

Zone Map Amendment (Rezoning) for PUD - Application

PROPERTY OWNER INFORMATION*		PROPERTY OWNER(S) REPRESENTATIVE**	
CHECK IF POINT OF CONTACT FOR APPLICATION		CHECK IF POINT OF CONTACT FOR APPLICATION	
Property Owner Name	Denver Metropolitan Major League Baseball Stadium District - R T Baker	Representative Name	Colorado Rockies Baseball Club, Ltd. - Hal Roth
Address	2195 Blake Street	Address	
City, State, Zip		City, State, Zip	
Telephone	(303) 292-0200	Telephone	(303) 312-2350
Email	None	Email	hal.roth@rockies.com
*If More Than One Property Owner: All official map amendment applications for a PUD District shall be initiated by all the owners of the entire land area subject to the rezoning application, or their representatives authorized in writing to do so.		**Property owner shall provide a written letter authorizing the representative to act on his/her behalf.	
Please attach Proof of Ownership acceptable to the Manager for all property owners, such as (a) Assessor's Record, (b) Warranty deed or deed of trust, or (c) Title policy or commitment dated no earlier than 60 days prior to application date.			
SUBJECT PROPERTY INFORMATION			
Location (address and/or boundary description):	1901 Wazee Street, Denver, CO 80202		
Assessor's Parcel Numbers:	02279-16-019-000		
Area in Acres or Square Feet:	3.023 acres		
Current Zone District(s):	I-MX-8, U-O2		
PROPOSAL			
Proposed Zone District:	<input checked="" type="checkbox"/> General PUD	<input type="checkbox"/> Detailed PUD	
Proposing SubAreas:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Intent of PUD:	To facilitate development of a mixed-use project generally consisting of a hotel, office building, residential condominiums and ground-floor retail		
Standard Zone District: Please list the zone district(s) on which the PUD will be based:	D-AS-12+		
Deviations from Standard Zone District: Please provide a list of proposed deviations and an explanation of why the deviation is needed. Please provide as an attachment if necessary:	Deviation	Why deviation is necessary	
	Please see cover letter for deviations and explanations		

REVIEW CRITERIA	
<p>General Review Criteria: The proposal must comply with all of the general review criteria DZC Sec. 12.4.10.7</p>	<p><input checked="" type="checkbox"/> 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</p> <p>Please provide an attachment describing relevant adopted plans and how proposed map amendment is consistent with those plan recommendations; or, describe how the map amendment is necessary to provide for an unanticipated community need.</p> <p><input checked="" type="checkbox"/> 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.</p> <p><input checked="" type="checkbox"/> Public Health, Safety and General Welfare: The proposed official map amendment furthers the public health, safety, and general welfare of the City.</p>
<p>Additional Review Criteria for Non-Legislative Rezoning: The proposal must comply with both of the additional review criteria DZC Sec. 12.4.10.8</p>	<p>Justifying Circumstances - One of the following circumstances exists:</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 on 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"/> The land or its surroundings has changed or is changing to such a degree that rezoning that it is in the public interest to encourage a redevelopment of the area to recognize the changed character of the area</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>Please provide an attachment describing the justifying circumstance.</p> <p><input checked="" type="checkbox"/> 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.</p> <p>Please provide an attachment describing how the above criterion is met.</p>
<p>Additional Review Criteria for Rezoning to PUD District: The proposal must comply with all of the additional review criteria DZC Sec. 12.4.10.9</p>	<p><input checked="" type="checkbox"/> The PUD District is consistent with the intent and purpose of such districts stated in Article 9, Division 9.6 (Planned Unit Development).</p> <p><input checked="" type="checkbox"/> The PUD District and the PUD District Plan comply with all applicable standards and criteria station in Division 9.6.</p> <p><input checked="" type="checkbox"/> The development proposed on the subject property is not feasible under any other Zone Districts, and would require an unreasonable number of variances or waivers and conditions.</p> <p><input checked="" type="checkbox"/> The PUD District, the PUD District Plan establish permitted uses that are compatible with existing land uses adjacent to the subject property.</p> <p><input checked="" type="checkbox"/> The PUD District, the PUD District Plan establish permitted building forms that are compatible with adjacent existing building forms, or which are made compatible through appropriate transitions at the boundaries of the PUD District Plan (e.g., through decreases in building height; through significant distance or separation by rights-of-way, landscaping or similar features; or through innovative building design).</p> <p>Please provide an attachment describing how the above criteria are met.</p>

REQUIRED ATTACHMENTS

Please ensure the following required attachments are submitted with this application:

- Legal Description (required to be attached as a Microsoft Word document)
- Proof of Ownership Document(s)
- Review Criteria

ADDITIONAL ATTACHMENTS

Please identify any additional attachments provided with this application:

- Written Authorization to Represent Property Owner(s)
- Deviations from Standard Zone District

Please list any additional attachments:

PROPERTY OWNER OR PROPERTY OWNER(S) REPRESENTATIVE CERTIFICATION

We, the undersigned represent that we are the owners 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 to Be Rezoned	Please sign below as an indication of your consent to the above certification statement (must sign in the exact same manner as title to the property is held)	Date	Indicate the type of ownership documentation provided: (A) Assessor's record, (B) warranty deed or deed of trust, (C) title policy or commitment, or (D) other as approved	Property owner representative written authorization? (YES/NO)
EXAMPLE 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>	01/01/12	(A)	NO
R.T. Baker <i>DENVER METROPOLITAN MAJOR LEAGUE BASEBALL STADIUM DISTRICT by RT BAKER - CARL</i>	1901 Wazee Street Denver, CO 80202 (303) 292-0200	100%	<i>[Signature]</i>	08/15/18	(A)	YES

PARCEL DESCRIPTION BASEBALL PARCEL A: (PARKING LOT + WALKWAY)

A PARCEL OF LAND SITUATED IN A PORTION OF BLOCK C, EAST DENVER, AND BLOCK 1, HOYT & ROBINSONS ADDITION TO DENVER, BEING A PORTION OF THE SOUTHWEST ONE-QUARTER OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY AND COUNTY OF DENVER, STATE OF COLORADO MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID BLOCK C, EAST DENVER, SAID POINT ALSO BEING AT THE NORTHEASTERLY RIGHT OF WAY INTERSECTION OF 19TH STREET AND WAZEE STREET, SAID POINT BEING THE TRUE POINT OF BEGINNING; THENCE NORTH 45 DEGREES 26 MINUTES 17 SECONDS WEST ALONG THE SOUTHWESTERLY LINE OF SAID BLOCK C, EAST DENVER AND EXTENSION THEREOF AND THE NORTHEASTERLY RIGHT OF WAY LINE OF SAID 19TH STREET A DISTANCE OF 326.09 FEET TO A POINT ON THE NORTHEASTERLY EXTENSION OF THE WYNKOOP STREET 20.00 FOOT RANGE LINE; THENCE NORTH 45 DEGREES 26 MINUTES 37 SECONDS WEST ALONG THE SOUTHWESTERLY LINE OF SAID BLOCK 1, HOYT & ROBINSONS ADDITION TO DENVER AND EXTENSION THEREOF AND THE NORTHEASTERLY RIGHT OF WAY LINE OF SAID 19TH STREET A DISTANCE OF 19.40 FEET TO THE SOUTHEASTERLY CORNER OF A PARCEL OF LAND CONVEYED TO THERMO HEAD HOUSE, L.L.C. BY SPECIAL WARRANTY DEED RECORDED OCTOBER 13, 1994 AT RECEPTION NO. 9400156352; THENCE NORTH 44 DEGREES 21 MINUTES 17 SECONDS EAST ALONG SAID SOUTHEASTERLY LINE OF RECEPTION NO. 9400156352, A DISTANCE OF 375.95 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF ACQUISITION PARCEL TK 2279-00-005 REV. 1, CONVEYED TO THE CITY AND COUNTY OF DENVER BY SPECIAL WARRANTY DEED RECORDED APRIL 07, 1993 AT RECEPTION NO. R-93-0043076 IN THE CITY AND COUNTY OF DENVER CLERK AND RECORDER'S OFFICE; THENCE SOUTH 46 DEGREES 55 MINUTES 34 SECONDS EAST ALONG SAID SOUTHWESTERLY LINE OF RECEPTION NO. R-93-0043076, A DISTANCE OF 281.08 FEET; THENCE CONTINUING ALONG SAID SOUTHWESTERLY LINE OF RECEPTION NO. R-93-0043076, SOUTH 45 DEGREES 29 MINUTES 38 SECONDS EAST A DISTANCE OF 66.09 FEET TO A POINT ON THE EXTENSION OF THE NORTHWESTERLY RIGHT OF WAY LINE OF SAID WAZEE STREET; THENCE SOUTH 44 DEGREES 35 MINUTES 38 SECONDS WEST ALONG THE EXTENSION OF THE NORTHWESTERLY RIGHT OF WAY LINE OF SAID WAZEE STREET AND THE SOUTHEASTERLY LINE OF SAID BLOCK C, EAST DENVER AND THE EXTENSION THEREOF A DISTANCE OF 383.31 FEET TO THE TRUE POINT OF BEGINNING, CITY AND COUNTY OF DENVER, STATE OF COLORADO.

CONTAINING 131,694 SQUARE FEET OR 3.023 ACRES MORE OR LESS.

Denver Property Taxation and Assessment System

[New Search](#)

1901 WAZEE ST

Owner	Schedule Number	Legal Description	Property Type	Tax District
DENVER METROPOLITAN MAJOR 2195 BLAKE ST DENVER , CO 80205-2010	02279-16-019-000	T3 R68 SE/4 OF S28 & SW/4 OF S27 & NW/4 OF S34 & NE/4 OF S33 BEG S COR B"C" EAST DENVERTH NW 326.19FT NWLY 19.4FT NE 375.95FT SE 281.07FT SELY 66.09FT SW 376.03FT TO POB	COMMERCIAL - MISC IMPROVEMENTS	320A



[Print Summary](#)

Property Description

Style:	OTHER	Building Sqr. Foot:	0
Bedrooms:		Baths Full/Half:	0/0
Effective Year Built:	0000	Basement/Finish:	0/0
Lot Size:	130,224	Zoned As:	I-MX-8
Mill Levy:	77.134	Document Type:	

Note:

STATEMENT OF OWNER

I, Raymond T. Baker, as the Chair of the Board of Directors, the authorized representative of DENVER METROPOLITAN MAJOR LEAGUE BASEBALL STADIUM DISTRICT, a body corporate and politic and a political subdivision of the State of Colorado ("Owner"), the owner of the real property legally described on Exhibit A attached hereto (the "Property"), hereby authorizes COLORADO ROCKIES BASEBALL CLUB, LTD., a Colorado limited partnership (the "Applicant"), and its agents, attorneys, architects, or engineers (collectively, "Agents") to submit all submittals and applications necessary to obtain approval by the City and County of Denver, Colorado of the "Site Development Plan" and the "Rezoning" (as defined below) for the Property, including without limitation any concept plan, site development plan, civil construction plans, zoning permit, building permit, and zone lot(s) for redevelopment and use of the Property (collectively, "Applications"); provided, however, that the Applications shall not include any other rezoning of any portion of the Property without the express written consent of Owner.

By providing this consent, Owner acknowledges that it has been provided with a copy of, and has approved, the initial submittal for the Site Development Plan and the initial submittal for the Rezoning pursuant to Section 5 of the Ground Lease dated March 31, 2017 and pursuant to the User Agreement, Lease, and Management Agreement dated March 31, 2017, both by and between Owner and Applicant. Having reviewed and approved the Site Development Plan and Rezoning, Owner hereby further acknowledges and agrees that Applicant and its Agents may make such modifications, amendments, supplements, renewals, terminations, or replacements to the Applications and resulting entitlements, permits, and other approvals as the Applicant desires or as are requested, permitted, or required from time to time by the City or County of Denver ("Modifications"), and Owner's consent shall not be required with respect to any Modification, unless such Modification individually and fundamentally transforms the development program for the Property from the development program contemplated by the initial submittals of the Site Development Plan or Rezoning reviewed and approved by Owner.

As used herein, the "Site Development Plan" means the approvals required under the site development plan process of the City and County of Denver, and the "Rezoning" means the rezoning of the entire Property to PUD-G and approval of a related General PUD District Plan.

Notwithstanding Owner's consent granted in accordance with the terms of this letter, by providing such consent Owner is not a party to, or otherwise a participant in, such Applications or Application processes.

The Owner is fully aware of the request/proposal being made by the Applicant and the actions being initiated on the Property. The Owner understands that the Application must be found to be complete by the City and County of Denver before the request can officially be accepted and the review process initiated. By this acknowledgement, the Owner hereby certifies that the above information is true and correct.

(signature page follows)

OWNER:

DENVER METROPOLITAN MAJOR LEAGUE
BASEBALL STADIUM DISTRICT,
a body corporate and politic and a political
subdivision of the State of Colorado

By: [Signature]
Name: Raymond T. Baker
Title: Chair

Date Executed: May 31, 2018

STATE OF Colorado)
COUNTY OF Denver)

The foregoing instrument was acknowledged before me this 31st day of May,
2018, by Raymond J. Baker, as Chair of Denver Metropolitan Major
League Baseball Stadium District, a body corporate and politic and a political subdivision of the
State of Colorado.

Witness my hand and official seal.

(SEAL) Sandra J. Hale
Notary Public

My commission expires: Jan. 27, 2020

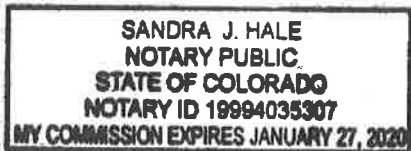


Exhibit A

Legal Description of Property

PARCEL DESCRIPTION BASEBALL PARCEL A: (PARKING LOT + WALKWAY)

A PARCEL OF LAND SITUATED IN A PORTION OF BLOCK C, EAST DENVER, AND BLOCK 1, HOYT & ROBINSONS ADDITION TO DENVER, BEING A PORTION OF THE SOUTHWEST ONE-QUARTER OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY AND COUNTY OF DENVER, STATE OF COLORADO MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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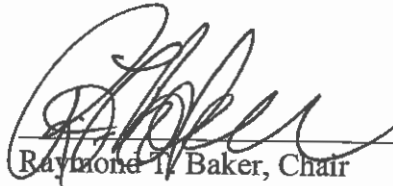
DENVER METROPOLITAN MAJOR LEAGUE BASEBALL STADIUM DISTRICT

RESOLUTION 1-18

A quorum being present, the following resolution was adopted on a vote of 5 in favor and 0 opposed, with 0 abstentions, on the 19th day of March, 2018.

RESOLVED, that the District consents to the creation of one or more special districts, business improvement districts or general improvement districts on the West Lot and the Wynkoop Walkway and consents to the Colorado Rockies Baseball Club, Ltd., seeking approval of zoning changes and a site development plan, approves the Approval of Landlord as discussed at the meeting and authorizes Raymond T. Baker, as Chair, and each other Director of the District to execute the Approval of Landlord and any documents, agreements or certificates ancillary or in connection therewith, and the Chair, each Director and the staff is authorized to take such other and further action as may be necessary or appropriate to effect the purposes of this resolution.

AUTHENTICATED



Raymond T. Baker, Chair

EXHIBIT A

LEGAL DESCRIPTION OF PROPERTY

PARCEL DESCRIPTION BASEBALL PARCEL A: (PARKING LOT + WALKWAY)

A PARCEL OF LAND SITUATED IN A PORTION OF BLOCK C, EAST DENVER, AND BLOCK 1, HOYT & ROBINSONS ADDITION TO DENVER, BEING A PORTION OF THE SOUTHWEST ONE-QUARTER OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY AND COUNTY OF DENVER, STATE OF COLORADO MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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DENVER METROPOLITAN MAJOR LEAGUE BASEBALL STADIUM DISTRICT

RESOLUTION 2-18

A quorum being present, the following resolution was adopted on a vote of 5 in favor and 0 opposed, with 0 abstentions, on the 19th day of March, 2018.

RESOLVED, that the Statement of Owner indicating the District's consent to the filing with the City and County of Denver of the Site Development Plan and the Rezoning by the Colorado Rockies Baseball Club, Ltd., (as the Applicant) and consenting to the Applicant being permitted to make certain modifications and future filings as are described in the Statement of Owner is approved, and Raymond T. Baker, as Chair, and each other Director of the District is authorized to execute the Statement of Owner and execute any documents, agreements or certificates related or ancillary thereto, and the Chair, each Director and the staff is authorized to take such other and further action as may be necessary or appropriate to effect the purposes of this resolution.

AUTHENTICATED



Raymond T. Baker, Chair

PARCEL DESCRIPTION BASEBALL PARCEL A: (PARKING LOT + WALKWAY)

A PARCEL OF LAND SITUATED IN A PORTION OF BLOCK C, EAST DENVER, AND BLOCK 1, HOYT & ROBINSONS ADDITION TO DENVER, BEING A PORTION OF THE SOUTHWEST ONE-QUARTER OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY AND COUNTY OF DENVER, STATE OF COLORADO MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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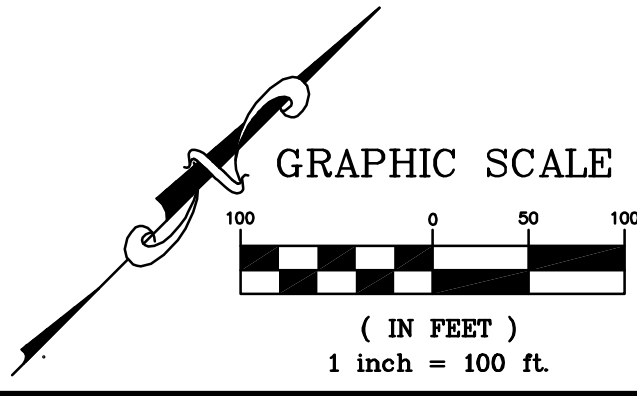
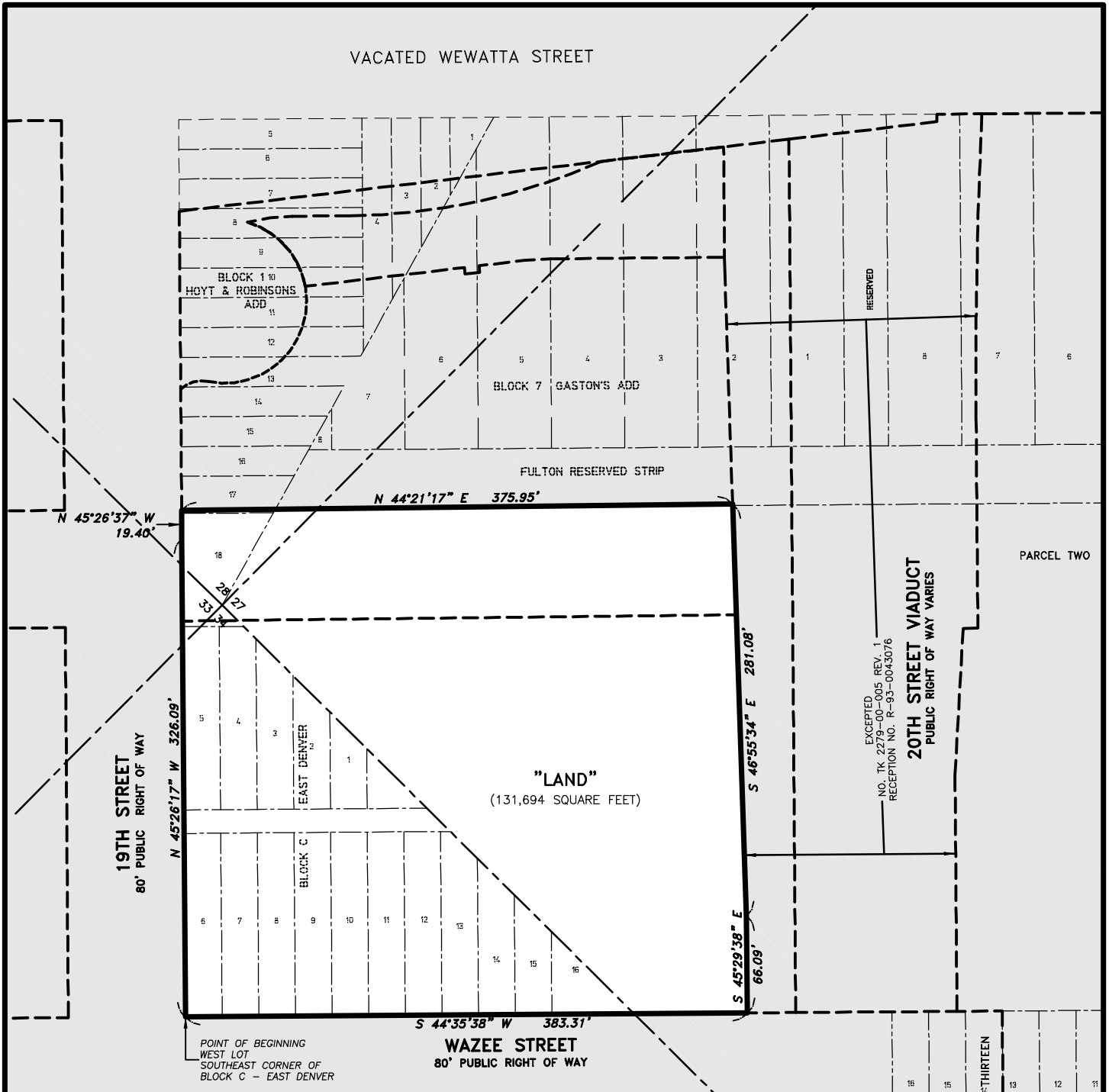
CONTAINING 131,694 SQUARE FEET OR 3.023 ACRES MORE OR LESS.

