Unit	Owners to Renters	Housing Costs	Income Restricted Units
<b>Score</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Not Diverse	Diverse	Not Diverse	Not Diverse	Not Diverse

Metric	Score	Description	Considerations for Improvement	Applicant Response
Missing Middle Housing	0 Not Diverse	Percent Housing with 2-19 units: 6.24%  Citywide: 19%	Commit to provide missing housing typologies on-site (2-19 unit formats), affordable to households between 80-120% AMI	Applicant will strongly consider 1-2 income restricted units
Diversity of Bedroom Count Per Unit	1 Diverse	Ratio: 1.1776 (Mixed)  Measured by comparing the number of housing units with 0-2 bedrooms to the number of units with 3 or more bedrooms		Applicant plans for most of the proposed units to be 3+ bedrooms
Owners to Renters	0 Not Diverse	Owned: 64.62% Rented: 35.37%  Denver Owners: 49.58% Denver Renters: 50.42%	Commit to provide income-restricted units that are ownership or rental depending on identified need	Applicant will strongly consider a mix of rental and ownership opportunities.
Housing Costs	0 Not Diverse	The ratio of (a) housing units affordable to households earning up to 80% of the city's median income to (b) housing units affordable to households earning over 120% of the city's median income.	Commit to provide income-restricted units on-site (AMI levels should be tailored to the identified need for that area)	Applicant will strongly consider 1-2 income restricted units
Income Restricted Units	0 Not Diverse	Income Restricted Units: 0  Citywide Average Income Restricted Units: 146 per Census Tract	Commit to provide income-restricted units on-site which will fill in the AMI levels not being met in the census tract	Applicant will strongly consider 1-2 income restricted units

**EXPANDING JOB DIVERSITY - providing a better and more inclusive range of employment options in all neighborhoods.**

**Less than 100 jobs. Data Values below are not applicable.**

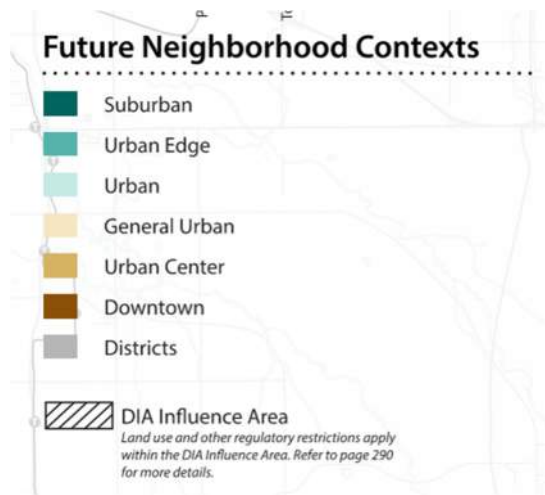
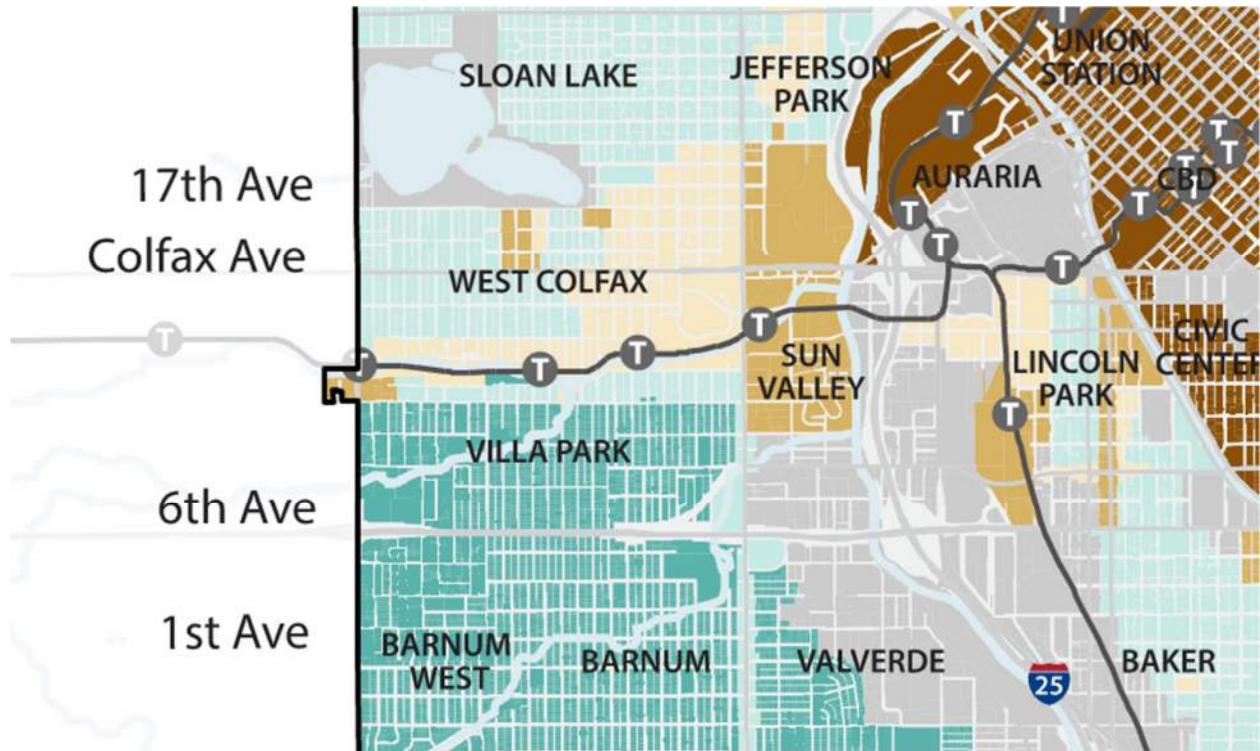
Specific metrics are defined below, along with considerations that align with the goals of Blueprint Denver. The applicant is expected to consider additional proposals that are identified in Equity Menu of Strategies attached to this document.

	<b>Retail</b>	<b>Innovation</b>	<b>Manufacturing</b>
<b>Score</b>	<b>56%</b>	<b>26%</b>	<b>18%</b>
	Citywide Average: 52.7%	Citywide Average: 35%	Citywide Average: 10%

<b>Metric</b>	<b>Score</b>	<b>Description</b>	<b>Consideration for Improvement</b>	<b>Applicant Response</b>
<b>Total Jobs</b>	50 Jobs	Total Jobs per Acre: 0.644195	Cannot address due to residential zoning limitations.	
<b>Retail</b>	28 Jobs <b>56%</b>	This is greater than the citywide Retail average of 52.7%	Cannot address due to residential zoning limitations.	
<b>Innovation</b>	13 Jobs <b>26%</b>	This is less than the citywide Innovation average of 37.3%	Cannot address due to residential zoning restrictions.	
<b>Manufacturing</b>	9 Jobs <b>18%</b>	This greater than the citywide Manufacturing average of 10%	Cannot address due to residential zoning restrictions.	

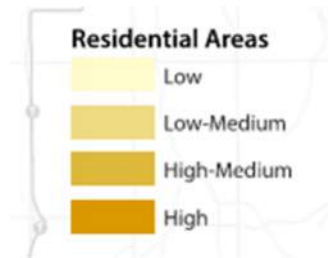
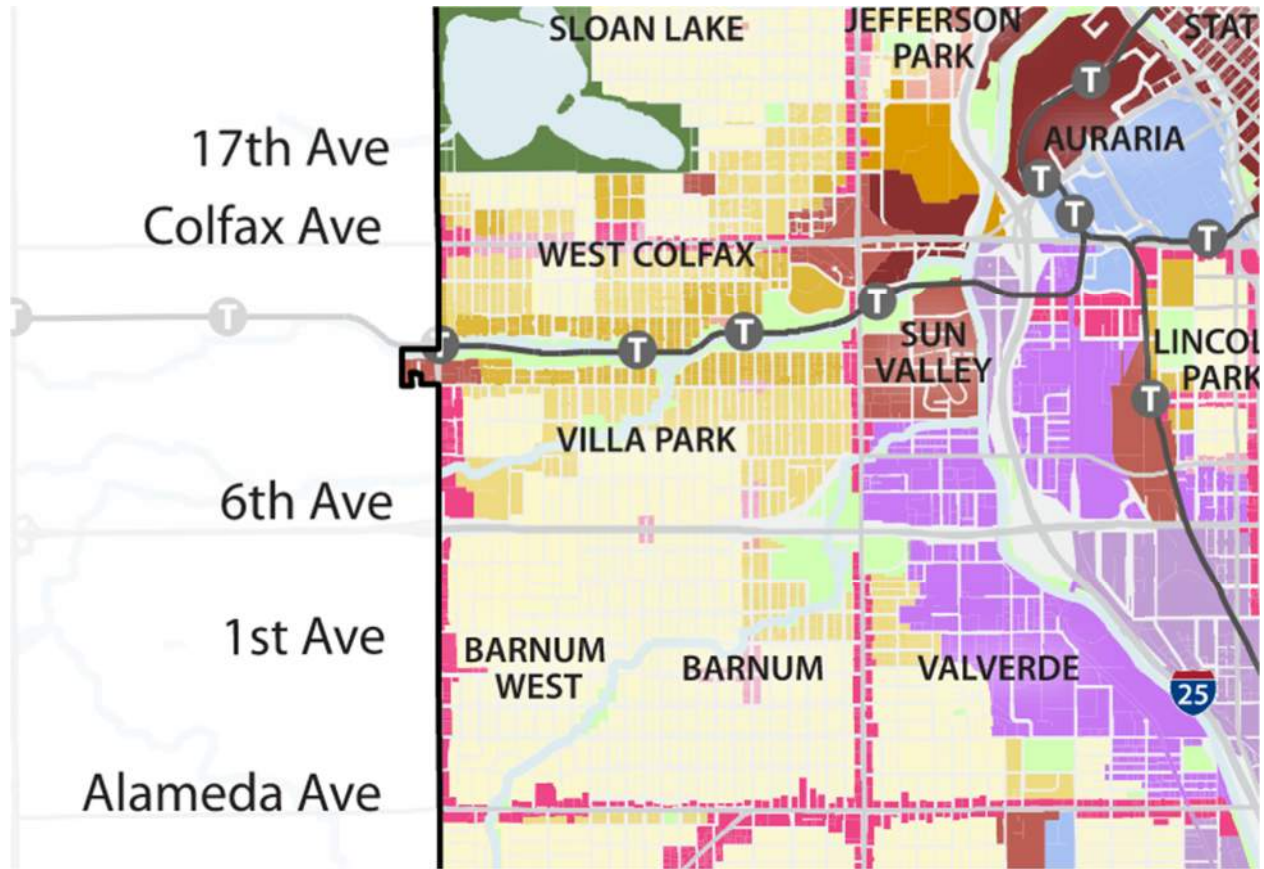
City Graphics Supporting Our Rezone

**\*Future Neighborhood Contexts Map**



As we can see the area of Villa Park is slated for future context of Urban, north of 10<sup>th</sup> Avenue. This is due to the proximity to the light rail and desire to activate and utilize that nearby station through increased density in the area.

**\*Future Places Map**



Furthermore, Blueprint Denver is calling for high-medium density, again, to activate the nearby light rail station, fulfilling the city's multimodal transportation goals.

**\*Urban Residential Areas Context**

**Low-Medium**



Mix of low- to mid-scale multi-unit residential options. Small-scale multi-unit buildings are interspersed between single- and two-unit residential. Limited mixed-use along some arterial and collector streets and at intersections. Vacant institutional uses on corners or at select sites may be appropriate locations to introduce additional residential intensity. Buildings are generally 3 stories or less in height. Higher-intensity buildings should be compatibly integrated.



**High-Medium**



A mix of mid-scale multi-unit residential options. Some neighborhood-serving mixed-use may be appropriate, especially along arterial streets or at non-local street intersections. Buildings are generally up to 5 stories in height. Building heights and scaling help provide transitions to adjacent places.

For guidance on how to apply these descriptions to rezonings, including building heights, see pages 66-67.



A more continuous pedestrian network with detached sidewalks. Bicycle network is typically protected on arterials and integrated into on-street facilities when occurring on local streets.

A more continuous pedestrian network with detached sidewalks. Bicycle network is typically protected on arterial streets and integrated into on-street on local streets.



Good access to parks and outdoor spaces of various sizes. Private yards are often smaller. Street trees should be prevalent and regularly spaced in generous tree lawns.