I, DEAN O. DANIELSON, A LAND SURVEYOR LICENSED IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS EXHIBIT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION.

DEAN O. DANIELSON
P.L.S. NO. 16828

DENVER METROPOLITAN MAJOR LEAGUE BASEBALL		
DESCRIPTION OF THE LAND		
SCALE: 1"=100'	DATE: MAY 03, 2018	
REV:	SHEET 1 OF 2 SHEETS	
DRN. WB	APPR.	1805-101

THIS DESCRIPTION IS NOT THE RESULT OF A MONUMENTED LAND SURVEY. IT IS INTENDED ONLY TO DEFINE THE AREA DESCRIBED HEREON.



DENVER METROPOLITAN MAJOR LEAGUE BASEBALL		
DESCRIPTION OF THE LAND		
SCALE: 1"=100'	DATE: MAY 03, 2018	
REV:	SHEET 2 OF 2 SHEETS	
DRN. WB	APPR.	1805-101

August 13, 2018

City and County of Denver
Community Planning and Development
Attn: Elizabeth Weigle
201 W. Colfax Ave., Dept. 205
Denver, CO 80202

Re: Cover Letter to West Lot PUD Application

Ms. Weigle:

We represent Colorado Rockies Baseball Club, Ltd. (“**Rockies**”) with respect to its enclosed application to rezone the approximately 3-acre property generally located at the north corner of 19th and Wazee Streets, commonly known as the West Lot and Wynkoop Promenade and more particularly described on the attached Exhibit A (the “**Property**”), in the City and County of Denver, Colorado (the “**City**”) to Planned Unit Development – General-19, with the standards described therein (the “**Rezoning**”). While the Rezoning is based primarily on D-AS-12+ zoning, it incorporates elements from other zone districts to create a customized program for the Property. This letter is provided as part of the application for the Rezoning and to provide the City with additional information that may aid the City in reviewing and approving the application.

BACKGROUND

The Rockies are the lessee of the West Lot portion of the Property pursuant to a 99-year Ground Lease, dated March 31, 2017, by and between the Rockies and the Denver Metropolitan Major League Baseball District, a body corporate and politic and political subdivision of the state of Colorado, and lessee of the Wynkoop Promenade portion of the Property pursuant to a 30-year User Agreement, Lease and Management Agreement, dated March 31, 2017, also by an between the Rockies and the Denver Metropolitan Major League Baseball District, which is the owner of the entire Property. The Property is directly across 20th Street from Coors Field and is currently occupied by a surface parking lot and a brick plaza that leads into Coors Field.

The Property is currently zoned I-MX-8, UO-2. The Denver Zoning Code (the “**Code**”) describes Industrial zone districts as generally consisting of “light industrial, heavy industrial, and general industrial areas,” with uses such as “outdoor storage, heavy commercial uses, and waste services,” and with buildings that “accommodate industrial processes, loading bays, and specialized equipment.” Code, 9.1.1. The properties surrounding the Property are zoned PUD to the north and west, D-LD to the south and east, and I-A for Coors Field.

PROJECT DESCRIPTION

The Rockies desire to rezone the Property to facilitate development of a mixed-use project generally consisting of a hotel, office building, residential condominiums, and ground-floor retail (the “**Project**”).

The Project will be a unique and distinctive development with a mix of uses that form the backdrop to a content plaza that will act as a community gathering space and provide year-round events. Intended uses include a full service hotel with restaurant and meeting space; a Rockies Hall of Fame and event space; an office building of approximately 234,000 square feet; a for-sale residential building of 114 units, with fitness and roof top amenities; two levels of ground floor retail space of approximately 55-65,000 square feet; and a two-story below-grade parking structure which provides delivery/service area to all the buildings. In addition to the significant public space included in the content plaza, the Project will also include landscape and amenity enhancements to the existing Wynkoop Promenade and right-of-way improvements to 20th, 19th and Wazee Streets.

In order to develop the Project as envisioned, the proposed Rezoning incorporates certain deviations from the base D-AS-12+ zone district, including:

- tailored primary building form standards;
- tailored build-to and transparency alternatives;
- maximum vehicle parking;
- a requirement for Wynkoop Promenade;
- a minimum requirement for private open space;
- establishment of a base plane for measuring building height;
- establishment of primary and side street zone lot lines;
- tailored standards for private open space; and
- design standards and guidelines.

NEIGHBORHOOD OUTREACH

The Rockies and its team working on the Project have engaged in a lengthy and thorough community outreach process than began well before the zoning application process.

Starting in August of 2017, the Rockies invited all Registered Neighborhood Organizations (RNOs) surrounding the site and the proximate HOAs and condo associations to attend meetings at Coors Field where the Rockies shared early information and project vision for the Project. The Rockies have also hosted five large community meetings (8/14/17, 8/28/17, 9/25/17, 2/5/18, 5/30/18) for the group of RNOs, HOAs, and interested stakeholders surrounding the site. Sign-in sheets to these meetings have been shared with our CPD case manager. Attendance was strong at each meeting.

In addition to the community meetings where the Rockies distributed project information, updates, and design evolutions, the Rockies have given presentations throughout the process to the LoDo District, Lower Downtown Neighborhood Association (LoDoNa), One Wynkoop Plaza HOA, Rocky Mountain Warehouse Lofts HOA, Downtown Denver Partnership (DDP), 5280 Loop project team, and others.

The Rockies will continue to meet with and reach out to various for the duration of the rezoning process.

ANALYSIS

An application for a rezoning to a PUD must satisfy the criteria for approval applicable to all zone map amendments, the criteria applicable to non-legislative rezonings, and the criteria applicable to rezonings to PUDs specifically. Code, §§ 12.4.10.7; 12.4.10.8; and 12.4.10.9. What follows is an analysis of how the application for the Rezoning satisfies each of these criteria.

I. Criteria for Zone Map Amendments

The City Council may approve an official zone map amendment if the proposed rezoning complies with specified criteria. Code, § 12.4.10.7. The Rezoning complies with those criteria, as explained in detail below.

1. 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 the adoption of the City’s plan.

The Rezoning is both consistent with the City’s adopted plans and necessary to provide land for a community need that was not anticipated at the time of the adoption of the City’s existing zoning map.

- a. *Central Platte Valley Comprehensive Plan Amendment from 1991*

The Property is subject to the Central Platte Valley Comprehensive Plan Amendment from 1991 (“**Platte Amendment**”). Adopted 27 years ago, the Platte Amendment envisions the Central Platte Valley as “a single interface point for heavy and light rail, inter- and intra-city bus, automobile, and pedestrian activity,” and “the transportation HUB of the region,” though the “predominant character of development in the valley will be an urban mix of office, residential, entertainment, recreational, and commercial uses.” Needless to say, the Central Platte Valley has changed a great deal since the adoption of the Platte Amendment, including the construction of Coors Field and the redevelopment of substantial portions of the Valley such as Union Station. Still, the Rezoning and Project would satisfy a number of the goal articulated in the Platte Amendment.

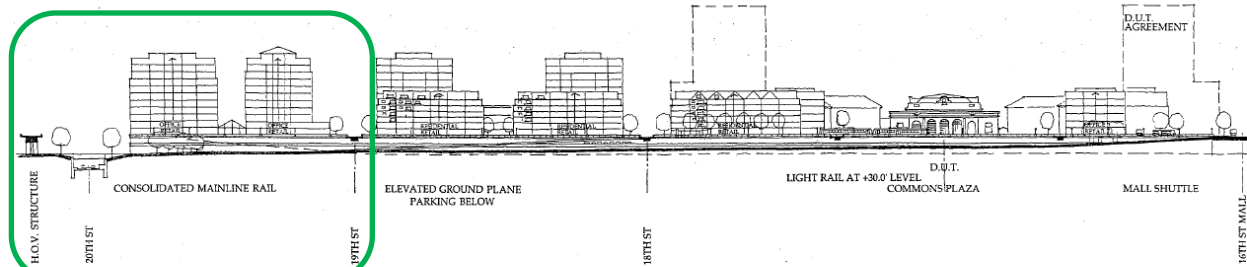
The Platte Amendment establishes Goals, Intent Statements, and Concepts for the future development and redevelopment of the Central Platte Valley. The Rezoning furthers many of these Goals, Intent Statements, and Concepts, including:

- Goal 1.1: “Redevelop the Valley in ways that recognize it as a valuable resource to the whole City.”
- Goal 1.2: “Encourage a mix of land uses in the CPV which will support a dense urban character”

- Goal 1.3: “Provide amenities which will knit Downtown and adjacent neighborhoods together
- Goal 1.4: “Encourage a mix of commercial development which will: create new jobs, generate direct and indirect tax revenue, attract new Downtown residents, provide new amenities”
- Goal 1.5: “Accommodate an appropriate mix of uses and encourage viable development to satisfy both the economic needs of landowners and public needs, including: public open space, economic development, housing, public facilities”
- Intent Statements, Land Use A: “Capitalize on a unique opportunity to reuse former rail-yard and obsolete industrial land in the heart of Denver.” – understanding that the existing surface parking lot was a rail-yard at the time the Platte Amendment was adopted, and it continues to be underutilized considering its proximity to Coors Field, Union Station, and other recent developments
- Intent Statements, Land Use C: “Redevelop the Valley to help satisfy the needs of the Downtown and the adjoining neighborhoods by making provision for: neighborhood parks and recreation facilities, city-wide parking and recreation facilities, housing to develop a 24-hour Downtown population, housing to reinforce adjoining neighborhoods, increased tax base, support for Downtown retail, hotels, restaurants, and entertainment facilities, Downtown access and parking, increased employment opportunities for residents of adjoining neighborhoods, support for Denver’s cultural, and arts resources, support services for Downtown’s businesses and employees.
- Goal 2.3: “Provide an orderly, visually pleasing and active environment for: workers, residents, neighbors, visitors”
- Goal 2.4: “Reinforce desired land use patterns”
- Goal 2.5: “Enhance amenities for new residential, specialized office, research and development uses”
- Goal 4.1: “Foster a character for the CPV which is different and distinct from that of Downtown[.]”
- Concept L: “Locate public facilities (such as an amusement park, a baseball stadium, an aquarium, and other cultural/recreational facilities), in the Valley. Create more tourist attractions in support of Downtown hotel, retail, and convention center trade.”

The Rezoning will allow for development of a mix of uses that will attract new employers, retailers, and patrons, and provide for the outdoor spaces and cultural amenities (such as the Hall of Fame) that will create natural gathering places for the residents of Downtown. The Project will serve as a new hub for year-round activity that is distinct to the Valley and unique from the remainder of Downtown.

The Platte Amendment generally disfavors high rise development and favors development of building heights “consistent with the fabric of Lower Downtown.” Therefore, the Rezoning design standards and guidelines were developed with consideration of the building heights and transitions coming from the Lower Downtown Historic District and it includes standards appropriate for this transitional property located on Wynkoop Promenade between Union Station and Coors Field. However, an illustration of a built-out Central Platte Valley in the Platte Amendment depicts structures along 20th Street that appear to reach 13 stories in height. This is in-line with what is allowed in the Rezoning and anticipated for the Project.



3
 DENVER CENTRAL PLATTE VALLEY
 OVERALL URBAN DESIGN PLAN
 ILLUSTRATIVE DESIGN

The map of Pedestrian Routes in the Platte Amendment depicts both Wynkoop and 20th Streets as “Primary Central Platte Valley Routes,” which should be integrated with the open space system and amenities and designed to “give safe and convenient access to all destinations for those on foot.” As described elsewhere in this letter, the Rezoning will allow for the preservation and enhancement of Wynkoop Promenade and the creation of a plaza internal to the Project that will both function as safe, convenient, and active pedestrian thoroughfares.

The Platte Amendment designates the Property as within the Upland Sub-Area. It provides that uses within this Sub-Area should be “mixed with a predominance of office uses south of 22nd Street,” and that properties between 19th and 20th Streets “should be developed for uses which complement and strengthen the prevailing Lower Downtown mix of office, retail, housing and galleries.” This fits with the projected future uses for the Property according to the Map of Preferred Land Uses in the Platte Amendment, which depicts the Property as “General Mixed Use (Office, Retail, Housing, Entertainment, Hotel)/Light Industrial Warehouses Not Allowed.” There could not be a more apt description for the Rezoning and the Project. Moreover, the current I-MX-8 zoning does not fit with this mix of uses and the prohibition on Light Industrial Warehouses.

Guidelines for the Upland Sub-Area provide that pedestrian and bicycle access “should be provided by extension of Wynkoop at or near grade over depressed 20th Street,” which is of course the current state of Wynkoop Promenade. The Rezoning will enable the preservation and enhancement of Wynkoop Promenade in keeping with the Platte Amendment’s vision.

Finally, if a baseball stadium is site in the Upland Sub-Area (*a la* Coors Field), then “pedestrian access between LoDo and the stadium should be provided along Wynkoop, Wazee, and Blake Streets,” and the stadium should “avoid the dependence on parking in Lower Downtown.” The Rezoning will certainly promote these objectives.

For the foregoing reasons, the Rezoning is consistent with the Platte Amendment.

While the Platte Amendment provides some very relevant goals and recommendations that apply to the Property, it is nearly 30 years old and many conditions have changed Downtown and around this site – Coors Field is 23 years old, Union Station is up and running and 0.8 miles from the Property, Denver updated its Comprehensive Plans in 2000 and 2002 with Comp Plan 2000

and Blueprint Denver, and the Downtown Area Plan also calls out this site in its 2007 adoption. Therefore, we will discuss the Rezoning's relation to some of those other plans below.

b. *Comprehensive Plan 2000*

The City's Comprehensive Plan 2000 ("**Comp Plan**") was adopted to "agree on the City's long-term purposes, to think through Denver's special inheritance and its effect on those purposes, and then to suggest strategies that will buy that inheritance as much long-term insurance as possible to sustain it for the future." In that vein, the Comp Plan sets forth numerous strategies to help guide future development within the City. The proposed rezoning of the Property aligns closely with many of the strategies and recommendations in the Comp Plan, including, but not limited to:

- Environmental Strategy 1-A to "Encourage redevelopment of vacant, underutilized and environmentally compromised land known as brownfields."
- Environmental Strategy 2-F by "Promoting infill development within Denver at sites where services and infrastructure are already in place, designing mixed-use communities and reducing sprawl, so that residents can live, work and play within their own neighborhoods, creating more density at transit nodes and adopting construction practices in new developments that minimize disturbance of the land."
- Environmental Strategy 4-A to "4-A Promote the development of sustainable communities and centers of activity where shopping, jobs, recreation and schools are accessible by multiple forms of transportation, providing opportunities for people to live where they work."
- Land Use Strategy 3-B to "Encourage quality infill development that is consistent with the character of the surrounding neighborhood; that offers opportunities for increased density and more amenities; and that broadens the variety of compatible uses."
- Land Use Strategy 3-D to "Identify and enhance existing focal points in neighborhoods, and encourage the development of such focal points where none exist."
- Land Use Strategy 4-A to "Encourage mixed-use, transit-oriented development that makes effective use of existing transportation infrastructure, supports transit stations, increases transit patronage, reduces impact on the environment, and encourages vibrant urban centers and neighborhoods."
- Mobility Strategy 3-B to "Promote transit-oriented development (TOD) as an urban design framework for urban centers and development areas. Development at transit stations should provide both higher ridership to the transit system and viability and walkability in the area."
- Mobility Strategy 4-A to "Support public education and marketing efforts on the application of trip-reduction strategies to daily life."
- Mobility Strategy 4-E to "Continue to promote mixed-use development, which enables people to live near work, retail and services."
- Mobility Strategy 8-A to "Ensure safe and convenient access and accommodation of bicycle riders, pedestrians and transit riders."
- Mobility Strategy 9-A to "Update parking studies for the Central Business District, and develop parking policies and plans based on current information."

- Mobility Strategy 9-D “For areas near transit stations, evaluate parking management strategies, such as reducing parking requirements and granting neighborhood parking permits.”
- Denver Legacy Strategy 1-D to “Promote the use of designs and materials that reflect the region and Denver’s natural setting.”
- Denver Legacy Strategies “2-A Establish development standards to encourage positive change and diversity while protecting Denver’s traditional character. 2-B Focus design standards and review efforts on new and evolving districts that are undergoing the most dramatic change. Periodically evaluate their need and effectiveness, recognizing that locations of review focus may change over time. 2-C Identify community design and development issues, and target specific concerns with appropriate controls and incentives. 2-D Define and administer development and design goals clearly and efficiently to ensure they serve as effective tools and incentives to add quality, not cost. Provide development review services in an integrated and flexible package of controls and incentives.”
- Housing Strategy 2-F to “Explore opportunities for housing in all proposed development and redevelopment projects, including commercial and retail projects.”
- Housing Strategy 6-A to “Support mixed-use development consistent with the goals of the Comprehensive Plan’s land-use and mobility strategies.”

While the Rezoning would likely accomplish many more strategies and recommendations in the Comp Plan, the above list demonstrates the extent to which the Rezoning is consistent with the adopted Comp Plan.

c. *Blueprint Denver (2002)*

The City’s Blueprint Denver (“**Blueprint**”) was adopted in 2002 and “presents a strategy to improve our city by shaping the places where we live, travel, work, shop and play.” It is “the primary step to implement and achieve” the vision outlined in the Comp Plan. Blueprint outlines several key concept that are “central to Blueprint Denver’s successful implementation,” including directing growth to Areas of Change, which are “areas that will benefit from and thrive on an infusion of population, economic activity and investment” and “parts of the city where new growth or redevelopment can best be accommodated because of transportation choices and opportunities for mixed-use development.”

Areas of Change are divided into three categories, one of which is “Downtown.” Downtown Areas of Change have the highest intensity of uses because they are the areas “best served by transit” and are “the most pedestrian-friendly areas in the region.” Blueprint describes the 16th Street transit mall, which in many respects is similar to the planned central plaza and revitalized Wynkoop Promenade in the Project, as “Colorado’s best example of how pedestrian and transit friendliness can occur when land use is closely coordinated with transportation.” Blueprint notes increased developer interest in certain Downtown neighborhoods due to the success of LoDo, including the Ballpark neighborhood. It also lays out 11 strategies for Downtown Areas of Change, including the following that the Rezoning and Project would help achieve:

- Infill and redevelop vacant and underused properties
- Compatibility between new and existing development

- Balanced mix of uses — no one use has a dominating impact within the mix
- Transit service and access
- Parking reduction strategies, such as shared parking and TMA
- Adequate parks and open space
- Economic activity—business retention, expansion and creation
- Housing, including affordable housing

The Rezoning will allow for redevelopment of the Property into the Project, which will include approximately 25,000 square feet of new private open space in the form of the central plaza, will reactivate and improve Wynkoop Promenade, and will provide a balanced mix of uses, plentiful pedestrian access, and robust new economic activity. Further, the Rezoning will help implement parking reduction strategies through the parking maximums incorporated into the PUD.

Blueprint also contains a Plan Map that depicts the City’s desired future land uses. The Plan Map identifies the Property as within the Downtown district. Downtown Denver is the “centerpiece of the city and region with the highest intensity of uses in Colorado.” The vision for Downtown areas is to promote high quality office, hotel, retail, residential, and mixed-use development with high-quality and pedestrian-friendly urban design and multi-modal transportation connections. Approval of the Rezoning will help fulfill this vision for the Property. The Rezoning will allow for the very types of high-quality mixed uses and pedestrian-friendly development that the Plan Map prescribes for the Property.

As alluded to above, the Rezoning will further the City’s stated policy to implement parking reduction strategies. Blueprint acknowledges that the “one size fits all” parking requirements in the zoning code are “sometimes based on excessive standards not supported by actual parking demand,” and that “development [of] reduced parking ratios for appropriate areas through the zoning process” can be a powerful tool to encourage more efficient development and multi-modal transportation. In fact, it states that “one of the best strategies for increasing the potential for redevelopment in an area is to lower artificially high parking requirements,” which “often results in underutilized parking lots that create an unfriendly pedestrian environment and constitute an inefficient, unsightly land-use pattern,” and recommends employing parking maximums. Beyond authorizing the redevelopment of the existing surface parking lot on the Property (which is encouraged by Blueprint), the Rezoning will include parking maximums in furtherance of the City’s reduced parking objectives. Blueprint does caution that reduced parking requirements and parking maximums should only be implemented “where there is frequent transit service, at employment centers with effective travel demand management programs, and at mixed-use development projects with complementary uses that can share parking.” The Property is located in close proximity to Union Station and the mix of retail, office, residential, and hotel uses planned for the Project will have complementary demands for parking that will vary throughout the day.

Finally, Blueprint acknowledges that it may be necessary to amend the zoning map to “establish the appropriate framework for achieving the vision for Areas of Change” described in Blueprint. More specifically, “some areas near downtown are zoned for industrial use” but may be “slated for mixed-use development,” just like the Property.

For the foregoing reasons, the Rezoning is consistent with Blueprint.

d. *Downtown Area Plan (2007)*

The City adopted the Downtown Area Plan (“**Area Plan**”) in 2007 as “a tool to help community leaders, decision-makers, and citizens build upon Downtown’s assets and guide future development to reflect the community’s vision of a livable, healthy, sustainable and vibrant Downtown.” The Area Plan identifies the Property as a key “Opportunity Site” in LoDo. Opportunity Sites are “vacant or underutilized parcels” in “strategic location[s]” with the “potential to not only shape new development on the site itself, but also catalyze additional development in the surrounding areas.” Development and redevelopment of Opportunity Sites “is essential to creating a dynamic, connected and walkable Downtown Denver.” The Rezoning will allow for the redevelopment of the Property into the type of mixed-use, catalyzing development the Area Plan intends for Opportunity Sites.

The Area Plan describes Wynkoop as a “Priority Pedestrian Connection.” Wynkoop of course terminates with the Wynkoop Promenade adjacent to the Property that crosses the bridge over 20th Street into Coors Field. The customized design guidelines in the proposed Rezoning are essential to preserving and improving this vital pedestrian thoroughfare, which would not be afforded the same protections under existing zoning.

The Area Plan specifically identifies “undeveloped surface parking lots” and the lack of “cohesive pedestrian environments” as challenges confronting the City. It encourages development of all types of retail downtown and states that parking requirements should be eliminated where appropriate to encourage small retail businesses. The Rezoning will help the City overcome these challenges and accomplish these goals by redeveloping the existing surface parking lot into a pedestrian-friendly mixed-use development with a significant retail presence near Union Station. The Rezoning will also allow for development of for-sale residential units, in furtherance of the Area Plan’s goal to expand a range of housing opportunities. It will also create the very type of “family-oriented businesses, housing, and amenities” described in the Area Plan that will “bring liveliness and a sense of comfort and safety” to Downtown. The Rezoning will specifically allow for development of a project with “distinctive ground floor retail” and “active uses” with “trees and landscaping in . . . private open spaces,” as called for by the Area Plan.

The Area Plan also sets out five “vision elements,” one of which is development of “A Green City.” Part of making Denver a Green City is building “an outdoor downtown.” This is broadly described as “strengthening connections between existing parks, plaza and recreation areas, and enhance[ing] the public realm to provide venues for outdoor activities throughout Downtown.” The Area Plan states that it is important to “provide venues for residents, workers and visitors to gather, relax and play[.]” This can be accomplished by “adding street trees and landscaping in the public right-of-way, in private open spaces and on rooftops,” by hosting events that “promote

biking and walking in Downtown,” and by continuing to “cluster world-class sports facilities in Downtown.”

The Rezoning and Project will contribute to the development of an outdoor downtown and green city by creating new, landscaped outdoor spaces for residents and patrons to gather, relax, and play. It will rejuvenate Wynkoop Promenade and connect it to the Project and the new central plaza. Where there is now a barren surface parking lot, the Project will provide interesting connections open to bikers and pedestrians and landscaped right-of-ways and open space.

For the foregoing reasons, the Rezoning is consistent with the Area Plan.

e. *Changes in Area*

While the proposed Rezoning is certainly consistent with the City’s adopted plans, it is also important to consider what has changed since the City adopted the foregoing plans in 2000, 2002, and 2007, respectively.

LoDo has continued to develop and new activity in Arapahoe Square and RiNo surrounds the Property. Industrial zoning no longer makes sense for a property that could serve as a family-friendly entertainment, employment, and residential hub directly across from Coors Field. Comparable properties in cities such as St. Louis, Chicago, Texas (Arlington), and Atlanta have been developed or redeveloped into thriving commercial districts that complement the ballpark and serve as destinations not just before and after games, but year-round. This evolving trend was not contemplated by the City’s existing plans relative to the ballpark area. Therefore, while the Rezoning complies with the City’s existing plans, it also is responding to changes in development patterns that were not anticipated when the City adopted its plans.

For the foregoing reasons, the Rezoning satisfies this criterion for approval.

2. 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.

The Rezoning seeks to rezone the Property to PUD-G-19. While the Rezoning is based upon the D-AS-12+ Zone District, it draws upon elements of the C-MX Zone District for design standards, building form, open space, and similar standards and requirements. As a PUD, the Rezoning inherently will create regulations and restrictions specific to the buildings on the Property. Therefore, to the extent applicable to a PUD, this criterion is satisfied.

3. The proposed official map amendment furthers the public health, safety and general welfare of the City.

The City has adopted multiple plans in the interest of public health, safety, and the general welfare, including the Comp Plan, Blueprint, and the Downtown Area Plan. As described in detail above, the Rezoning furthers the goals, policies, and strategies in these City plans, and thus furthers the health, safety, and general welfare of the City.

II. Criteria for Non-Legislative Rezoning

In addition to the foregoing criteria, the City Council may approve an official map amendment that the City Attorney has determined is not a legislative rezoning only if one of the following circumstances exists:

- a. The existing zoning of the land was the result of an error;
- b. The existing zoning of the land was based on a mistake of fact;
- c. The existing zoning of the land failed to take into account the constraints on development created by the natural characteristics of the land, including, but not limited to, steep slopes, floodplain, unstable soils, and inadequate drainage;
- d. 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:
 - (i) Change or changing conditions in a particular area, or in the city generally, or
 - (ii) A City adopted plan, or
 - (iii) That the City adopted the Denver Zoning Code and the property retained Former Chapter 59 zoning.
- e. 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 the Code.

The Rezoning is a non-legislative rezoning and the circumstances described in “d(i)” above exist with respect to the Property.

The area surrounding the Property has changed significantly since the adoption of the current I-MX zoning for the Property in 2010, when the purpose of the Property was to provide surface parking for Coors Field. Downtown and the Lower Downtown, Denver Union Station, and Ballpark neighborhoods have all experienced tremendous development and redevelopment since the Property was zoned I-MX. As more people and businesses move downtown, the existing surface parking lot no longer represents the highest and best use of the Property, and the existing I-MX zoning no longer fits with the context of a growing, vibrant, and popular area. Further, the current industrial zoning does not conform to adopted plan recommendations or surrounding properties. The proposed Rezoning will allow for development of a new landmark mixed-use project between Union Station and Coors Field.

Therefore, the Rezoning satisfies the criteria for approval of a non-legislative rezoning.

III. Criteria for Rezoning to PUD District

The City Council may approve a rezoning to a PUD if it complies with certain additional criteria. Code, § 12.4.10.9. The Rezoning complies with those criteria, as explained in detail below.

1. The PUD District is consistent with the intent and purpose of such districts stated in Article 9, Division 9.6 (Planned Unit Development) of this Code.

Per Code § 9.6.1.1(A), the purpose of PUD zoning “is to provide an alternative to conventional land use regulations, combining use, density, site plan and building form considerations into a single process[.]” The proposed Rezoning accomplishes this purpose in a streamlined fashion by incorporating elements from existing zone districts into one document that can be reviewed and approved in a single process.

Section 9.6.1.1(B) of the Code states that PUD zoning is not intended “as either a vehicle to develop a site inconsistent with the applicable neighborhood context and character, or solely as a vehicle to enhance a proposed development’s economic feasibility.” The intent of the proposed Rezoning is precisely the opposite. It will ensure that the eventual Project is compatible with the neighborhood context and character by requiring private open space, limiting density, imposing appropriate stepbacks, and allowing the Rockies to utilize and improve upon the existing Wynkoop Promenade and to connect it to the proposed central plaza on the Property. These are all elements that have been incorporated into the Project after numerous conversations with adjacent property owners. The proposed Rezoning is the most efficient means to provide assurance to the neighborhood that the Project will be developed as advertised. Moreover, if anything, it could be argued that the proposed Rezoning makes it more difficult to develop a financially feasible project. Under the existing zoning, the Rockies could develop the entire Property from lot line to lot line without preserving any private open space, making any enhancements to Wynkoop Promenade, or providing other amenities. The Rezoning will elevate the required design and site layout compared to what is allowed under existing zoning.

The Code also provides that PUD zoning “is intended to respond to unique and extraordinary circumstances, where more flexible zoning than what is achievable through a standard zone district is desirable and multiple variances, waivers, and conditions can be avoided.” Code, § 9.6.1.1(A). The Code defines “unique and extraordinary circumstances” that justify a rezoning to PUD to include, without limitation, the following:

- a. Where a development site has special physical characteristics, including but not limited to irregular or odd-shaped lots, or lots with significant topographical barriers to standard development or construction practices;
- b. Where a customized zoning approach is necessary to protect and preserve the character of a Historic Structure or historic district;
- c. Where a development site is subject to an existing PUD and rezoning to a new PUD District will bring the site closer to conformance with current zoning regulations and adopted plans; or

- d. Where the proposed scale or timing of a development project demands a more customized zoning approach to achieve a successful, phased development.

The Rezoning is necessary because of the unique and extraordinary circumstances described in “a,” “c,” and “d” above.

As described above, because Wynkoop Promenade is not a public right-of-way, the PUD addresses this key pedestrian thoroughfare in ways standard zoning could not. The proposed Rezoning will enhance Wynkoop Promenade as an amenity of the Property, Coors Field, and the surrounding neighborhood. No existing zone district would provide the same protections or enhancements for Wynkoop Promenade due to its unique and special circumstance.

While the Property is not subject to an existing PUD, approval of the Rezoning would bring the Property closer to conformance with the City’s adopted plans. As explained in detail above, the Property represents a prime redevelopment opportunity and is designated as an Area of Change under Blueprint and an Opportunity Site under the Area Plan. The current I-MX zoning does not conform to the City’s vision for the Property or development trends in the neighborhood. In contrast, the Rezoning provides important design standards and guidelines and private open space requirements that will bring the Property closer to conformance with the neighborhood and adjacent Historic District, and will allow for redevelopment of an iconic mixed-use project with attention to Wynkoop Promenade, as envisioned by all of the City’s adopted plans for this site.

Finally, while the Rockies intend to construct the Project as a single phase, the complexity presented by Wynkoop Promenade, the steep grade on 20th Street, and the intent to develop a central plaza demand a more customized zoning approach to achieve a successful development. Without the Rezoning, some of the more interesting and unique aspects of the Project would not be possible, such as the central plaza opening up to Wynkoop Promenade.

Per § 9.6.1.1(D), in exchange for the flexibility granted in the PUD, “development under a PUD District should provide significant public benefit not achievable through application of a standard zone district, including but not limited to diversification in the use of land; innovation in development; more efficient use of land and energy; exemplary pedestrian connections, amenities, and considerations; and development patterns compatible in character and design with nearby areas and with the goals and objectives of the Comprehensive Plan.” As explained throughout this letter, the purpose of the Rezoning is to enhance the development program for the eventual Project and to allow for and require the development of amenities that will serve a public benefit. Without the proposed Rezoning, the Rockies will not be able to develop the central plaza, enhance Wynkoop Promenade, or provide the desired pedestrian improvements along the 20th Street right-of-way, nor will the Rockies be able to effectively develop the mix of uses intended for the Project. The Rezoning allows for a more creative use of the Property that includes private open space, a diversity of compatible uses, and development that is compatible with adjacent properties. The Project will fill the void of family-friendly destinations in the Ballpark neighborhood and will contribute to the resurgence of LoDo initiated by Coors Field and continued and expanded by iconic projects such as Union Station. None of this can be accomplished without the proposed Rezoning.

Therefore, for the above reasons, the Rezoning is consistent with the intent and purpose of such districts stated in Article 9, Division 9.6 (Planned Unit Development) of the Code.

2. The PUD District and the PUD District Plan comply with all applicable standards and criteria stated in Division 9.6.

The Rezoning and accompanying PUD District Plan comply with all such criteria, as confirmed by City staff. The Rezoning specifies permitted and accessory uses, and contains detailed design and building form standards, which are based on provisions selected from the base D-AS-12+ Zone District and the C-MX Zone District to aid with consistent interpretation with the Code.

3. The development proposed on the subject property is not feasible under any other zone districts, and would require an unreasonable number of variances or waivers and conditions.

The Project is not feasible under other zone districts and would otherwise require an unreasonable number of variances or waivers and conditions. As we have fully engaged into zoning discussions and concept design of this project, it has become clear that a standard zone district does not work given the unique features and characteristics of the site.

Wynkoop Promenade is not a public right-of-way. Therefore, under the Code, in any other zone district than PUD, no regulations specifically govern this interface, and it would not be possible to hold subsequent developers or property owners to the high standards envisioned for the Project. This highly unique circumstance is not found elsewhere in the City and creates a myriad of complications and challenges which are best addressed with the customized zoning approach available in a PUD.

The unique circumstance of Wynkoop and the right-of-way situation created a number of challenges with the site and necessitated a more custom zoning approach with the PUD. From needing to measure and calibrate a custom build-to range of 70-85' for the Wynkoop build-to frontage due to the zone lot boundary being on the west side of Wynkoop; to needing build-to alternatives in the PUD such as counting open/plaza space as contributing to the build-to requirement; to needing other transparency and site design alternatives, the Wynkoop non-right-of-way/zone lot configuration required a different approach to standard zoning.

Additionally, from a City and public standpoint, through Wynkoop not being a public right-of-way, many of the important form-based and design standards and protections (such as proper build-to, transparency, etc.) would not have applied to the site, which created a large gap in standard zoning and put one of the site's most important frontages at risk.

Lastly, after nearly a year of in-depth work and discussions with City staff and our design team, it became clear that this lot is in a highly-unique area of the City in terms of its zoning and context. The site is in the Downtown context (Downtown context in Blueprint Denver, key opportunity site in Downtown Area Plan, 0.2-mi. from the transit hub of the state at Denver Union Station), but when seeking to rezone from I-MX-8, no single standard zone district worked. The D-C district was detached from the site and D-LD's standards were specific to the Lower Downtown Historic District. D-AS-12+ provided many new helpful standards and

guidance as the City's most recently-created Downtown zone district that incorporates many critical downtown site features and also design standards and guidelines. However, while D-AS-12+ zoning provided a good base in many respects, just D-AS-12+ zoning would have been lacking and quite challenging in other areas including along the site's unique street frontages. Therefore, the Rezoning incorporates D-AS-12+ zoning as the base district, and then incorporates elements from C-MX as appropriate to facilitate the Project.

In sum, no single zone district was feasible for this site and our project team and City staff had to draw the best and most applicable standards from multiple base zone districts and craft certain alternatives to adjust for the site's unique circumstances and maximize public benefit.

4. The PUD District and the PUD District Plan establish permitted uses that are compatible with existing land uses adjacent to the subject property.

The Rezoning and accompanying PUD District Plan adopt the Primary, accessory, and temporary uses allowed under the D-AS-12+ Zone District, which include Dwelling, Multi-Unit; Eating & Drinking Establishments; Lodging Accommodations; Office; certain types of Retail Sales, Service & Repair (Not Including Vehicle or Equipment Sales, Service & Repair); and other uses as specified in the Code. These uses are compatible with the uses allowed in the adjacent zone districts, including office, residential, and restaurant uses on nearby properties.

5. The PUD District and the PUD District Plan establish permitted building forms that are compatible with adjacent existing building forms, or which are made compatible through appropriate transitions at the boundaries of the PUD District Plan (e.g., through decreases in building height; through significant distance or separation by rights-of-way, landscaping or similar features; or through innovative building design).

The Rezoning and accompanying PUD District Plan adopt the building forms permitted in the D-AS-12+ and C-MX Zone Districts, with the variations noted in PUD for building height, siting, and design elements related to building configuration, required private open space, street level activation, and visible parking above street level. It also adopts supplemental design standards, design standard alternatives, and design standard exceptions in D-AS-12+, with some exceptions, additions, and modifications for build-to alternatives, transparency alternatives, and height to apply C-MX-12 standards and allows for active use of the rooftop at the required Upper Setback.

For example, the Rezoning limits the height of the buildings along 19th Street and requires step-backs in Area A to mitigate the visual impact of the eventual Project on the street and adjacent properties. This helps to ensure compatibility with, and a smooth transition to, the shorter buildings in nearby LoDo. In recognition of Wynkoop Promenade's unique status and importance, the build-to minimum and maximum range for the zone lot at the west zone lot line have been adjusted, the Rezoning requires that private open space be visible from either a Primary or Side Street, and (for the purposes of measuring such visibility) the west zone lot line will be designated as a Primary Street. The Rezoning also requires a pedestrian walkway within 80 feet of the west zone lot line to connect 19th and 20th Streets, again bringing appropriate attention to Wynkoop Promenade and increasing the compatibility of the proposed Project in

relation to adjacent properties (including the walkable LoDo area) by providing a pedestrian-accessible transition at the boundary of the Property.

By drawing on components of the building form and design standards for D-AS-12+ and C-MX Zone Districts, with minor variations, the Rockies and the City have tailored the Rezoning to ensure compatibility with adjacent properties and the LoDo neighborhood. Moreover, the eventual Project will reflect the design discussed in numerous conversations with adjacent property owners, Registered Neighborhood Organizations, HOAs, and similar interested parties.

For the foregoing reasons, the Rezoning establish building forms and transitions and the boundary of the Property that are compatible with the surrounding properties.

CONCLUSION

We hope the foregoing information proves helpful in the City's review of the proposed Rezoning. As discussed in detail above, the Rezoning satisfies all of the criteria in the Code for approval of a zone map amendment, a non-legislative rezoning, and a rezoning to a PUD. The Rockies have worked hand-in-hand with the City, neighbors, and various other interested parties to ensure that the Rezoning reflects the best use of the Property and allows for development of a project that will enhance and harmonize with the neighborhood. Therefore, we respectfully request that the City approve the proposed Rezoning.

Sincerely,
Brownstein Hyatt Farber Schreck, LLP

Charles J. Smith, Esq.
Attorney

EXHIBIT A

LEGAL DESCRIPTION OF PROPERTY

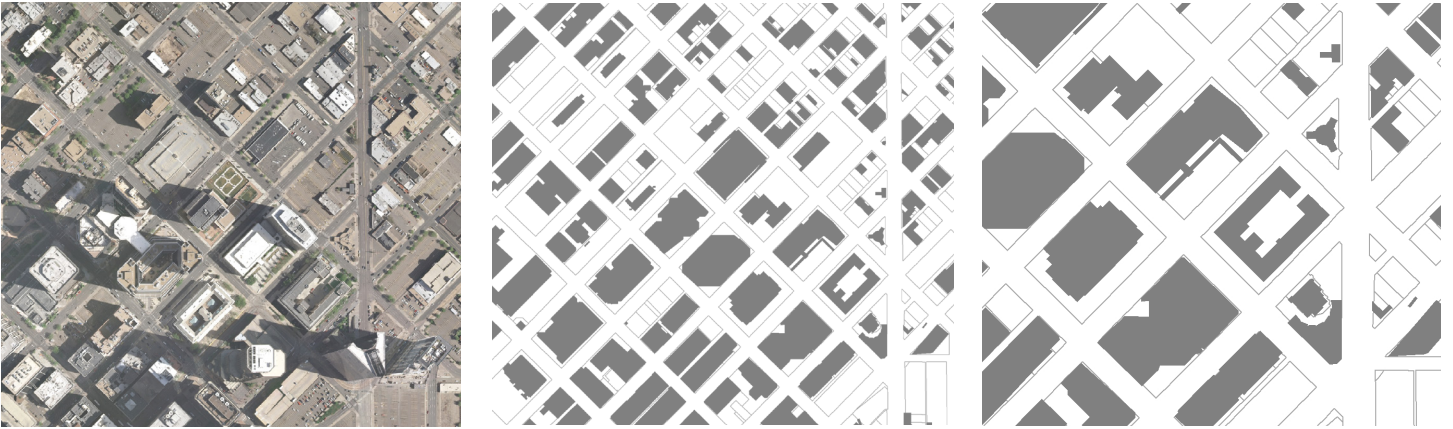
PARCEL DESCRIPTION BASEBALL PARCEL A: (PARKING LOT + WALKWAY)

A PARCEL OF LAND SITUATED IN A PORTION OF BLOCK C, EAST DENVER, AND BLOCK 1, HOYT & ROBINSONS ADDITION TO DENVER, BEING A PORTION OF THE SOUTHWEST ONE-QUARTER OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY AND COUNTY OF DENVER, STATE OF COLORADO MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID BLOCK C, EAST DENVER, SAID POINT ALSO BEING AT THE NORTHEASTERLY RIGHT OF WAY INTERSECTION OF 19TH STREET AND WAZEE STREET, SAID POINT BEING THE TRUE POINT OF BEGINNING; THENCE NORTH 45 DEGREES 26 MINUTES 17 SECONDS WEST ALONG THE SOUTHWESTERLY LINE OF SAID BLOCK C, EAST DENVER AND EXTENSION THEREOF AND THE NORTHEASTERLY RIGHT OF WAY LINE OF SAID 19TH STREET A DISTANCE OF 326.09 FEET TO A POINT ON THE NORTHEASTERLY EXTENSION OF THE WYNKOOP STREET 20.00 FOOT RANGE LINE; THENCE NORTH 45 DEGREES 26 MINUTES 37 SECONDS WEST ALONG THE SOUTHWESTERLY LINE OF SAID BLOCK 1, HOYT & ROBINSONS ADDITION TO DENVER AND EXTENSION THEREOF AND THE NORTHEASTERLY RIGHT OF WAY LINE OF SAID 19TH STREET A DISTANCE OF 19.40 FEET TO THE SOUTHEASTERLY CORNER OF A PARCEL OF LAND CONVEYED TO THERMO HEAD HOUSE, L.L.C. BY SPECIAL WARRANTY DEED RECORDED OCTOBER 13, 1994 AT RECEPTION NO. 9400156352; THENCE NORTH 44 DEGREES 21 MINUTES 17 SECONDS EAST ALONG SAID SOUTHEASTERLY LINE OF RECEPTION NO. 9400156352, A DISTANCE OF 375.95 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF ACQUISITION PARCEL TK 2279-00-005 REV. 1, CONVEYED TO THE CITY AND COUNTY OF DENVER BY SPECIAL WARRANTY DEED RECORDED APRIL 07, 1993 AT RECEPTION NO. R-93-0043076 IN THE CITY AND COUNTY OF DENVER CLERK AND RECORDER'S OFFICE; THENCE SOUTH 46 DEGREES 55 MINUTES 34 SECONDS EAST ALONG SAID SOUTHWESTERLY LINE OF RECEPTION NO. R-93-0043076, A DISTANCE OF 281.08 FEET; THENCE CONTINUING ALONG SAID SOUTHWESTERLY LINE OF RECEPTION NO. R-93-0043076, SOUTH 45 DEGREES 29 MINUTES 38 SECONDS EAST A DISTANCE OF 66.09 FEET TO A POINT ON THE EXTENSION OF THE NORTHWESTERLY RIGHT OF WAY LINE OF SAID WAZEE STREET; THENCE SOUTH 44 DEGREES 35 MINUTES 38 SECONDS WEST ALONG THE EXTENSION OF THE NORTHWESTERLY RIGHT OF WAY LINE OF SAID WAZEE STREET AND THE SOUTHEASTERLY LINE OF SAID BLOCK C, EAST DENVER AND THE EXTENSION THEREOF A DISTANCE OF 383.31 FEET TO THE TRUE POINT OF BEGINNING, CITY AND COUNTY OF DENVER, STATE OF COLORADO.