A variety of opportunities for smaller scale social spaces integrated into the larger residential neighborhood. Good access to parks and outdoor spaces of various sizes. Private yard space is typically limited. Street trees should be prevalent and regularly spaced in generous tree lawns.



As we can see the Urban High-Medium context is primarily mid-scale multi-unit, perfectly in line with the request for U-RH-2.5.

**\*Street Types Map**



This development will also activate the local corridor of 10th Avenue, with front entryways oriented towards this street, providing more visibility to a busy corridor.

**REVIEW CRITERION DZC 12.4.10.7.B. Uniformity of District Regulations and Restrictions – The proposed official map amendment results in regulations and restrictions that are uniform for each kind of building throughout each district having the same classification and bearing the same symbol or designation on the official map, but the regulations in one district may differ from those in other districts.**

Development of the property will result in uniformity of U-RH-2.5 district regulations and restrictions.

**REVIEW CRITERION DZC 12.4.10.7.C. Public Health, Safety and General Welfare – The proposed official map amendment furthers the public health, safety and general welfare of the City.**

The adoption of this map amendment will further the public health, safety and general welfare of the City by bringing the property in line with current building codes and guidelines of the City as laid out in Comprehensive Plan 2040 and Blueprint Denver.





Exhibit E – Description of Justifying  
Circumstances and Neighborhood Context



## **Statement of Compliance of Additional Review Criteria for Non-Legislative Rezoning (DZC 12.4.10.8)**

### **REVIEW CRITERION DZC 12.4.10.8.A. Justifying Circumstances.**

“In addition to compliance with the general review criteria stated in Section 12.4.10.7, the City Council may approve an official map amendment that the City Attorney has determined is not a legislative rezoning only if the City Council finds the application meets the following criteria:

“4. Since the date of the approval of the existing Zone District, there has been a change to such a degree that the proposed rezoning is in the public interest. Such change may include:

b. A City adopted plan”

The City adopted two plans which are justifying circumstances – the Denver Comprehensive Plan 2040, Blueprint Denver (2019), and the recently adopted West Area Plan (2023).

This application is requesting a rezone of the approximately 0.34 acre property at 1001 and 1015 N King Street from E-SU-D1x to U-RH-2.5 to be in-line with the City of Denver’s Adopted Plans.

The site is located in the Villa Park neighborhood at the SE corner of 10th Avenue and King Street. This is within ¼ mile of the Knox Street Lightrail Station and within ½ mile of Perry and Decatur-Federal stations. The install of these stations have changed the area significantly, requiring a rezone to update the property to support the needs of the surrounding infrastructure.

An update to this zoning will allow for increased density between an arterial roadway and the Lakewood Gulch light rail corridor. This will activate the multimodal transportation goals for this region of the neighborhood for its intended purposes. It will give residents more access to resources and employment opportunities through convenient access to transportation options. A successful approval of the rezone request will stimulate growth while maintaining the character of the neighborhood.

### **REVIEW CRITERION DZC 12.4.10.8.B. Consistency with Neighborhood Context Description, Zone District Purpose and Intent Statements.**

U-RH-2.5 is in the Urban Neighborhood Context and is classified by DZC as consisting of primarily multi-unit developments and compact single-unit homes. Development in this context should be sensitive to the existing neighborhood character and offer residents a mix of uses, with good street activation and connectivity. Residents living in this context have access to varied transit options and amenities. (Blueprint Denver (2019))

The urban context is walkable due to a predictable street grid in residential areas and the availability of transit and dedicated bike lanes. These areas offer access to neighboring areas and commercial nodes, with some small mixed-use nodes within the neighborhood. Parking is predominantly off-street complemented by managed on-street options. (Blueprint Denver (2019))

The intent of the Residential districts is to promote and protect residential neighborhoods within the character of the Urban Neighborhood Context. These regulations allow for some multi-unit districts, but not to such an extent as to detract from the overall image and character of the residential neighborhood. (DZC 5.2.2.1.A.)

The regulations provide certainty to property owners, developers, and neighborhoods about the limits of what is allowed in a residentially-zoned area. These regulations are also intended to reinforce desired development patterns in existing neighborhoods while accommodating reinvestment. (DZC 5.2.2.1.D.)