CONTAINING 131,694 SQUARE FEET OR 3.023 ACRES MORE OR LESS.

PUD-G 19



1901 Wazee Street

2017I-00156

8/15/18 Draft

Contents

PUD-G 19

- CHAPTER 1. ESTABLISHMENT AND INTENT 1**
 - Section 1.1 PUD-G 19 Established. 1
 - Section 1.2 PUD-G 19 General Purpose 2
 - Section 1.3 PUD-G 19 Specific Intent 2
 - Section 1.4 Zone Lot Established. 3
- CHAPTER 2. DOWNTOWN NEIGHBORHOOD CONTEXT DESCRIPTION 4**
- CHAPTER 3. DISTRICTS 5**
- CHAPTER 4. DESIGN STANDARDS 6**
 - Section 4.1 Primary Building Form Standards 6
 - Section 4.2 Detached Accessory Building Form Standards. 8
 - Section 4.3 Supplemental Design Standards 8
 - Section 4.4 Design Standard Alternatives. 8
 - Section 4.5 Design Standard Exceptions. 9
- CHAPTER 5. USES AND PARKING 10**
 - Section 5.1 Uses 10
 - Section 5.2 Required Minimum Parking. 10
 - Section 5.3 Maximum Vehicle Parking 10
- CHAPTER 6. ADDITIONAL STANDARDS 11**
 - Section 6.1 Article 1 of the Denver Zoning Code 11
 - Section 6.2 Article 8 of the Denver Zoning Code 11
 - Section 6.3 Article 10 of the Denver Zoning Code 11
 - Section 6.4 Article 11 of the Denver Zoning Code 11
 - Section 6.5 Article 12 of the Denver Zoning Code 11
 - Section 6.6 Article 13 of the Denver Zoning Code 12
- CHAPTER 7. STANDARDS AND GUIDELINES 15**
- CHAPTER 8. RULES OF INTERPRETATION 44**
- CHAPTER 9. VESTED RIGHTS 45**

CHAPTER 1. ESTABLISHMENT AND INTENT

SECTION 1.1 PUD-G 19 ESTABLISHED

The provisions of this PUD-G 19 apply to the land depicted on the Official Zoning Map with the label PUD-G 19, and legally described as:

A PARCEL OF LAND SITUATED IN A PORTION OF BLOCK C, EAST DENVER, AND BLOCK 1, HOYT & ROBINSONS ADDITION TO DENVER, BEING A PORTION OF THE SOUTHWEST ONE-QUARTER OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY AND COUNTY OF DENVER, STATE OF COLORADO MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID BLOCK C, EAST DENVER, SAID POINT ALSO BEING AT THE NORTHEASTERLY RIGHT OF WAY INTERSECTION OF 19TH STREET AND WAZEE STREET, SAID POINT BEING THE TRUE POINT OF BEGINNING; THENCE NORTH 45 DEGREES 26 MINUTES 17 SECONDS WEST ALONG THE SOUTHWESTERLY LINE OF SAID BLOCK C, EAST DENVER AND EXTENSION THEREOF AND THE NORTHEASTERLY RIGHT OF WAY LINE OF SAID 19TH STREET A DISTANCE OF 326.09 FEET TO A POINT ON THE NORTHEASTERLY EXTENSION OF THE WYNKOOP STREET 20.00 FOOT RANGE LINE; THENCE NORTH 45 DEGREES 26 MINUTES 37 SECONDS WEST ALONG THE SOUTHWESTERLY LINE OF SAID BLOCK 1, HOYT & ROBINSONS ADDITION TO DENVER AND EXTENSION THEREOF AND THE NORTHEASTERLY RIGHT OF WAY LINE OF SAID 19TH STREET A DISTANCE OF 19.40 FEET TO THE SOUTHEASTERLY CORNER OF A PARCEL OF LAND CONVEYED TO THERMO HEAD HOUSE, L.L.C. BY SPECIAL WARRANTY DEED RECORDED OCTOBER 13, 1994 AT RECEPTION NO. 9400156352; THENCE NORTH 44 DEGREES 21 MINUTES 17 SECONDS EAST ALONG SAID SOUTHEASTERLY LINE OF RECEPTION NO. 9400156352, A DISTANCE OF 375.95 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF ACQUISITION PARCEL TK 2279-00-005 REV. 1, CONVEYED TO THE CITY AND COUNTY OF DENVER BY SPECIAL WARRANTY DEED RECORDED APRIL 07, 1993 AT RECEPTION NO. R-93-0043076 IN THE CITY AND COUNTY OF DENVER CLERK AND RECORDER'S OFFICE; THENCE SOUTH 46 DEGREES 55 MINUTES 34 SECONDS EAST ALONG SAID SOUTHWESTERLY LINE OF RECEPTION NO. R-93-0043076, A DISTANCE OF 281.08 FEET; THENCE CONTINUING ALONG SAID SOUTHWESTERLY LINE OF RECEPTION NO. R-93-0043076, SOUTH 45 DEGREES 29 MINUTES 38 SECONDS EAST A DISTANCE OF 66.09 FEET TO A POINT ON THE EXTENSION OF THE NORTHWESTERLY RIGHT OF WAY LINE OF SAID WAZEE STREET; THENCE SOUTH 44 DEGREES 35 MINUTES 38 SECONDS WEST ALONG THE EXTENSION OF THE NORTHWESTERLY RIGHT OF WAY LINE OF SAID WAZEE STREET AND THE SOUTHEASTERLY LINE OF SAID BLOCK C, EAST DENVER AND THE EXTENSION THEREOF A DISTANCE OF 383.31 FEET TO THE TRUE POINT OF BEGINNING, CITY AND COUNTY OF DENVER, STATE OF COLORADO.

CONTAINING 131,694 SQUARE FEET OR 3.023 ACRES MORE OR LESS.

1.1.1 Subareas Established

The following subareas are hereby established within PUD-G 19 for the purpose of applying the zoning standards contained herein, including building height and upper story setbacks. All subareas established are shown generally on Figure 1.1 below and described as follows:

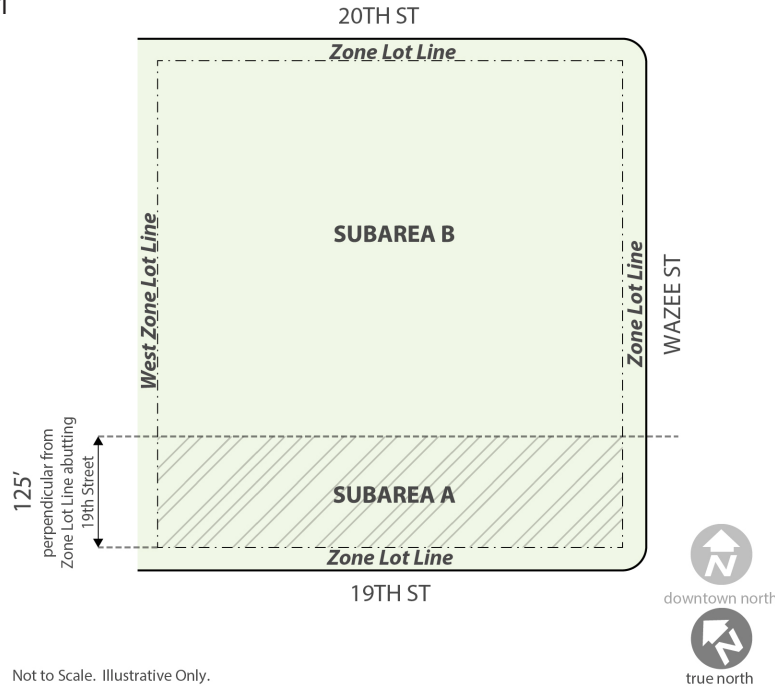
A. Subarea A

Subarea A shall be the area of PUD-G 19 within 125 feet of the Zone Lot Line abutting 19th Street as measured perpendicularly from the Zone Lot Line abutting 19th Street.

B. Subarea B

Subarea B shall be the area of PUD-G 19 not within Subarea A.

Figure 1.1



SECTION 1.2 PUD-G 19 GENERAL PURPOSE

The general purpose of PUD-G 19 is to facilitate redevelopment with mixed residential and commercial uses and amenities that are compatible with the surrounding Downtown Context and adjacent Lower Downtown Historic District and contribute to the vibrancy of the Union Station neighborhood.

SECTION 1.3 PUD-G 19 SPECIFIC INTENT

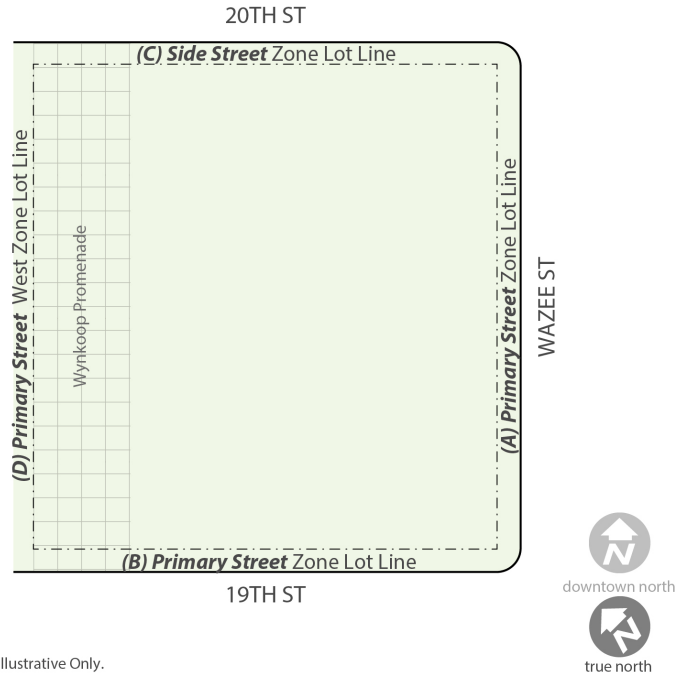
PUD-G 19 is intended to:

- 1.3.1 Allow mixed use development that contributes to the vibrancy of Downtown and the surrounding neighborhoods.
- 1.3.2 Facilitate compatible development through the use of appropriate building form and design standards and guidelines.
- 1.3.3 Encourage pedestrian-activated public spaces as envisioned in the City’s adopted plans, including but not limited to the Downtown Area Plan.
- 1.3.4 Create a key pedestrian and bicycle connection through the site, between 19th Street and 20th Street, herein referenced as “Wynkoop Promenade,” via a requirement for a permanently open and publicly accessible walkway, with building form standards that ensure it operates similarly to Downtown streets.
- 1.3.5 Ensure quality, human-scaled building design.
- 1.3.6 Provide a scale and building form transition from the Lower Downtown Historic District to 20th Street.
- 1.3.7 Address the unique conditions and location of the site, including the lack of a through street connection along the Wynkoop Street alignment and its adjacency to the Lower Downtown Historic District and Colorado Rockies baseball stadium.

SECTION 1.4 ZONE LOT ESTABLISHED

This PUD-G 19 establishes one zone lot whose boundaries are the same as the boundaries of this PUD-G 19, as shown generally on Figure 1.2 below, and legally described in Section 1.1 of this PUD-G 19. Determination of Primary and Side Street Zone Lot Lines are established in Section 6.6.3.A of this PUD-G 19.

Figure 1.2



Not to Scale. Illustrative Only.

CHAPTER 2. DOWNTOWN NEIGHBORHOOD CONTEXT DESCRIPTION

All development within this PUD-G 19 shall conform to the Denver Zoning Code, Division 8.1, Downtown Neighborhood Context Description, as amended from time to time.

CHAPTER 3. DISTRICTS

Development in this PUD-G 19 shall conform to the Denver Zoning Code, Division 8.2, Districts, as specifically applicable to the D-AS-12+ Zone District, as amended from time to time, except as modified in this PUD-G 19.

CHAPTER 4. DESIGN STANDARDS

Development in this PUD-G 19 shall comply with the Denver Zoning Code, Division 8.8, Downtown Arapahoe Square 12+ and Downtown Arapahoe Square 20+ Districts, as specifically applicable to the D-AS-12+ Zone District, as amended from time to time, with the following exceptions, additions, and modifications.

SECTION 4.1 PRIMARY BUILDING FORM STANDARDS

Section 8.8.3 of the Denver Zoning Code, Primary Building Form Standards for Downtown Arapahoe Square 12+ and Downtown Arapahoe Square 20+ Districts, shall not apply. Instead, all development in this PUD-G 19, except detached accessory structures, shall comply with the following primary building form standards.

4.1.1 Intent

A. General

1. Address the site's unique location and conditions by applying a combination of Urban Center and Downtown building form standards.
2. Facilitate pedestrian access and activity on the required Wynkoop Promenade by applying Primary Street standards to the West Zone Lot Line.

B. Building Height and Upper Story Setbacks

1. Arrange building heights at the edges of PUD-G 19 to provide a transition from the relatively lower heights allowed in the Lower Downtown Historic District.
2. Maintain the general appearance of a predominantly 8-story height near the sidewalk edge along 19th Street by requiring an Upper Story Setback at taller heights.

C. Required Private Open Space

1. Encourage the provision of publicly accessible open space that enhances pedestrian and bicycle connections, and creates activated amenity space for users and visitors.

D. Limitation on Visible Parking Above the Street Level

1. Promote structured parking designs that are compatible in design, character and quality with adjoining buildings, open spaces, and streetscapes.
2. Reduce the visual prominence of above-ground structured parking by promoting visual interest in the design of upper story building facades.

4.1.2 Applicability

All development, except detached accessory structures, in this PUD-G 19 shall comply with the primary building form standards in this Section 4.1 and Table 4.1 below.

4.1.3 District Specific Standards - PUD-G 19 Primary Building Form Standards

TABLE 4.1: PUD-G 19 PRIMARY BUILDING FORM

HEIGHT	Subarea A	Subarea B
Stories (max)	11	13
Feet (max)	150'	165'
Height Exceptions	See Section 4.5 of this PUD-G 19	
SITING		
REQUIRED BUILD-TO BY STREET		
West Zone Lot Line (min build-to % within min/max range)	70% 70'/85'	
Wazee Street and 19th Street (min build-to % within min/max range)	70% 0'/10'; Residential only buildings: 70% 0'/15'	
20th Street	No minimum build-to required	
Build-to Exceptions and Alternatives	See Sections 4.4 and 4.5 of this PUD-G 19	
SETBACKS		
Primary Street, Side Street (min)	0'	
PARKING		
Surface Parking between building and Primary Street/Side Street	Not allowed	
Surface parking screening required	See Section 10.5.4.4 of the Denver Zoning Code, Perimeter Surface Parking Lot Landscaping Standards	
Vehicle Access	Shall be determined as part of Site Development Plan Review	
DESIGN ELEMENTS		
REQUIRED PRIMARY STREET UPPER STORY SETBACK BY STREET		
Wazee Street and 19th Street - Upper Story Setback above 110' and 8 stories	15'	No Upper Story Setback required
20th Street and West Zone Lot Line	No Upper Story Setback required	
REQUIRED PRIVATE OPEN SPACE		
Private Open Space (min)	20%	
STREET LEVEL ACTIVATION		
Street Level Transparency, Primary Street (min)	60% Residential only buildings: 40%	
Street Level Transparency, Side Street (min)	25%	
Street Level Transparency Alternatives	See Section 4.4 of this PUD-G 19	
Pedestrian Access, Primary Street	Entrance	
LIMITATION ON VISIBLE PARKING ABOVE STREET LEVEL		
Limitation on Visible Parking above Street Level, Primary Street (min % of Primary Street-facing zone lot width)	70%	
USES		
<p>(1) All permitted Primary Uses shall be allowed within this building form. See Chapter 5, Uses and Parking, of this PUD-G 19; and (2) 100% of the portion of the Street Level building frontage that meets the minimum Primary Street build-to requirement shall be occupied by Street Level active uses as described in Section 8.8.5.1 of the Denver Zoning Code, as applicable to the D-AS-12+ district.</p>		

SECTION 4.2 DETACHED ACCESSORY BUILDING FORM STANDARDS

Development in this PUD-G 19 shall comply with the Detached Accessory Building Form Standards in Section 8.8.4 of the Denver Zoning Code as applicable to the D-AS-12+ Zone District, as amended from time to time.

SECTION 4.3 SUPPLEMENTAL DESIGN STANDARDS

Development in this PUD-G 19 shall comply with the Supplemental Design Standards for Downtown Arapahoe Square 12+ and Downtown Arapahoe Square 20+ Districts in Section 8.8.5 of the Denver Zoning Code as applicable to the D-AS-12+ Zone District, as amended from time to time, with the following modification:

4.3.1 Limitation on Visible Parking Above Street Level

Section 8.8.5.2, of the Denver Zoning Code, Limitation on Visible Parking Above Street Level in the D-AS-12+ and D-AS-20+ Zone Districts, as amended from time to time, shall apply to the PUD-G 19 Primary Building Form.

SECTION 4.4 DESIGN STANDARD ALTERNATIVES

Development in this PUD-G 19 shall comply with the Design Standard Alternatives in Section 8.8.6 of the Denver Zoning Code as applicable to the D-AS-12+ Zone District, as amended from time to time, with the following exceptions, additions and modifications:

4.4.1 Required Build-to Alternatives

A. Intent

Help define the public realm and enhance the visual quality of the built environment where it is not possible to define the street and public sidewalk edge with building facades.

B. Requirements

Section 8.8.6.1 of the Denver Zoning Code, Required Build-To Alternatives in D-AS-12+ and D-AS-20+ Districts, shall not apply. Instead, the following alternatives may be used as an alternative to a required build-to standard and may count toward the required build-to no more than as described in Table 4.2 below. All alternatives shall meet the Build-to Alternative Requirements in Section 13.1.5.7.E of the Denver Zoning Code, as amended from time to time:

ZONE DISTRICT	PRIVATE OPEN SPACE (MAX % OF BUILD-TO)	GARDEN WALL (MAX % OF BUILD-TO)	GARDEN WALL WITH COVERED SEATING FOR PEDESTRIANS (MAX % OF BUILD-TO)	ARCADE (MAX % OF BUILD-TO)
PUD-G 19	25%	25%*	30%*	100%

*If used in combination with each other, the garden wall and garden wall with covered seating for pedestrians alternatives may count toward no more than 30% of required build-to.

4.4.2 Transparency Alternatives

A. Intent

1. Provide visual interest on building facades to activate the public realm and enhance the visual quality of the built environment along Street Level facade areas where windows do not provide sufficient transparency.
2. Provide visual interest and activation along 20th Street while accommodating a reasonable amount of service uses that are unable to locate along an alley.

B. Requirements

Section 8.8.6.3 of the Denver Zoning Code, Transparency Alternatives, shall not apply. Instead, the following alternatives may be used singularly or in combination as alternatives to a required transparency standard and may count toward required transparency no more than

as described in Table 4.3 below. All alternatives shall meet the Transparency Alternative Requirements in Section 13.1.6.3.A.5 of the Denver Zoning Code, as amended from time to time:

TABLE 4.3: TRANSPARENCY ALTERNATIVES					
ZONE DISTRICT	ZONE LOT LINE DESIGNATION	DISPLAY CASES (MAX)	PERMANENT ART (MAX)	PERMANENT OUTDOOR EATING/SERVING AREAS	COMBINATION OF ALTERNATIVES (MAX)
PUD-G 19	Primary Street	20%	20%	20%	40%
	Side Street	40%	40%	50%	50%

SECTION 4.5 DESIGN STANDARD EXCEPTIONS

Development in this PUD-G 19 shall comply with the Design Standard Exceptions in Article 8 of the Denver Zoning Code as applicable to the D-AS-12+ Zone District, as amended from time to time, with the following exceptions, additions and modifications:

4.5.1 Height Exceptions

A. Intent

To facilitate active use of the rooftop created at a required Upper Story Setback.

B. Parapet Wall or Safety Railing

A parapet wall and/or safety railing shall be allowed to encroach into the Upper Story Setback by any distance.

CHAPTER 5. USES AND PARKING

SECTION 5.1 USES

5.1.1 Primary, accessory and temporary uses allowed in this PUD-G 19 shall be those same uses allowed in the D-AS-12+ Zone District, as stated in the Denver Zoning Code, Division 8.10, Uses and Required Minimum Parking, as amended from time to time.

SECTION 5.2 REQUIRED MINIMUM PARKING

5.2.1 There shall be no minimum off-street vehicle parking requirement for any use in this PUD-G 19.

5.2.2 All uses established in this PUD-G 19 shall comply with the bicycle parking requirements in the District Specific Standards in the Denver Zoning Code, Division 8.10, as amended from time to time, as applicable to specific uses allowed in the D-AS-12+ Zone District.

SECTION 5.3 MAXIMUM VEHICLE PARKING

5.3.1 Intent

- A. Promote active, transit-supportive development and uses proximate to public transit, thereby leveraging regional investment in transit infrastructure and promoting livability and sustainability in the Downtown context and the Union Station neighborhood.
- B. Reduce the number of vehicle trips within and around the zone district and encourage alternative travel modes such as walking, biking, and transit.
- C. Promote efficient development by limiting the amount of land and building area dedicated to vehicle parking.
- D. Establish an overall vehicle parking maximum for PUD-G 19 based on maximum parking ratios for anticipated use types, including .8 spaces per residential unit, .25 spaces per guest room for lodging accommodations, 1.25 spaces per 1,000 square feet for office uses, and 1 space per 1,000 square feet for other commercial uses.

5.3.2 Vehicle Parking Standards

No more than 475 vehicle parking spaces shall be allowed in this PUD-G 19.

CHAPTER 6. ADDITIONAL STANDARDS

SECTION 6.1 ARTICLE 1 OF THE DENVER ZONING CODE

6.1.1 Applicability

Development in this PUD-G 19 shall conform to Denver Zoning Code Article 1, General Provisions, as amended from time to time.

SECTION 6.2 ARTICLE 8 OF THE DENVER ZONING CODE

6.2.1 Applicability

Development in this PUD-G 19 shall comply with the Denver Zoning Code Article 8, Downtown Neighborhood Context, as specifically applicable to the D-AS-12+ Zone District, as amended from time to time, except as modified by this PUD-G 19.

SECTION 6.3 ARTICLE 10 OF THE DENVER ZONING CODE

6.3.1 Applicability

Development in this PUD-G 19 shall comply with the Denver Zoning Code, Article 10, General Design Standards, as specifically applicable to the D-AS-12+ Zone District, as amended from time to time, except as modified in Chapter 5 above and with the following additions:

6.3.2 General Site Design and Facility Standards

A. Wynkoop Promenade

1. Intent

Design and operate the Wynkoop Promenade similar to a public street, facilitating public pedestrian and bicycle access to and through the zone district, and supporting special events.

2. Requirements

- a. A pedestrian walkway, herein referred to as the “Wynkoop Promenade,” connecting the 19th Street right-of-way to the 20th Street right-of-way, shall be provided within the area located 80 feet from the West Zone Lot Line, as measured perpendicularly from the West Zone Lot Line.
- b. The pedestrian walkway shall provide not less than 15 feet clear walking area.
- c. The pedestrian walkway shall remain publicly accessible and usable at all times, except that it may be closed to accommodate special events in accordance with permitting requirements of the Denver Zoning Code, Division 8.10, Uses and Required Minimum Parking, as amended from time to time, as specifically applicable to the D-AS-12+ Zone District.

SECTION 6.4 ARTICLE 11 OF THE DENVER ZONING CODE

6.4.1 Applicability

Establishment of uses in this PUD-G 19 shall comply with the Denver Zoning Code, Article 11, Use Limitations and Definitions, as amended from time to time, as specifically applicable to the D-AS-12+ Zone District.

SECTION 6.5 ARTICLE 12 OF THE DENVER ZONING CODE

6.5.1 Applicability

All development in this PUD-G 19 shall comply with the Denver Zoning Code, Article 12, Procedures and Enforcement, as amended from time to time, with the following exceptions, additions, and modifications:

6.5.2 Zone Lot Amendments

A. Intent

Facilitate a comprehensive approach to Private Open Space and pedestrian access goals in PUD-G 19.

B. Requirements

The Zoning Administrator shall deny any zone lot amendment application that would result in more than one zone lot within the PUD-G 19 zone district.

SECTION 6.6 ARTICLE 13 OF THE DENVER ZONING CODE

6.6.1 Applicability

Development in this PUD-G 19 shall comply with the Denver Zoning Code, Article 13, Rules of Measurement and Definitions, as amended from time to time, with the following exceptions, additions, and modifications:

6.6.2 Rules of Measurement for Height

Development in this PUD-G 19 shall comply with Denver Zoning Code, Section 13.1.3, Height for All Other Zone Districts, as amended from time to time, with the following modification:

A. Base Plane Established

1. Overall height for all buildings and structures on the zone lot shall be measured from a base plane.
2. Base plane rules of measurement in Section 13.1.3.2 of the Denver Zoning Code shall not apply. Instead, a single base plane shall be established at an elevation of 5189'-3" above sea level (NAVD 88) for the purpose of measuring maximum height.

6.6.3 Rules of Measurement for Siting Form Standards

A. Determination of Primary and Side Street Zone Lot Lines

1. Intent

- a. Facilitate pedestrian access and activity on the Wynkoop Promenade by applying Primary Street standards to the West Zone Lot Line.
- b. Determine Zone Lot Lines to address the site's unique attributes, including prominent frontages on 19th Street, Wazee Street, and the Wynkoop Promenade; lack of an alley; and substantial grade changes along 20th Street.

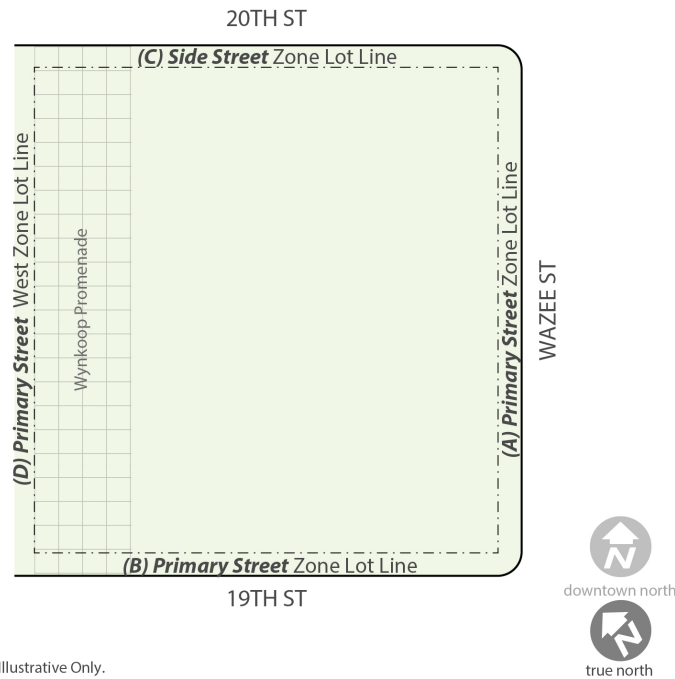
2. Requirements

Determination of Zone Lot Lines provide a reference for measurement of standards related to building form and placement (e.g. build-to, transparency, street level activation, Private Open Space), as referenced in Chapters 4 and 6 of this PUD-G 19. Section 13.1.5.5 of the Denver Zoning Code, Determination of Primary Street, Side Interior, and Rear Zone Lot Lines for all C-CCN, D-AS-12+ and D-AS-20+ Zone Districts, shall not apply. Instead, the following Zone Lot Line determinations shall apply to development within PUD-G 19, and administrative adjustments or variances to such determinations are prohibited:

- a. The Zone Lot Line abutting Wazee Street is designated as a Primary Street Zone Lot Line ((A) on the reference graphic, Figure 6.1).

- b. The Zone Lot Line abutting 19th Street is designated as a Primary Street Zone Lot Line ((B) on the reference graphic, Figure 6.1).
- c. The Zone Lot Line abutting 20th Street is designated as a Side Street Zone Lot Line ((C) on the reference graphic, Figure 6.1).
- d. The Zone Lot Line abutting the west boundary of this PUD-G 19 district is designated as a Primary Street Zone Lot Line ((D) on the reference graphic, Figure 6.1), and herein referenced as the “West Zone Lot Line.”

Figure 6.1



Not to Scale. Illustrative Only.

B. Build-To Alternative Requirements

1. Intent

Encourage visually interesting, activated, and pedestrian-scaled open space, while accommodating below-grade parking.

2. Private Open Space Build-to Alternative

Private Open Space used as a build-to alternative in this PUD-G 19 shall comply with the standards for Private Open Space Build-To Alternatives in Section 13.1.5.7.E.2 of the Denver Zoning Code, as amended from time to time, with the following exceptions and additions:

- a. The rule of measurement that a Private Open Space used as a build-to alternative shall be open to the sky shall apply, except that canopies and awnings may encroach into and over the Private Open Space.
- b. The rule of measurement that a Private Open Space used as a build-to alternative shall be fully visible from a Primary Street shall not apply. Instead, Private Open Space used as a build-to alternative shall be fully visible from a Primary Street Zone Lot Line as designated in Section 6.6.3 of this PUD-G 19.
- c. Private Open Space may be located above a below-grade parking structure.

C. Required Private Open Space Standards

1. Intent

- a. Encourage visually interesting, activated, and pedestrian-scaled Private Open Space, while accommodating below-grade parking.
- b. Ensure that Private Open Space is publicly accessible, while still allowing the use of Private Open Space for special events and programming.
- c. Enhance pedestrian and bicycle connections through the PUD-G 19 zone district with the siting of Private Open Space.

2. Rules of Measurement

Development in this PUD-G 19 shall meet the Private Open Space standards of Section 13.1.6.1.B of the Denver Zoning Code, as amended from time to time, with the following additions and modifications:

- a. The rule of measurement that a Private Open Space shall be fully visible from a Primary Street or Side Street shall not apply. Instead, Private Open Space shall be fully visible from either a Primary or Side Street Zone Lot Line as designated in Section 6.6.3 of this PUD-G 19.
- b. Canopies and awnings are allowed within the total area open to the sky.
- c. Private Open Space may be located above a below-grade parking structure.
- d. The rules of measurement requiring at least one Minimum Contiguous Area shall not apply.
- e. Private Open Space shall include the Wynkoop Promenade pedestrian walkway, subject to the requirements of Section 6.3.2 of this PUD-G 19.
- f. Private Open Space may include Private Open Space used as a build-to alternative.

CHAPTER 7. STANDARDS AND GUIDELINES

7.6.1 Intent

The Intent of this Chapter 7, Standards and Guidelines, is to:

- A. Facilitate building and site design that is compatible with the Downtown Context and adjacent Lower Downtown Historic District and achieves fluid transitions.
- B. Ensure that design promotes a vibrant sense of place and is scaled to primarily encourage an active pedestrian environment.
- C. Ensure that open spaces are activated and designed to encourage and support public use.
- D. Encourage innovative and unique design solutions that will help define a unique future character.
- E. On facades immediately adjacent to the Lower Downtown Historic District, promote building designs that are compatible with the traditional building hierarchies of the district, including but not limited to the rectilinear and blocky nature of buildings, the block-alley-block pattern on numbered streets, varied articulation on named streets, base-middle-top composition, and the extensive use of masonry.

7.6.2 Applicability

- A. Development in this PUD-G 19 shall comply with this Chapter 7, Standards and Guidelines.
- B. The Zoning Administrator may allow compliance through alternative means other than strict compliance with the specific standards and guidelines in this Chapter 7, but only when the Zoning Administrator finds that the alternative compliance meets or exceeds the applicable guiding principles and intent statements.

Chapter 7. PUD-G 19 Standards and Guidelines



ORGANIZATION & FORMAT

The Standards and Guidelines for PUD-G 19 are organized into two sections that address different levels of building and site design.

Each section begins with a set of guiding principles. Each topic within the section is then addressed at three levels:

1. **Intent Statements** establish the objectives to be achieved for each topic and may also be used to determine the appropriateness of alternative or innovative approaches that do not meet specific design standards.
2. **Design Standards** set prescriptive criteria for achieving the intent statements. They use the term “shall” to indicate that compliance is required and are numbered by section for reference.

3. **Design Guidelines** provide additional suggestions to achieve the intent statements. They use the term “should” or “consider” and are numbered by section for reference.

See [Figure 7.1, Sample Standards & Guidelines Format](#) for more detail regarding the format and use of guiding principles, intent statements, design standards and design guidelines.

APPLICATION OF THE STANDARDS & GUIDELINES

Not all standards and guidelines will apply to every project. Standards and guidelines that refer to design topics or elements that are not part of a development or redevelopment project are not applicable.

SAMPLE STANDARDS & GUIDELINES FORMAT

To increase clarity and ease-of-use, the individual standards and guidelines pages in Sections 1-2 use a standard format. The chart below uses a sample page to indicate each key element of the standard format.

A → **Street Level Design**

B → **Building Entries**

C → 

25. Pedestrian entrances shall front onto a public street or street-facing Open Space.

E → **DESIGN STANDARDS**

2.23 Primary pedestrian entrances shall front onto a public street or Open Space.

2.24 The design of primary entries shall respond to the Street Level building use.

G →

- a. Locate commercial entrances at the level of the adjacent sidewalk whenever possible.
- b. Locate residential entrances no more than approximately 3 feet above the level of the adjacent sidewalk.

F → **DESIGN GUIDELINES**

2.30 Primary pedestrian entrances should be integrated into a signature building element whenever possible.

2.31 Where transit stops are adjacent to a building, a pedestrian entrance should be located adjacent to the stop.

2.32 For buildings with multiple tenants, façades should be divided into narrow widths or bays and provide multiple secondary access points to animate the street.

D → **INTENT STATEMENTS**

- To activate the Street Level and integrate pedestrian circulation into building design.
- To ensure that pedestrian entries are clearly visible.

H → **PUD-G 19 PEDESTRIAN ACCESS REQUIREMENTS**

Chapter 4 of this PUD-G 19 includes pedestrian access (entrance) requirements to ensure a clear, obvious, publicly accessible connection between the primary street and uses within the building.

KEY TO THE SAMPLE STANDARDS AND GUIDELINES PAGE ABOVE

- A** **The Design Topic** is indicated with a heading at the top of each page.
- B** **A Design Subtopic** is sometimes included in black text at the right side of the header.
- C** **Photographs & Diagrams** are located below the page heading. They are numbered for easy reference.
- D** **Intent Statements** establish the objectives to be achieved for each topic and may also be used to determine the appropriateness of alternative or innovative approaches that do not meet specific design standards.
- E** **Design Standards** set prescriptive criteria for achieving the intent statements. They use the term “shall” to indicate that compliance is expected and are numbered by section for reference.
- F** **Design Guidelines** provide additional suggestions to achieve the intent statements. They use the term “should” or “consider” and are numbered by section for reference.
- G** **Additional Information** is provided as a bulleted list beneath some standards and guidelines to indicate specific approaches and strategies or an additional standard or guideline.
- H** **Sidebars** provide background information on the design topic or relationship to other Chapters of PUD-G 19 or the Denver Zoning Code.
- I** **Underlined Text** indicates terms defined in the Appendix, or provides cross references to related document topics and web sites.

Figure 7.1 Sample Standards & Guidelines Format

Chapter 7, Section 1: Site Design Standards & Guidelines



Site design addresses the arrangement of buildings and the spaces on a site, as well as the visual and functional character of those spaces and how they shape the Public Realm.

This section provides design standards and guidelines for site design topics, including street frontage, Open Space, surface parking and service areas. The design standards and guidelines apply to site improvement.

GUIDING PRINCIPLES FOR SITE DESIGN

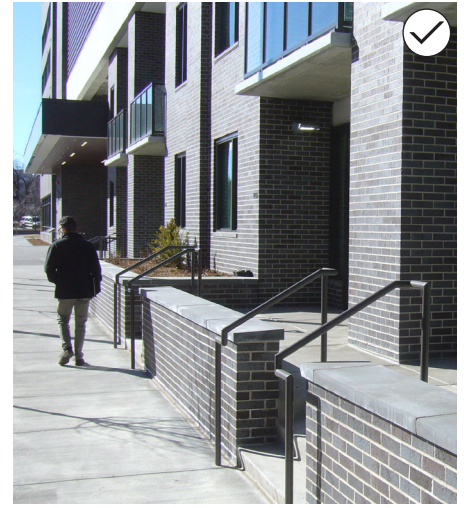
The following core site design principles provide the basis for the standards and guidelines:

- **Sense of Place.** Site designs that frame the street and sidewalks with buildings, Enhanced Setback areas and Open Space help create active edges and provide a sense of comfort and safety that promotes a strong sense of place.
- **Human Scale.** Site designs that provide respite from the busy urban environment and encourage pedestrian activity help promote a sense of Human Scale.
- **Creativity.** Site designs that incorporate creative features help to define a unique future character.
- **Context.** Site designs that are compatible with their context and help ensure harmonious relationships with adjacent neighborhoods.
- **Sustainability.** Site designs that encourage pedestrian interaction and incorporate low impact development principles promote social, economic and environmental sustainability.

Street Frontage



1. Commercial frontages should activate adjacent sidewalks.



2. Residential frontages should provide a transition between adjacent sidewalks and private residences.

INTENT STATEMENTS

- To locate and orient buildings to create a well-defined street frontage that promotes a vibrant pedestrian experience
- To provide a variety of experiences along the street frontage
- To link the street frontage to activities in adjacent buildings

DESIGN STANDARD

1.01 Buildings shall be located to clearly define a pedestrian-oriented street frontage.

One or more of the following frontage conditions are appropriate:

- a. Buildings located at or near the Primary Street Zone Lot Line to frame the sidewalk.
- b. An Enhanced Setback to extend the public use area
- c. An Open Space area such as a plaza or courtyard. See Open Space Standards and Guidelines 1.04-1.22.

DESIGN GUIDELINES (Continued)

1.03 Residential frontages should provide a transition between adjacent sidewalks and private residences.

Use one or more transitional features, such as:

- a. Building located at or near the Primary Street Zone Lot Line with primary entrance/lobby areas at the sidewalk edge
- b. A landscaped Enhanced Setback area
- c. Open Spaces such as courtyards
- d. Stoops or small private yard areas

DESIGN GUIDELINES

1.02 Commercial frontages should activate adjacent sidewalks.

Use one or more of the following features:

- a. Buildings located at or near the Primary Street Zone Lot Line with Street Level Active Uses at the sidewalk edge
- b. Enhanced Setback areas with pedestrian seating, outdoor dining, or an extended sidewalk
- c. Open Spaces such as plazas that are directly connected to building entries and Highly Active Uses

PEDESTRIAN-ORIENTED STREET FRONTAGE

The strategies described and illustrated below are appropriate to clearly define a pedestrian-oriented street frontage.

A. BUILDINGS LOCATED AT OR NEAR THE PRIMARY STREET ZONE LOT LINE



Buildings located at or near the Primary Street Zone Lot Line directly activate the street and sidewalk with building entries and activities. See *Street Level Design* for related building standards and guidelines.

B. ENHANCED SETBACKS



An *Enhanced Setback* is the space created when buildings are set back from the Primary Street property line, but generally still positioned within the Primary Street build-to range provided in PUD-G 19. Such setbacks should be enhanced to provide attractive and usable areas that activate the street frontage. They can range in size from modest extensions of the sidewalk that provide additional pedestrian area to larger landscape or patio seating areas.

C. OPEN SPACE

Open Spaces extend beyond the Primary Street build-to range allowed by PUD-G 19 to provide expanded pedestrian use areas and activated public spaces. They are typically located adjacent to the street frontage or along *Wynkoop Promenade*. *Open Space* may include courtyards & plazas, pocket parks and pedestrian paths leading into the site.

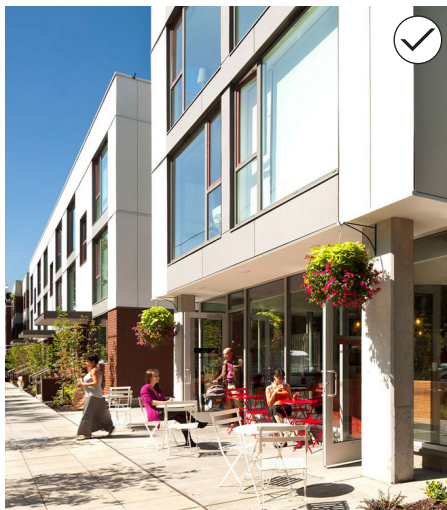
Note that the *Open Space* used to meet the *Private Open Space* required in PUD-G 19 must meet the standards and guidelines.



Figure 7.2 Pedestrian-oriented Street Frontage and Open Space

Street Frontage

Enhanced Setbacks & Open Space



3. Enhanced Setback and Open Space areas are intended to ensure that areas where buildings are not built directly along the sidewalk edge contribute to activating the Public Realm.