Blueprint Denver and Denver Comprehensive Plan 2040 make plans for infill development in the Villa Park Neighborhood north of 10<sup>th</sup> Avenue in order to be in line with the infrastructure updates of the light rail at Knox Station. The proposed rezoning U-RH-2.5 zoning designation is in line with both of these plans, increasing density and, therefore, use, of the light rail station to its full potential. This rezoning meets the intended purpose of the zone district as described.

The proposed map amendment is consistent with neighborhood context, and stated purpose of intents.



Exhibit F – Letter of Authorization for Bret  
Bracey and Phil Daughton to act as  
Representatives





**James Priester  
1015 King St  
Denver, CO 80204**

December 28, 2022

Bret Bracey  
1530 Lowell Blvd  
Re: 1001 and 1015 N King St Rezone Request

Dear Bret,

This letter serves as authorization for Bret Bracey, of PB&J Development Company, to act on behalf of and represent James Priester, for the purpose of submitting and processing the rezoning application for the property owned by James Priester at 1001 and 1015 King St, Denver, CO 80204.

Respectfully,

A handwritten signature in black ink that reads "James W. Priester". The signature is written in a cursive style with a large initial "J" and a long, sweeping underline.

James Priester

PB&J Development  
1015 King St Denver, CO 80204

**James Priester  
1015 King St  
Denver, CO 80204**

December 28, 2022

Phil Daughton  
965 King St  
Re: 1001 and 1015 N King St Rezone Request

Dear Phil,

This letter serves as authorization for Phil Daughton, of PB&J Development Company, to act on behalf of and represent James Priester, for the purpose of submitting and processing the rezoning application for the property owned by James Priester at 1001 and 1015 King St, Denver, CO 80204.

Respectfully,

A handwritten signature in black ink that reads "James W. Priester". The signature is written in a cursive style with a large initial 'J' and 'P'.

James Priester

PB&J Development  
1015 King St Denver, CO 80204



Exhibit G – Proof of Ownership, Assessor's  
Record



# 1015 N KING ST

<b>Owner</b>	PRIESTER, JAMES WYATT 1015 KING ST DENVER, CO 80204-3114
<b>Schedule Number</b>	05053-09-013-000
<b>Legal Description</b>	L 27 & 28 BLK 16 VILLA PARK
<b>Property Type</b>	SFR Grade C, D, or E, w/RK
<b>Tax District</b>	DENVER

**Print Summary**

Property Description			
<b>Style:</b>	13: 1 STORY	<b>Building Sqr. Foot:</b>	1073
<b>Bedrooms:</b>	3	<b>Baths Full/Half:</b>	2/0
<b>Effective Year Built:</b>	1947	<b>Basement/Finish:</b>	0/0
<b>Lot Size:</b>	7,350	<b>Zoned As:</b>	E-SU-D1X

**Note:** Valuation zoning may be different from City's new zoning code.

Current Year			
	Actual	Assessed	Exempt
Land		\$175,900	\$12,230 \$0
Improvements		\$258,900	\$17,990
<b>Total</b>		<b>\$434,800</b>	<b>\$30,220</b>

Prior Year			
	Actual	Assessed	Exempt
Land		\$175,900	\$12,580 \$0
Improvements		\$258,900	\$18,510
<b>Total</b>		<b>\$434,800</b>	<b>\$31,090</b>

### Real Estates Property Taxes for current tax year

**System Upgrade Underway:**

Due to a system upgrade, payment information is taking longer to update and may not reflect the current status of your account.

Mill Levy \* **79.525** \*

Please click on additional information below to check for any delinquencies on this property/schedule number and for tax sale information.

	<b>Installment 1 (Feb 28 Feb 29 in Leap Years)</b>	<b>Installment 2 (Jun 15)</b>	<b>Full Payment (Due Apr 30)</b>
<b>Date Paid</b>	2/16/2022	6/8/2022	
<b>Original Tax Levy</b>	\$1,159.94	\$1,159.94	\$2,319.88
<b>Liens/Fees</b>	\$0.00	\$0.00	\$0.00
<b>Interest</b>	\$0.00	\$0.00	\$0.00
<b>Paid</b>	\$1,159.94	\$1,159.94	\$2,319.88
<b>Due</b>	\$0.00	\$0.00	\$0.00

### Additional Information

Note: If "Y" is shown below, there is a special situation pertaining to this parcel. For additional information about this, click on the name to take you to an explanation.