INTENT STATEMENTS

- To ensure that Open Space and Enhanced Setbacks activate the Public Realm
- To encourage additional sidewalk space for pedestrian movement and door openings
- To encourage a variety of Open Spaces, such as courtyards, plazas, and pocket parks
- To provide comfortable and vibrant space for publicly accessible outdoor amenities, such as café seating, event space, play features, and public art
- To promote an active pedestrian connection between the Public Realm and private development
- To ensure that Enhanced Setbacks and Open Spaces provide a sense of comfort and safety for pedestrians
- To facilitate public pedestrian and bicycle movement through and around the zone district

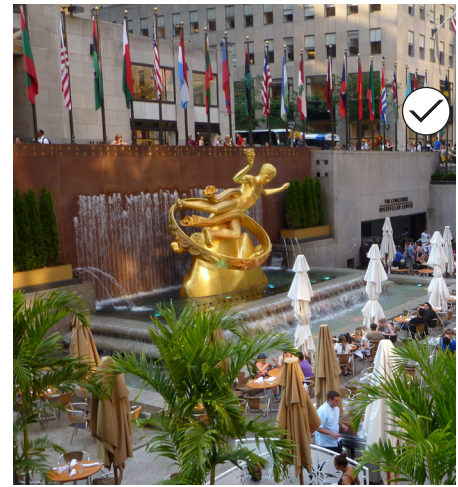
DESIGN STANDARDS

- 1.04 Open Spaces, such as courtyards and plazas, shall be fronted with Highly Active Uses on at least one side.
Highly Active Uses include, but are not limited to:
 - a. Retail storefronts
 - b. Restaurants and cafes
 - c. Building lobbies and amenity areas
 - d. Indoor art or recreation facilities
 - e. Arts and cultural facilities
- 1.05 Wynton Promenade and the 20th Street frontage shall be designed to accommodate a 15 foot clear path for public pedestrian and bicycle access through and around the zone district.
- 1.06 Where Open Spaces, such as courtyards and plazas are provided, they shall be located adjacent to pedestrian building entries or along routes that lead to building entries.
- 1.07 Open Spaces, such as courtyards and plazas, shall be located and oriented to provide a visual connection to the street.
- 1.08 Enhanced Setback and Open Space areas shall include integrated pedestrian-scale lighting to encourage evening use and to enhance security.

- 1.09 Facades adjacent to Enhanced Setback and Open Space areas shall incorporate features that promote pedestrian safety and activation.
Such features include, but are not limited to:
 - a. Clear sight lines
 - b. Adequate, pedestrian-scaled, lighting
 - c. Transparent windows linked to building uses
 - d. A minimum of 12 feet for residential and 14 feet for commercial ground floor floor-to-floor heights that promote visual interest and pedestrian safety
- 1.10 Enhanced Setbacks and Open Space areas shall incorporate features to enhance year-round usability.
Features may include, but are not limited to:
 - a. Trees, canopies, awnings, or other features that provide shade where an Open Space is exposed to the summer sun
 - b. Seating areas designed and oriented to provide winter warmth where an Open Space may be shaded in the winter

Street Frontage

Enhanced Setbacks & Open Space (continued)



4. *Enhanced Setback and Open Space areas should be designed to complement adjacent building uses.*

5. *Where possible, public art should be integrated into an Enhanced Setback or Open Space area.*

DESIGN GUIDELINES

1.11 Enhanced Setback and Open Space areas should be designed to complement adjacent building uses.

Complementary designs include:

- a. Enhanced Setback areas that provide seating for customers of adjacent commercial storefronts
- b. Outdoor dining areas adjacent to a cafe or restaurant
- c. Landscaped courtyards with integrated seating to complement adjacent residential or office uses
- d. Stoops or small yard areas to complement adjacent residential units

1.12 Enhanced Setbacks and Open Space areas should provide both formal and informal seating areas.

Formal seating may include, but is not limited to:

- a. Integrated benches
- b. Movable chairs or benches

Informal seating may include, but is not limited to:

- c. Planter ledges that provide seating
- d. Bollards or planters

1.13 Enhanced Setback areas should serve as an extension of the public sidewalk.

- a. Use materials that are similar to the adjacent sidewalk.

b. Consider modest setbacks that add pedestrian use area.

1.14 Pedestrian areas that are part of Enhanced Setbacks and Open Space should be located at grade with the sidewalk around the zone district.

Note that areas intended for private residential use may be located above or below the sidewalk level. See design standard 2.25 for more information on raised residential entries.

1.15 Pedestrian areas that are part of Enhanced Setbacks and Open Space should be paved with high-quality, durable materials.

1.16 Trees and plantings in an Enhanced Setback or Open Space area should be hardy and drought tolerant.

1.17 Enhanced Setback and Open Space areas should incorporate sustainable stormwater management systems, where possible.

1.18 Open Space should be designed to accommodate events such as outdoor markets or concerts, where possible.

1.19 Public art should be integrated into an Enhanced Setback or Open Space area, where possible.

1.20 Additional private amenity areas, such as decks, should be provided for residents and employees.

1.21 Open Space should be designed to accommodate a variety of activities for all ages with design elements such as interactive play features and seating areas.

1.22 The design of Wynkoop Promenade and the 20th Street frontage should include pedestrian and bicycle wayfinding features, such as special paving or signage.

Vehicle Access



6. Vehicle access points shall be designed to minimize impacts on pedestrians.



7. Vehicle access points shall not be located immediately adjacent to Open Space area.

INTENT STATEMENTS

- To minimize conflicts between vehicles, pedestrians and cyclists
- To reduce the visual impacts of vehicle access on the Public Realm
- To protect sidewalks, Enhanced Setback areas, Open Spaces and other pedestrian-oriented areas from vehicular impacts

PUBLIC WORKS REVIEW

Vehicle access is subject to review and approval by the City of Denver's Department of Public Works. In some cases, Public Works review may result in required changes that deviate from the standards and guidelines.

DESIGN STANDARDS

- 1.23 The number of street access points shall depend on lot frontage.
- a. Zone Lot Lines with less than approx. 300 feet of street frontage: 0-1 access points
 - b. Zone Lot Lines with more than approx. 300 feet of street frontage: 1-2 access points
- 1.24 Vehicle access points shall be designed to minimize impacts on pedestrians.
- Appropriate strategies include:
- a. Limiting the width of vehicle access points
 - b. Using special paving materials to differentiate pedestrian and vehicle use areas
 - c. Consolidating vehicle access points with service areas
 - d. Recessing vehicle access areas
- 1.25 Vehicle access points shall not be located immediately adjacent to an Open Space.

DESIGN GUIDELINES

- 1.26 Vehicle access points should be located and designed to maintain an active street edge.
- Appropriate strategies include:
- a. Limiting the width of vehicle access points
 - b. Locating active building floors directly above vehicle access points
- 1.27 Vehicle access doors within 15 feet of the Public Right-of-Way should incorporate high-quality materials and finishes that are consistent with the building.

VEHICLE ACCESS OPTIONS

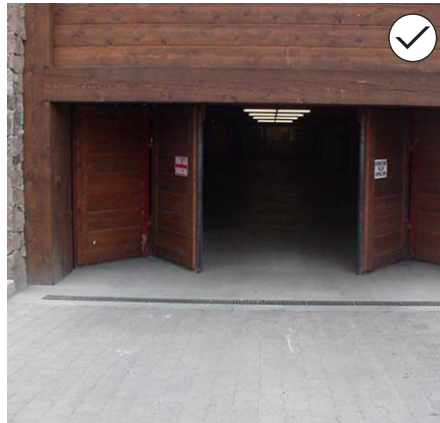
Site designs that minimize conflicts between vehicles, pedestrians and cyclists will help ensure a sense of place. As illustrated below, vehicle access locations and designs that protect pedestrians while reducing visual impacts on the Public Realm are desired. See Public Works Review on page 23 for more information regarding approval of vehicular access points.

LIMITED ACCESS WIDTH



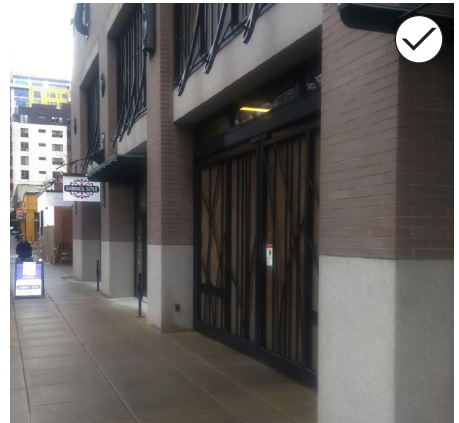
Limiting the width of vehicle access points can help minimize impacts on pedestrians.

RECESSED VEHICLE ACCESS DOORS



Recessing vehicle access doors from the street can help mitigate visual impacts.

CONSOLIDATION WITH UTILITIES

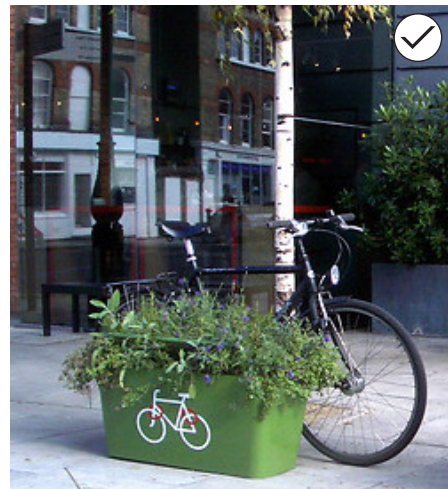
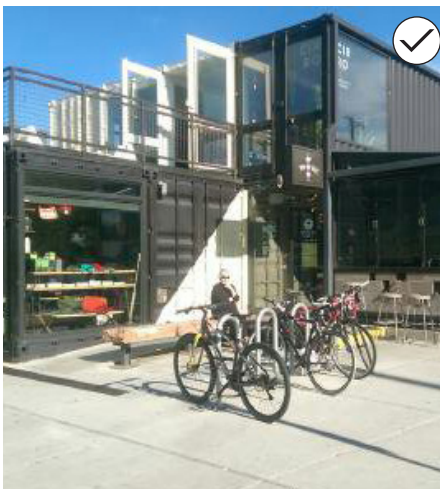
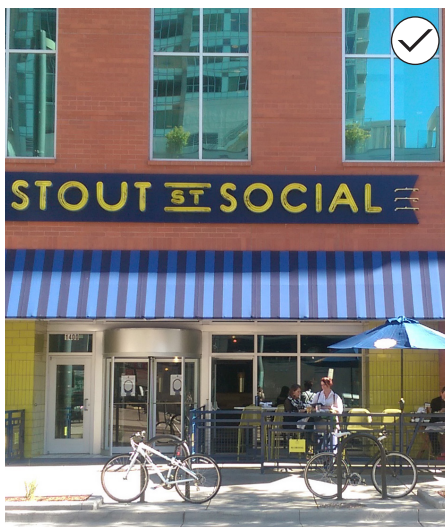


Consolidating vehicle and utility access areas can help minimize pedestrian impacts.

Figure 1: Vehicle Access Options

Parking

Bicycle Parking



8. Bicycle Parking should be located adjacent to Highly Active Uses to increase security and natural surveillance.

9. Bicycle parking that is provided in addition to minimum PUD-G 19 requirements should incorporate creative designs.

INTENT STATEMENTS

- To promote sufficient bicycle parking, especially adjacent to existing and planned bicycle facilities
- To ensure that bicycle parking is located in a highly visible and accessible area near pedestrian circulation
- To ensure that bicycle parking is safe and secure
- To promote a multi-modal network

DESIGN STANDARDS

- 1.28 Bicycle parking shall be located in active areas that are visible from the Public Right-of-Way or an Open Space.
- Locate bicycle parking:
- Within 50 feet of a pedestrian entry; and/or
 - In an Amenity Zone
 - In an Enhanced Setback or Open Space (in a way that compliments the design and functionality of the space)
- 1.29 Bicycle racks shall not impede pedestrian traffic.
- 1.30 Bicycle racks shall be located a minimum of 4 feet from street trees.

DESIGN GUIDELINES

- 1.31 Additional bicycle parking, beyond PUD-G 19 minimums, should be provided whenever possible.
- Additional bicycle parking is especially important adjacent to:
- Dedicated bicycle facilities
 - High traffic pedestrian areas
- 1.32 Bicycle Parking should be located adjacent to Highly Active Uses to increase security and natural surveillance.
- 1.33 Bicycle parking provided in addition to minimum PUD-G 19 requirements should incorporate creative designs.
- Consider:
- Creative place making
 - Integration of public art
 - Use of Bicycle Corrals

PUD-G 19 BICYCLE PARKING REQUIREMENTS

Chapter 5 of this PUD-G 19 and the [Denver Zoning Code \(DZC\)](#) provide specific requirements for bicycle parking. The standards and guidelines in this section are intended to supplement Chapter 5 and DZC requirements with additional guidance regarding the placement and character of bicycle parking. They are also intended to encourage the provision of additional bicycle parking beyond minimum requirements.

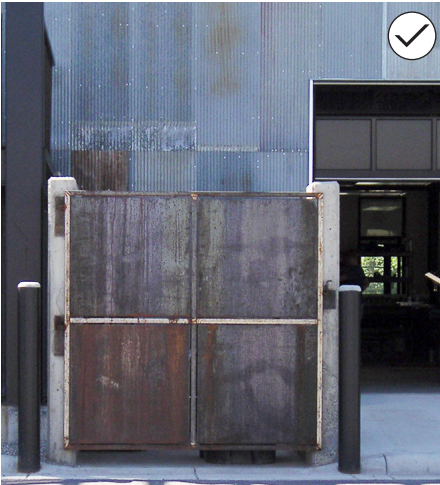
PUBLIC WORKS BICYCLE FACILITY REQUIREMENTS

The City of Denver's Department of Public Works provides standards for the design of required bicycle facilities. Public Works also requires a permit for placement of bicycle parking in the Public Right-of-Way.

See Public Work's Bicycle Parking Standards for specific dimensions and spacing requirements.

Note that the design of bicycle parking located in the public-right-of-way will be subject to approval by the City of Denver's Department of Public Works.

Service Areas & Utilities



10. Dumpsters shall be recessed and screened with high-quality materials and/or landscaping that are consistent with the building.

INTENT STATEMENTS

- To minimize the visibility and impact of service areas to the Public Realm
- To reduce conflicts between servicing activities, pedestrians and cyclists
- To protect Enhanced Setback areas, Open Spaces and other highly pedestrian-oriented areas from noise and odor impacts associated with service areas
- To encourage utility and service areas to be consolidated with other vehicle access points

PUBLIC UTILITY REQUIREMENTS

The City of Denver's local utility provider, Xcel Energy, must approve utility locations. The utility provider also reserves the right to install utilities in permanent on-site locations. In some cases, the utility provider review may result in required changes that deviate from the standards and guidelines.

DESIGN STANDARDS

- 1.34 Service, utility and loading areas shall be located within the building mass and away from pedestrian areas such as sidewalks or Open Space.
- 1.35 Service, utility and loading areas shall not be located adjacent to Open Space areas or pedestrian entries.
- 1.36 Adequate service area lighting shall be provided to promote safety.
- 1.37 Dumpsters shall be located and designed to promote safety and minimize visual impacts.
 - a. Recess dumpsters from the Public Right-of-Way.
 - b. Screen dumpsters with high-quality materials and/or landscaping that is consistent with building design.
 - c. Secure dumpsters to prevent access by non-service personnel.
- 1.38 Rooftop mechanical, electrical and telecommunications systems shall be screened to minimize visibility from the street.

DESIGN GUIDELINES

- 1.39 Ventilation shafts, grates, and other above-ground mechanical or site servicing equipment, should be located away from the Public Realm. Where it is not feasible to locate away from the Public Realm, they should be designed to minimize impacts on the Public Realm.
- 1.40 Service areas should be combined with vehicle access points when possible to minimize pedestrian and Public Realm impacts.

Also see Standard 1.27.

Chapter 7, Section 2: Building Design Standards & Guidelines



Building design addresses the vertical component of development and redevelopment, which includes the visual and functional character of individual buildings.

This section provides standards and guidelines for key building design topics, including building massing, pedestrian character and materials.

GUIDING PRINCIPLES FOR BUILDING DESIGN

The following core building design principles provide the basis for the standards and guidelines:

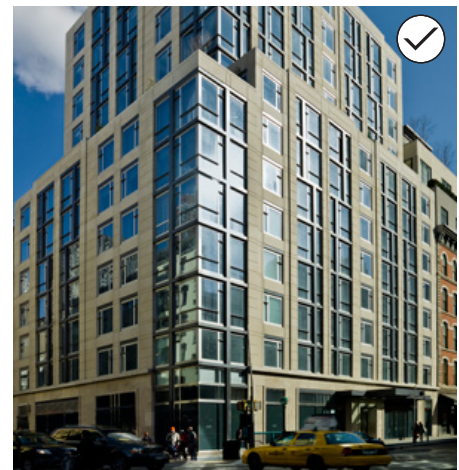
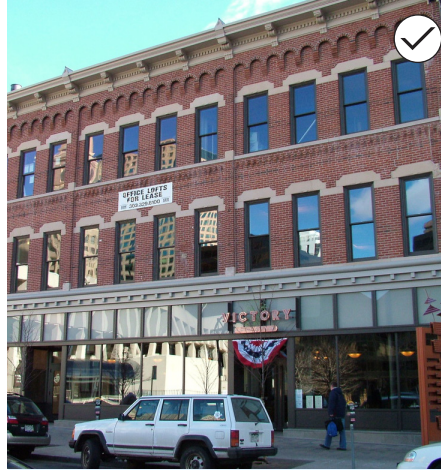
- **Sense of Place.** Buildings that are designed to frame and relate to the Public Realm help promote a vibrant sense of place.
- **Human Scale.** Buildings that are scaled and designed to encourage pedestrian activity promote a sense of Human Scale.
- **Creativity.** Buildings that incorporate innovative and unique design solutions will help define a unique character.
- **Context.** Buildings that are compatible with surrounding buildings and the traditional building hierarchies of the Lower Downtown Historic District, such as the rectilinear and blocky nature of buildings, the block-alley-block pattern on numbered streets, base-middle-top composition, and the extensive use of masonry help ensure harmonious relationships with adjacent neighborhoods.

- **Sustainability.** Buildings that provide opportunities for interaction among a wide variety of people and incorporate environmentally sustainable design approaches will help the district adapt to future urban demands.

PUD-G 19 BUILDING FORM STANDARDS

Chapter 4 of this PUD-G 19 establishes the building form requirements. The standards and guidelines in this section supplement Chapter 4 building form requirements and provide additional standards and guidelines to achieve the guiding principles for building design.

Building Mass & Scale



11. The design standards and guidelines for building mass and scale are intended to encourage building massing that reflects the Lower Downtown character and promotes a strong sense of place through creative and innovative Human Scale design.

INTENT STATEMENTS

- To encourage varied building massing that promotes a sense of place through creative and innovative Human Scale designs
- To promote buildings with cohesive massing and articulation across the Lower Story Façade and Upper Story Façade
- To encourage context-sensitive building massing
- To encourage building mass and scale that is compatible with the traditional building hierarchies of Lower Downtown, including the rectilinear and blocky nature of buildings, the block-alley-block pattern on numbered streets, base-middle-top composition, and generous floor-to-floor heights.

DESIGN STANDARDS

2.01 Buildings shall promote an overall sense of Human Scale.

- Incorporate Upper Story Setbacks to reduce the visual impact of upper stories on the Public Realm (see standards 2.14 - 2.16 for more information)
- Clearly define the Street Level (see standards and guidelines 2.17-2.21 for more information)
- Use materials that convey scale in their proportion, detail and form. Materials applied to provide the appearance of units, panels or modules help to convey a sense of scale (see standards and guidelines 2.38-2.49 for more information).

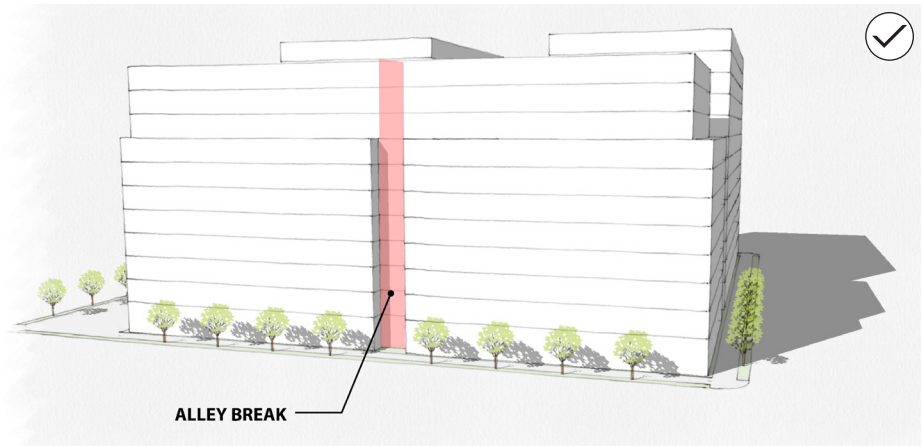
2.02 Buildings shall include a clearly defined base, middle and top, including:

- A pedestrian-oriented Street Level (see standards and guidelines 2.17-2.21 for more information)
- A well-detailed middle with design elements that reflect the building's structural grid, provide depth to the façade, and relate to surrounding buildings
- Architectural rooftop elements such as cornice and cap elements. For a Façade Facing the LoDo

Transition Area, the rooftop element shall be provided at the top of the Lower Story Façade.

2.03 On the Lower Story Façade facing 19th Street, buildings shall have a continuous street wall with changes in plane corresponding to building-alley-building relationships present in Lower Downtown. The plane break shall generally correspond with the location of an alley directly across the street from a building, and shall be at least 20 feet in width and 15 feet in depth.