<b>Additional Assessment</b> ⓘ	N	<b>Prior Year Delinquency</b> ⓘ	N
<b>Additional Owner(s)</b> ⓘ	N		
<b>Adjustments</b> ⓘ	N	<b>Sewer/Storm Drainage Liens</b> ⓘ	N
<b>Local Improvement Assessment</b> ⓘ	N	<b>Tax Lien Sale</b> ⓘ	N
<b>Maintenance District</b> ⓘ	N	<b>Treasurer's Deed</b> ⓘ	N
<b>Pending Local Improvement</b> ⓘ	N		

Real estate property taxes paid for prior tax year: **\$1,952.08**

### Assessed Value for the current tax year

<b>Assessed Land</b>	\$12,580.00	<b>Assessed Improvements</b>	\$18,510.00
<b>Exemption</b>	\$0.00	<b>Total Assessed Value</b>	\$31,090.00





# 1001 N KING ST

<b>Owner</b>	PRIESTER,HENRY W PRIESTER,JAMES 1001 KING ST DENVER, CO 80204-3114
<b>Schedule Number</b>	05053-09-012-000
<b>Legal Description</b>	L 25 & 26 BLK 16 VILLA PARK
<b>Property Type</b>	SFR Grade C
<b>Tax District</b>	DENVER

**Print Summary**

Property Description			
<b>Style:</b>	13: 1 STORY	<b>Building Sqr. Foot:</b>	1299
<b>Bedrooms:</b>	3	<b>Baths Full/Half:</b>	2/0
<b>Effective Year Built:</b>	1948	<b>Basement/Finish:</b>	0/0
<b>Lot Size:</b>	7,350	<b>Zoned As:</b>	E-SU-D1X

**Note:** Valuation zoning may be different from City's new zoning code.

Current Year			
	Actual	Assessed	Exempt
Land		\$175,900	\$12,230 \$0
Improvements		\$218,400	\$15,180
<b>Total</b>		<b>\$394,300</b>	<b>\$27,410</b>

Prior Year			
	Actual	Assessed	Exempt
Land		\$175,900	\$12,580 \$0
Improvements		\$233,800	\$16,720
<b>Total</b>		<b>\$409,700</b>	<b>\$29,300</b>

**Real Estates Property Taxes for current tax year**

**System Upgrade Underway:**

Due to a system upgrade, payment information is taking longer to update and may not reflect the current status of your account.

Mill Levy \* **79.525** \*

Please click on additional information below to check for any delinquencies on this property/schedule number and for tax sale information.

	<b>Installment 1 (Feb 28 Feb 29 in Leap Years)</b>	<b>Installment 2 (Jun 15)</b>	<b>Full Payment (Due Apr 30)</b>
<b>Date Paid</b>	2/16/2022	6/8/2022	
<b>Original Tax Levy</b>	\$1,093.15	\$1,093.15	\$2,186.30
<b>Liens/Fees</b>	\$0.00	\$0.00	\$0.00
<b>Interest</b>	\$0.00	\$0.00	\$0.00
<b>Paid</b>	\$1,093.15	\$1,093.15	\$2,186.30
<b>Due</b>	\$0.00	\$0.00	\$0.00

**Additional Information**

**Note:** If "Y" is shown below, there is a special situation pertaining to this parcel. For additional information about this, click on the name to take you to an explanation.

<b>Additional Assessment ⓘ</b>	N	<b>Prior Year Delinquency ⓘ</b>	N
<b>Additional Owner(s) ⓘ</b>	N		
<b>Adjustments ⓘ</b>	N	<b>Sewer/Storm Drainage Liens ⓘ</b>	N
<b>Local Improvement Assessment ⓘ</b>	N	<b>Tax Lien Sale ⓘ</b>	N
<b>Maintenance District ⓘ</b>	N	<b>Treasurer's Deed ⓘ</b>	N
<b>Pending Local Improvement ⓘ</b>	N		

Real estate property taxes paid for prior tax year: **\$1,981.75**

**Assessed Value for the current tax year**

<b>Assessed Land</b>	\$12,580.00	<b>Assessed Improvements</b>	\$16,720.00
<b>Exemption</b>	\$0.00	<b>Total Assessed Value</b>	\$29,300.00