Building Mass & Scale (Continued)



12. Buildings shall promote an overall sense of Human Scale and should reinforce Lower Downtown's historic fabric.

DESIGN GUIDELINES

2.04 Buildings with over approximately 100 feet of Primary Street frontage should be designed to reduce visual mass and scale and reinforce Lower Downtown's historic fabric.

Appropriate techniques include:

- a. Reducing the appearance of widths along Wazee Street and the West Zone Lot Line using articulation techniques in standards 2.05 and 2.07.
- b. Breaking up the Upper Story Facade massing with Upper Story Setbacks, height variation or separate visual modules.

Building Mass & Scale

Articulation



13. Primary Street-facing Lower and Upper Story Facades shall incorporate vertical & horizontal articulation techniques.

INTENT STATEMENTS

- To promote and reinforce building massing techniques
- To ensure cohesive facade designs
- To promote visually interesting building facades
- To maintain a sense of Human Scale
- To encourage building articulation that is compatible with the traditional building hierarchies of Lower Downtown, including the pattern of longer facades broken by an alley on numbered streets, more varied articulation on named streets, and a consistent bay rhythm.

DESIGN STANDARDS

2.05 A Facade Facing the LoDo

Transition Area shall reflect mass and scale characteristics of the Lower Downtown context.

Appropriate techniques include:

- Horizontal articulation techniques such as cornice lines or belt courses that relate to heights of adjacent buildings in Lower Downtown
- Floor-to-floor heights on the Lower Story Facade above the Street Level of approximately 12' -14'
- Design elements that emphasize the building corners at intersections

2.06 Primary Street-facing Lower and Upper Story Facades, except those defined as a Facade Facing the LoDo Transition Area, shall incorporate vertical & horizontal articulation techniques that reinforce the massing techniques described in standards 2.01-2.03.

Appropriate articulation techniques include:

- Facade plane changes of a minimum of approximately 2-3 inches
- Vertical projections
- Horizontal projections/banding
- Window composition/design

- Balconies or terraces
- Material changes

See Facade Articulation Techniques in Figure 7.3 for more information.

2.07 Articulation techniques, such as a change in materials or setback, shall be used to highlight structural building modules and differentiate building uses at the Street Level.

2.08 Visible Facade areas shall incorporate features to enhance visual interest and avoid the appearance of long blank walls.

Such features include:

- Articulation consistent with design standards 2.06-2.07 or design guideline 2.09
- Transparency consistent with standards for Primary Street-facing Facades
- Wall Murals or other art works

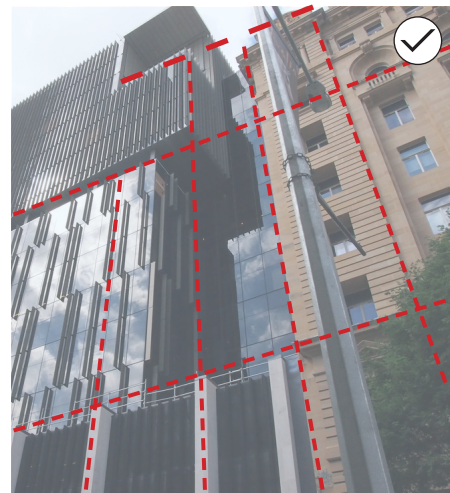
Building Mass & Scale Articulation (continued)



14. Facade articulation should reinforce the tradition of Lower Downtown's historic building fabric.



15. Where balconies and terraces are provided, they should be integrated into vertical and horizontal articulation systems.



16. Horizontal articulation elements should align with the roof lines or articulation on adjacent buildings, when possible.

DESIGN GUIDELINES

2.09 Facade articulation should generally reinforce the tradition of Lower Downtown's historic building fabric.

Appropriate techniques include:

- a. A consistent, articulated bay rhythm
- b. Vertical elements, such as columns, arches, and vertical windows
- c. Delineation of architectural features such as windows, doors, doorways, and courses

See [Relationship of Articulation to Lower Downtown Context](#) below for more information.

2.10 Facade articulation should generally align between the Lower Story Facade and Upper Story Facades to avoid creating a visual disconnection between the building base and upper stories.

2.11 Horizontal articulation elements should align with the roof lines or articulation on surrounding buildings, when possible.

2.12 Where balconies and terraces are provided, they should be integrated into vertical and horizontal articulation systems.

2.13 Balconies should not project past the Lower Story Facade on a Facade Facing the LoDo Transition Area.

RELATIONSHIP OF ARTICULATION TO LOWER DOWNTOWN CONTEXT

Strong features of Lower Downtown's physical character are the rectilinear and blocky nature of its existing buildings and the area's block-alley-block pattern. Numbered streets in Lower Downtown typically have longer facades broken by an alley, and named streets feature more varied articulation.

FACADE ARTICULATION TECHNIQUES

Facade articulation combines with massing techniques to add texture and rhythm that promotes a Human Scaled urban environment with a strong sense of place. The facade articulation techniques described and illustrated below may be used to meet design standard 2.06.

A. FACADE PLANE CHANGES



Facade plane changes include vertical notches or shifts in the building façade to help break down visual mass and scale.

B. VERTICAL PROJECTIONS



Vertical projections include pilasters, columns and other elements that help create a vertical rhythm on the facade.

C. HORIZONTAL PROJECTIONS/BANDING



Horizontal projections and banding include projections, bands, color changes or other elements that help create a horizontal rhythm on the facade.

D. WINDOW COMPOSITION/DESIGN



Window composition and design includes window groupings, use of header/sill elements and window insets or projections that help create a rhythm on the facade.

E. BALCONIES & TERRACES



Inset or cantilevered balconies and terraces help create vertical and horizontal rhythms on the facade that break down building mass and scale into smaller modules.

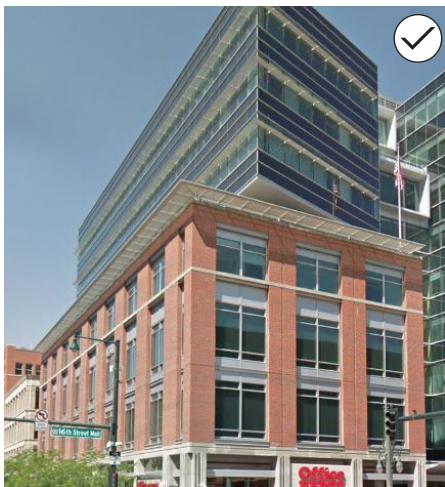
F. MATERIAL CHANGES



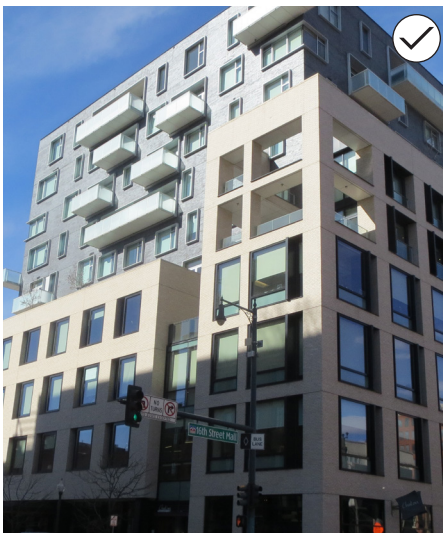
Material changes help create vertical and horizontal rhythms along the facade that break down mass and scale into smaller modules.

Figure 7.3 Facade Articulation Techniques

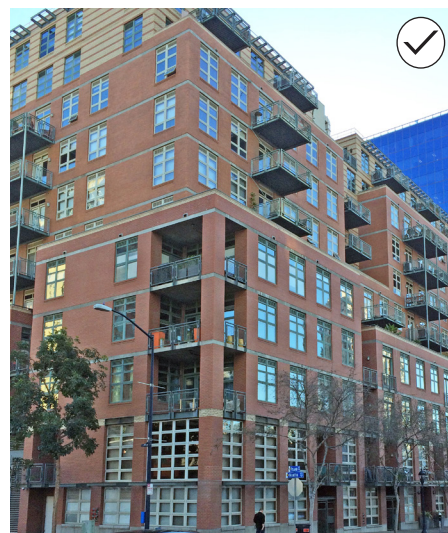
Building Mass & Scale Upper Story Setback



17. Upper Story Setbacks promote facade designs that relate to surrounding buildings.



18. Upper Story Setbacks shall be integrated into the overall building design.



INTENT STATEMENTS

- To encourage varied building massing that promotes a sense of place through creative and innovative Human Scale designs
- To provide compatible building designs that achieve an appropriate transition from Lower Downtown
- To maintain the general appearance of a predominantly 8-story building adjacent to 19th Street, with a distinctive height transition to Upper Story Facades

DESIGN STANDARDS

2.14 Upper Story Setbacks shall be integral to overall building design.

Appropriate techniques include:

- Using Upper Story Setbacks to emphasize building design elements, such as strong corner features
- Integrating a series of Upper Story Setbacks into an overall system of building massing and articulation

2.15 A Facade Facing the LoDo Transition Area shall incorporate design features that provide a distinctive height transition at the location of the Upper Story Setback.

Appropriate techniques include:

- A strong cornice line or similar feature at the top of the Lower Story Facade
- Reinforcing the corners of a building as part of the Lower Story Façade

2.16 In Upper Story Setbacks, buildings shall call themselves out as distinctive from their contextual Lower Story Facade in form, mass and scale. Appropriate techniques include:

- Changes in materials in the Upper Story Facade
- Changes in fenestration in the Upper Story Facade
- Creative massing in the Upper Story Facade

PUD-G 19 UPPER STORY SETBACK REQUIREMENTS

Chapter 4 of this PUD-G 19 requires a minimum Primary Street Upper Story Setback at or below 8 stories and 110 feet on 19th Street and Wazee Street in Subarea A. On 20th Street, along the West Zone Lot Line, and on the remainder of the Wazee Street in Subarea B, Upper Story Setbacks are encouraged but not required.

The guidelines and standards in this section are intended to supplement PUD-G 19 Primary Street Upper Story Setback requirements.

Street Level Design



19. A pedestrian-oriented Street Level shall be clearly defined for each street-facing facade.

INTENT STATEMENTS

- To promote an active pedestrian area with Human Scale design features at the Street Level and adjacent to Open Spaces
- To clearly define a prominent pedestrian area

PUD-G 19 ACTIVE USE REQUIREMENTS

Chapter 4 of this PUD-G 19 requires a minimum percentage of Street Level Active Uses.

The standards and guidelines in this section are intended to supplement Chapter 4 requirements.

DESIGN STANDARDS

2.17 A pedestrian-oriented Street Level shall be clearly defined for each street-facing facade.

Appropriate features to define the Street Level along the Primary Street frontage include:

- a. Awnings and canopies
- b. A prominent cornice above the Street Level
- c. Changes in materials between the Street Level and stories above the Street Level

2.18 The Street Level shall be articulated to promote a Human Scale building frontage.

Appropriate techniques include:

- a. Recessed entries
- b. Changes in Street Level setback

See standards and guidelines 2.01-2.03 and 2.04-2.13 for more information

2.19 The Street Level shall incorporate a substantial floor-to-floor height to promote visual prominence.

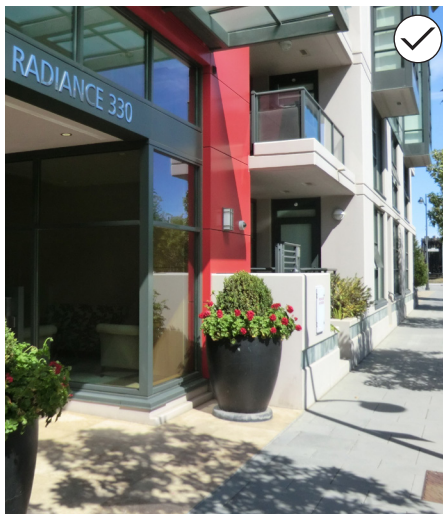
- a. An approximately 12 foot floor-to-floor height minimum is appropriate for a Street Level occupied by residential uses.
- b. An approximately 14 foot floor-to-floor height minimum is appropriate for a Street Level occupied by commercial uses.
- c. Taller Street Level floor-to-floor heights are encouraged.

DESIGN GUIDELINES

2.20 Canopies and awnings used to define the Street Level should be integrated into building design.

2.21 A ground floor facade facing an Open Space that is located on an internal pathway should incorporate articulation and pedestrian-oriented design features and techniques described in 2.17-2.19.

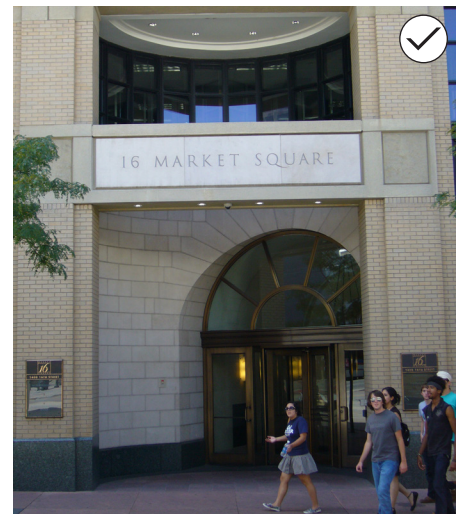
Street Level Design Building Entries



20. Primary pedestrian entrances shall front onto a public street or street-facing Open Space.



21. The design of primary entries shall respond to the Street Level of the building use.



22. Primary pedestrian entrances should be integrated into a signature building element whenever possible.

INTENT STATEMENTS

- To activate the Street Level and integrate pedestrian circulation into building design
- To provide a high number of Street Level entries into active uses to encourage pedestrian activity
- To ensure that pedestrian entries are clearly visible

DESIGN STANDARDS

- 2.22 Primary pedestrian entrances shall front onto a public street or Open Space.
- 2.23 The design of primary entries shall respond to the Street Level building use.
- Locate commercial entrances at the level of the adjacent sidewalk whenever possible.
 - Locate residential entrances no more than approximately 3 feet above the level of the adjacent sidewalk.

DESIGN GUIDELINES

- 2.24 Primary pedestrian entrances should be integrated into a signature building element whenever possible.
- 2.25 Where transit stops are adjacent to a building, a pedestrian entrance should be located adjacent to the stop.
- 2.26 For buildings with multiple tenants, façades should be divided into narrow widths or bays and provide multiple secondary access points to animate the street.

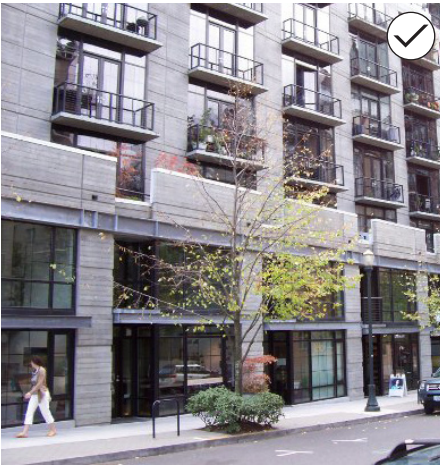
PUD-G 19 PEDESTRIAN ACCESS REQUIREMENTS

Chapter 4 of this PUD-G 19 includes pedestrian access (entrance) requirements to ensure a clear, obvious, publicly accessible connection between the Primary Street and uses within the building.

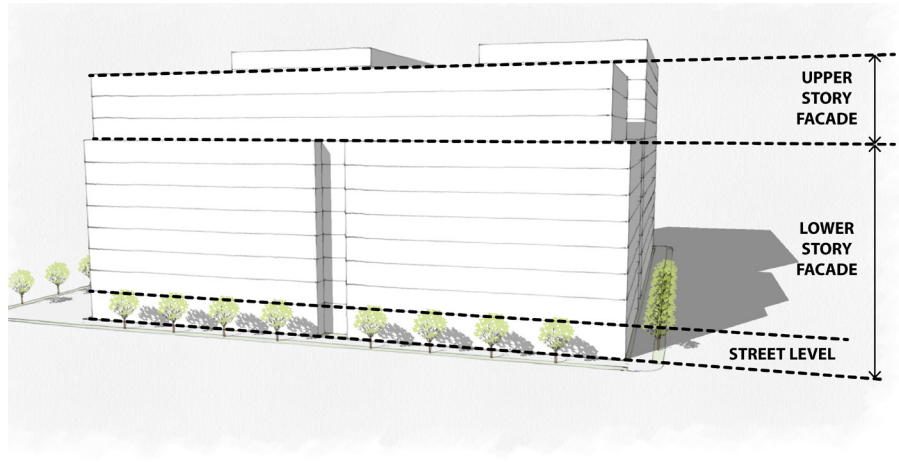
The guidelines and standards in this section are intended to supplement DZC pedestrian access requirements in Chapter 4.

Facade Design

Windows & Transparency



23. The design standards and guidelines for Transparency are intended to encourage visually interesting facade designs that create interplay of light and shadow on the building's surface.



24. Transparency Standards vary for the Street Level, Lower Story Facade and Upper Story Facade.

INTENT STATEMENTS

- To encourage facades that create a sense of Human Scale
- To encourage visually interesting facade designs that create interplay of light and shadow on the building's surface
- To enhance safety with "eyes on the street"
- To ensure that building activities are visible from the Public Realm, including Open Space.
- To ensure that building facades do not cause glare or negative impacts to the Public Realm.

PUD-G 19 TRANSPARENCY REQUIREMENTS

Chapter 4 of this PUD-G 19 requires a minimum percentage of Street Level transparency (the total linear feet of windows or permitted alternatives along the Street Level facade) to provide visual interest, and activate the street and sidewalk.

The standards and guidelines in this section are intended to supplement Chapter 4 Street Level transparency requirements.

DESIGN STANDARDS

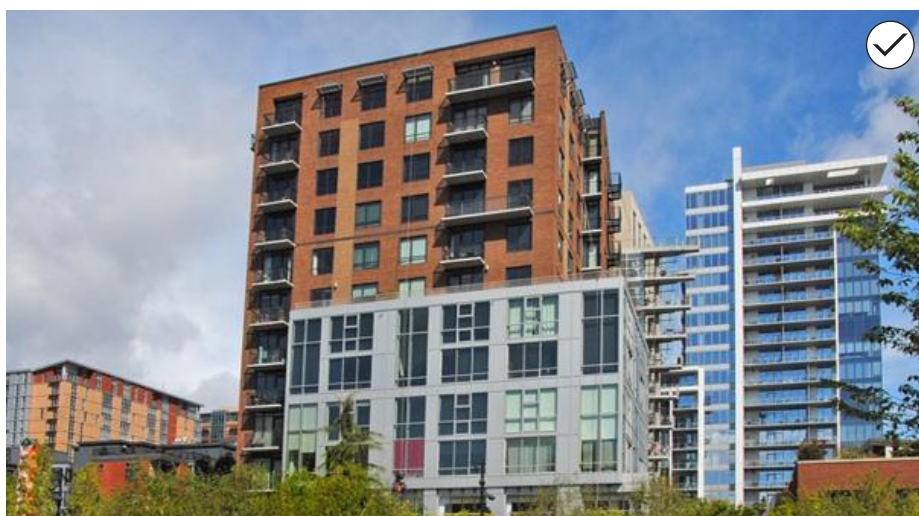
- 2.27 Street Level transparent facade areas shall be located to provide visibility into the Street Level Active Uses required by this Chapter 4 of this PUD-G 19.
- 2.28 Street Level windows shall be transparent glass with a maximum reflectance of approximately 0.15 that allows for pedestrians to view the activity within the building.
- 2.29 Lower Story Facades, excluding the Street Level, shall incorporate a minimum of 50% transparent glass with a maximum reflectance of approximately 0.30.
- 2.30 Upper Story Facades shall incorporate a minimum of 40% transparent glass with a maximum reflectance of approximately 0.35.
 - a. Use of opaque/spandrel glass is acceptable to continue glazing patterns where screening of utilities or structural elements is required.
- 2.31 Exterior reflective coatings shall not be used on transparent window glazing.

TRANSPARENCY FOR STRUCTURED PARKING

The standards and guidelines in this Transparency section do not apply to Visible Structured Parking. See "Structured Parking Design" for standards and guidelines that promote openings in a structured parking facade to produce the impression of transparent facade areas.

Facade Design

Windows & Transparency (continued)



25. The design standards and guidelines encourage visually interesting facade designs that create interplay of light and shadow on the building's surface.

DESIGN STANDARDS (Continued)

2.32 Window openings shall be designed to provide depth of detail on the facade.*

Appropriate techniques include:

- a. Recessing the face of glass a minimum of 4 to 6 inches behind the facade

*This standard shall not apply to a glass curtain wall.

DESIGN GUIDELINES

2.33 A ground floor facade facing an Open Space that is located on an internal pathway should incorporate transparent windows linked to building uses. Transparency reflectance should be consistent with standard 2.28-2.30.

2.34 For mixed-use developments, levels of transparency should reflect different uses within the building.

- a. A lower glass-to-wall ratio is typical of residential uses.
- b. A higher glass-to-wall ratio is typical of commercial uses.

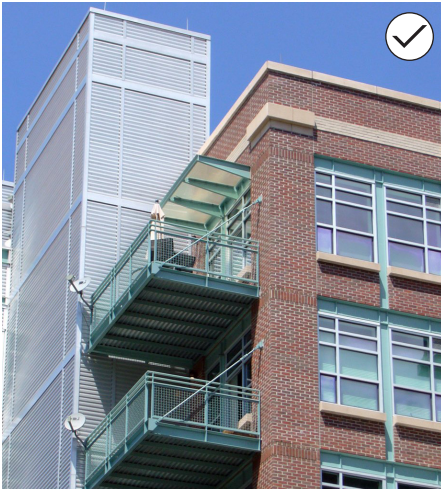
2.35 Balcony railings should not significantly block visibility of facade areas used to meet transparency standards.

2.36 Clear, "Low E," or slightly tinted windows should be used to ensure the visibility of pedestrian-oriented commercial uses.

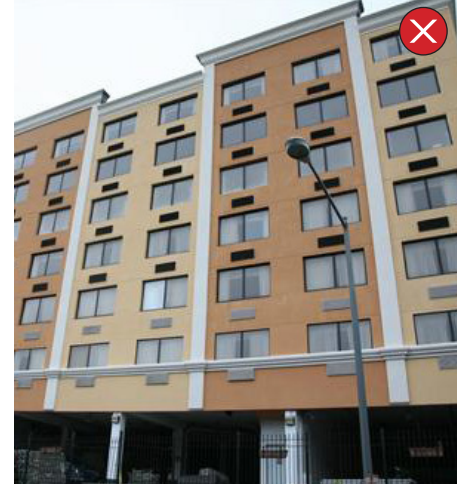
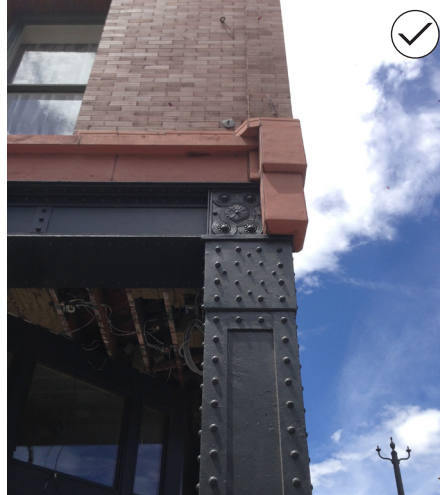
2.37 Landscaping should not significantly block transparent window areas at the Street Level.

Facade Design

Building Materials



26. The use of durable building materials and material treatments should promote the sense of Human Scale.



27. EIFS and other synthetic stucco materials shall not be used.

INTENT STATEMENTS

- To ensure that building materials used on any Visible Facade provide visual interest and a sense of Human Scale
- To discourage building materials that produce flat or featureless surfaces on any Visible Facade
- To encourage the use of innovative, high-quality and sustainable materials
- To promote use of durable building materials and material treatments
- To ensure that building materials are integrated into a cohesive facade design
- To provide a compatible response to materials present in Lower Downtown, including brick, stone, terra-cotta tile, and ceramic tile

DESIGN STANDARDS

- 2.38 Building materials used on a Primary Street-facing Facade shall be of proven durability.
- Applicants may be required to demonstrate the durability of unproven or unusual materials.
- 2.39 Building materials used on a Primary Street-facing Facade shall be properly finished and detailed.

- 2.40 Any change in materials shall be combined with a variation in the wall plane.
- 2.41 A Facade Facing the LoDo Transition Area or facing Wazee Street shall incorporate a minimum of 60%* Masonry on the Lower Story Facade.
- Appropriate Masonry materials include:
- Brick
 - Stone and Terra cotta
- *Not including window, transom glass and door areas.
- 2.42 On a Facade Facing the LoDo Transition Area or on a facade facing Wazee Street, Cementitious Stucco shall not be used on more than 20% of the Lower Story Facade.
- 2.43 On a facade that is not defined as a Facade Facing the LoDo Transition Area and is not facing Wazee Street, Cementitious Stucco shall not be used on more than 50% of the Lower Story Facade.

- 2.44 Fiber Cement Siding materials shall not be used on more than 50% of a facade defined as the Primary Street-facing Facade.
- 2.45 EIFS (Exterior Insulating Finish Systems) and other synthetic stucco materials shall not be used.

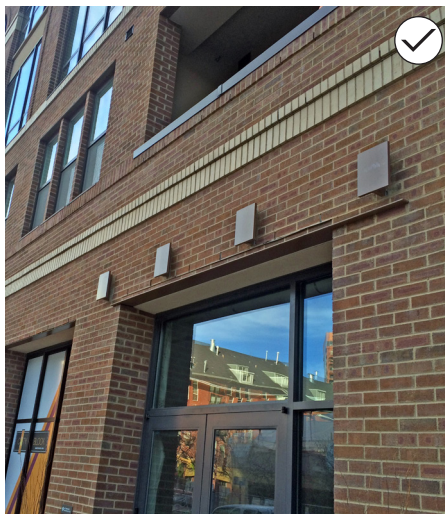
DESIGN GUIDELINES

- 2.46 Building materials should be selected and applied to convey a sense of Human Scale.
- Appropriate techniques include:
- Adding visual interest through texture, finish and detailing
 - Applying materials in units, panels or modules that produce shadow lines to help convey a sense of scale
- 2.47 Any change in building materials should occur at the inside corner of a variation in the wall plane.
- 2.48 Carefully detailed materials should be used to reinforce building mass, scale and articulation techniques.
- 2.49 Cementitious Stucco should not be used on Upper Story Facade areas that may be difficult to reach or maintain.

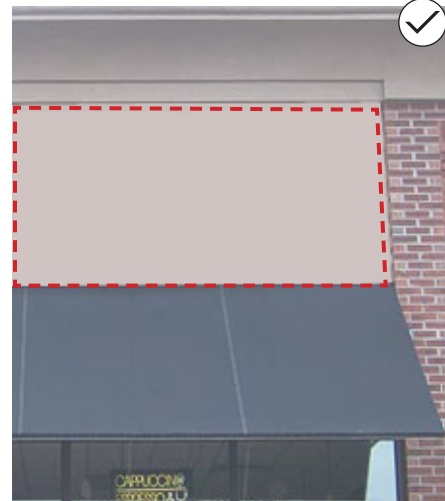
Facade Design Designing for Signage



28. Whenever possible, use overall building design or architectural features to market building tenants. Appropriate strategies include using iconic building elements to emphasize storefronts or tenant entries.



29. Facade designs should integrate power sources for future signage lighting, whenever possible.



30. Facade designs shall consider potential future locations for pedestrian-oriented signage.

INTENT STATEMENTS

- To ensure that facade designs consider potential future locations for pedestrian oriented signage
- To encourage facade designs that promote harmonious relationships between overall building mass and scale, architectural features and potential future signage

PUD-G 19 SIGN REQUIREMENTS

As stated in Chapter 6 of this PUD-G 19, Signs in PUD-G 19 must comply with Denver Zoning Code Article 10 regulations as applicable to the D-AS-12+ zone district.

The guidelines and standards in this section are intended to supplement sign requirements in Chapter 6.

DESIGN STANDARDS

2.50 Facade designs shall consider potential future locations for pedestrian-oriented signage.

- Appropriate strategies include:
- Incorporating a designated band or area for signage above the Street Level for potential future signage
 - Designing canopies and awnings to accommodate potential future wall signage
 - Designating areas to accommodate tenant or directory signage near primary building entries

2.51 Where applicable, facade designs shall consider locations for potential large-scale building identification signage.

- Appropriate strategies include:
- Limiting large-scale building identification signage to taller buildings (approx. 12+ stories)
 - Reserving an area along the roof parapet, or integrated into a roof cap feature, for future large-scale building identification signage

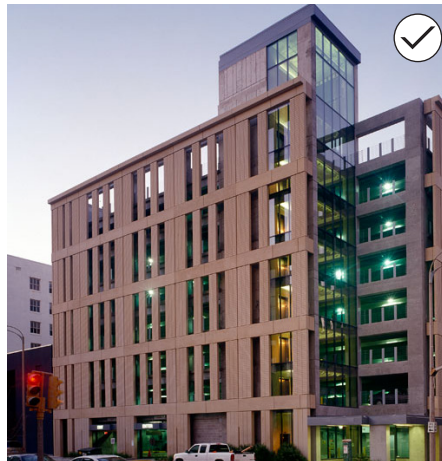
DESIGN GUIDELINES

2.52 Overall building design or architectural features should be used to market building tenants rather than signage, whenever possible.

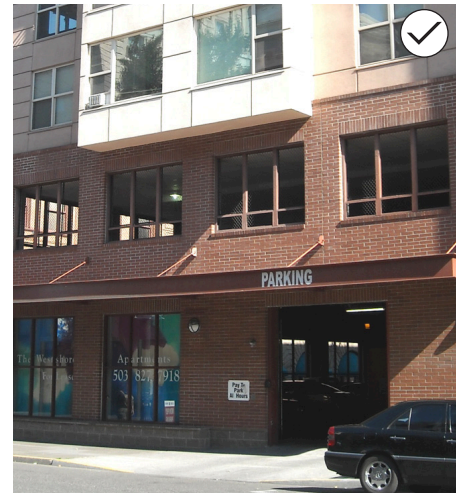
- Appropriate strategies include:
- Using building massing techniques to create projecting or recessed facade elements that emphasize storefronts or tenant entries
 - Locating architectural features to highlight storefronts or tenant entries
 - Using iconic building elements to emphasize storefronts or tenant entries
 - Incorporating building address signage into the design of the facade

2.53 Facade designs should integrate power sources for future signage lighting, whenever possible.

Structured Parking Design



31. The design standards and guidelines promote structured parking designs that are compatible with the character and quality of the overall building facade and adjacent buildings.



32. Facade areas with Visible Structured Parking shall reflect the overall pattern of openings on the building facade.

INTENT STATEMENTS

- To promote structured parking designs that are compatible with the character and quality of the overall building facade and adjacent building facades
- To minimize visual and physical impacts of parked cars on the pedestrian experience

PUD-G 19 LIMITATION ON STRUCTURED PARKING VISIBILITY

Chapter 4 of this PUD-G 19 requires that visibility of structured parking is limited.

The standards and guidelines in this section supplement Chapter 4 standards to address the design of any Visible Structured Parking.

Note that PUD-G 19 does not require a minimum number of on-site parking spaces.

DESIGN STANDARDS

2.54 Where provided, Visible Structured Parking shall be integrated into overall facade design.*

Appropriate techniques include:

- Continuing similar building materials across facade areas with Visible Structured Parking
- Continuing vertical and horizontal articulation across facade areas with Visible Structured Parking

2.55 Facade areas with Visible Structured Parking shall reflect the overall pattern of openings on the building facade.*

- Use similar opening proportions to those on the overall facade.

2.56 Align openings with those on adjacent buildings or facade areas.

2.57 Facade areas with Visible Structured Parking shall incorporate openings that reflect transparency standards for non-parking facades.

2.58 Facade areas with Visible Structured Parking shall be designed to limit the view of parked cars and angled ramps from the Public Realm

2.59 Facade areas with Visible Structured Parking shall be designed to minimize the visual

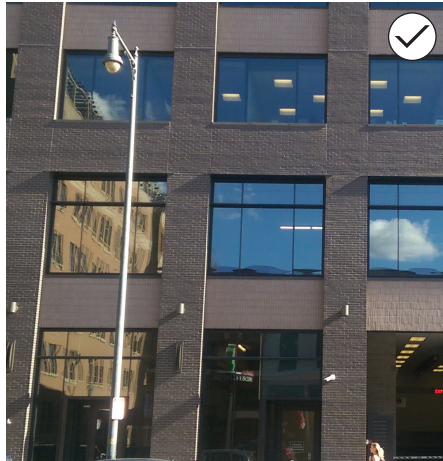
impacts of security lighting and headlights.

Appropriate techniques include:

- Use of non-transparent materials for approximately the first 36 to 48 inches of the facade to block the view of headlights
- Architectural features that block the view of ceiling and security lighting
- Use of fully-shielded LED or other lighting not exceeding approximately 6,500 lumens

**Standards 2.54 and 2.55 are not applicable to stand-alone parking structures that do not include non-parking uses on upper floors.*

Structured Parking Design (continued)



33. The facade of structured parking that is fully enclosed and ventilated should incorporate materials and finishes similar to those used on the overall facade.

DESIGN GUIDELINES

- 2.60 Street Level facade areas with Visible Structured Parking should be designed to accommodate future conversion to non-parking uses.
- 2.61 Ramped portions of structured parking should not be located on a Primary Street-facing Facade unless they are wrapped with another use.
- 2.62 Facade areas with Visible Structured Parking should be fully enclosed and ventilated whenever possible.
- 2.63 Dedicated parking spaces should be provided for car share services, whenever possible.

ARTISTIC SCREENING OF A PARKING STRUCTURE



Artistic screens may sometimes be appropriate for facade areas with Visible Structured Parking. While such screens may vary in character from the overall building facade and adjacent building facades, they may be approved on a case-by-case basis where they:

- » Are a “work of public art” as defined by Section 20-86 of the Denver Revised Municipal Code, as determined by the Zoning Administrator with input from Denver Arts and Venues
- » Limit the view of all parked cars and angled ramps from adjacent plazas, public rights-of-way, private streets and plazas or Open Space

Chapter 7. Glossary of Terms

The terms included here are defined solely for Chapter 7, Standards and Guidelines, of PUD-G 19. For terms that are not included here, refer to PUD-G 19 and the [Denver Zoning Code](#), Section 13.3 Definition of Words, Terms and Phrases as well as Section 11.12 Use Definitions.

ACTIVE USES

See [Street Level Active Uses](#) and [Highly Active Uses](#)

AMENITY ZONE

An area between the street and sidewalk that is improved with street trees, paving, street furniture or other amenities. An [Amenity Zone](#) is typically located within the [Public Right-of-Way](#).

BICYCLE CORRAL

Bicycle Corrals are an on-street bicycle parking facility that can accommodate bicycles in the same area as an on street- vehicle parking space. They work best where sidewalks are too narrow to accommodate bicycle racks and in areas with both high levels of people bicycling and demand for bicycle parking.

CEMENTITIOUS STUCCO

An exterior wall finish, usually composed of cement, sand, and lime, and applied while wet.

BICYCLE FACILITY

A lane, path, or shoulder for use by bicyclists, or a shelter/ parking facility for bicycles.

ENHANCED SETBACK

An [Enhanced Setback](#) is the space created when buildings are set back from the Primary Street Zone Lot Line, but generally still positioned within the Primary Street build-to range provided in PUD-G 19. Such setbacks should be enhanced to provide attractive and usable areas that activate the street frontage. They can range in size from modest setback areas provided by building offsets to larger patio seating or pedestrian use areas.

FACADE FACING THE LODO TRANSITION AREA

A façade facing 19th Street or Wazee Street in Subarea A defined in PUD-G 19.

FIBER CEMENT SIDING

A building material used to cover the exterior of a building. Fiber cement is a composite material made of sand, cement and cellulose fibers. Fiber Cement Siding includes HardieBoard and HardiePlank.

HIGHLY ACTIVE USES

Uses that contribute to the activation and engagement of the pedestrian experience. These uses include (but are not limited to): retail storefronts; restaurants and cafes; building lobbies and amenity areas; indoor art or recreation facilities; arts and cultural facilities. Uses that are not considered Highly Active Uses are residential units, light warehousing, mini-storage, parking spaces or parking aisles. Also see [Street Level Active Uses](#).

HUMAN SCALE

A sense of [Human Scale](#) is achieved when one can reasonably interpret the size of a building by comparing features of its design to comparable elements in one's experience.

LOW IMPACT DEVELOPMENT

Low Impact Development (LID) is stormwater management approach to address rainfall in a way which more closely mimics the natural hydrologic system at the site prior to any development.

LOWER STORY FACADE

The [Lower Story Facade](#) will generally be considered as stories 1-8 (up to 110 feet, including the [Street Level](#)) of the [Primary Street-Facing Facade](#), with everything above defined as the [Upper Story Facade](#). However, where [Upper Story Setbacks](#) are located below the eighth story, the [Lower Story Facade](#) may be considered as stories below the [Upper Story Setback](#) with everything above the setback defined as the [Upper Story Facade](#).

MASONRY

Building materials characterized by individual units laid in and bound together by mortar. [Masonry](#) materials include brick, stone and terra cotta.

OPEN SPACE

An [Open Space](#) is a type of [Enhanced Setback](#) that may extend beyond the Primary Street build-to range allowed by PUD-G 19 to provide more substantial [Street Level](#) pedestrian use areas, such as: courtyards, plazas, pocket parks, and pedestrian pathways leading into a development. A [Private Open Space](#) required in PUD-G 19 is also an [Open Space](#). See also [Private Open Space](#).

Glossary of Terms (continued)

PRIMARY STREET

A Primary Street Zone Lot Line as defined in PUD-G 19. PUD-G 19 defines 19th Street, Wazee Street, and the West Zone Lot Line as Primary Street Zone Lot Lines.

PRIMARY STREET-FACING FACADE

Any facade facing a Primary Street Zone Lot Line defined in PUD-G 19.

PRIMARY STREET UPPER STORY SETBACK

See [Upper Story Setback](#)

PRIVATE OPEN SPACE

An [Open Space](#) located on private property that is a required design element in PUD-G 19 and/or used as a build-to alternative in PUD-G 19.

PUBLIC REALM

Areas within the [Public Right-of-Way](#) (including streets and sidewalks), as well as parks, [Enhanced Setbacks](#), [Open Space](#) and connecting paths or walkways located on private property adjacent to the [Public Right-of-Way](#).

PUBLIC RIGHT-OF-WAY

The area of land owned by the municipality over which the road and sidewalk is built. The [Public Right-of-Way](#) generally includes the roadway, sidewalks, amenity zone and alley areas.

QUALITY

Refers to the use of a material that is low maintenance, will stand up to wear and tear and is appropriate for the intended use or design application.

RIGHT-OF-WAY

See [Public Right-of-Way](#)

SCALE

The perception of a building's size in relation to a human, based on proportions, scaling elements and contextually sensitive solutions to the design of the structure. Scale is one of the elements that contribute to our perception of a place's character.

STREET LEVEL

The first story or level in a building or structure, as defined by the [Denver Zoning Code](#). Note that the [Street Level](#) is considered to be part of the [Lower Story Facade](#).

STREET LEVEL ACTIVE USES

Uses that contribute to the activation and engagement of the street, as defined by Chapter 4 of this PUD-G 19. Chapter 4 PUD-G 19 requires a minimum percentage of [Street Level Active Uses](#) on a [Primary Street-facing Facade](#). Also see [Highly Active Uses](#).

UPPER STORY FACADE

The [Upper Story Facade](#) will generally be considered as the [Primary Street-facing Facade](#) on all stories above the eighth story (110 feet). However, where [Upper Story Setbacks](#) are located below the eighth story, the [Upper Story Facade](#) may begin above the [Upper Story Setbacks](#).

UPPER STORY SETBACK

A PUD-G 19-required building setback at a maximum specified height above the [Street Level](#) to provide appropriate pedestrian height, scale and massing. May also refer to other setbacks above the eighth story as described in these standards and guidelines.

VISIBLE FACADE

Any facade that is not a [Primary Street-facing Facade](#) but is visible from the [Public Realm](#) at the time of construction without significant blockage by building or site features.

VISIBLE STRUCTURED PARKING

[Visible Structured Parking](#) refers to a structured parking facade that is not wrapped with another use and is located on the [Primary Street-facing Facade](#), or is visible from the [Public Realm](#) at the time of construction without significant blockage by building or site features.

WALL MURAL

A mural is any piece of artwork or super graphic (which does not serve as an advertisement and is not a sign) painted or applied directly on a wall.

WYNKOOP PROMENADE

A publicly accessible pedestrian walkway required by PUD-G 19 that connects the 19th Street right-of-way to the 20th Street right-of-way.

CHAPTER 8. RULES OF INTERPRETATION

Subject to Chapter 9 of this PUD-G 19, whenever a section of the Denver Zoning Code is referred to in this PUD-G 19, that reference shall extend and apply to the section referred to as subsequently amended, recodified, or renumbered; provided, however, if a section of the Denver Zoning Code, as subsequently amended, recodified, or renumbered conflicts with a provision of this PUD-G 19, this PUD-G 19 shall control.

CHAPTER 9. VESTED RIGHTS

This PUD-G 19 shall be established in accordance with Denver Zoning Code Sections 9.6.1.2.C and 9.6.1.5, and vested property rights shall be created 90 days after the effective date of the ordinance approving this PUD-G 19. The property rights vested through approval of this PUD-G 19 shall remain vested for a period of 3 years and shall include the right to commence and complete development of and the right to use the site in accordance with the intent, standards, and uses set forth in the Denver Zoning Code, as amended from time to time, except as expressly modified by this PUD-G 19.

August 27, 2018

Richard A. Ninneman
HOA Board President
One Wynkoop Plaza Condominium
1735 19th Street Unit 3B
Denver, CO 80202

Dear Denver City Council members,

I am writing this letter support on behalf of the residents and the Board of Directors of One Wynkoop Plaza Condominiums, located at 1735 19th Street Denver, CO, which is on the Wynkoop walkway leading to the left field entrance of Coors Field.

We have been engaged in collaborative Dialogue on the West Lot project with the Colorado Rockies since August 2, 2017. We as a board have been pleasantly surprised at the level of cooperation between the Rockies West Lot development team and all parties directly affected by the project. They have asked our opinion and have shared their dreams, desires and plans for the West Lot. They have taken our criticism and recommendations to heart and we now see these recommendations reflected in the plans for the project. Truly a pleasant and eye opening experience.

We are also in support for the PUD and rezoning which will allow the West Lot project to move forward and adhere to the proposed construction calendar. Overall, the HOA Board of Directors and the residents of One Wynkoop Plaza are very pleased with the aesthetics and quality of the proposed building as we face some very much less attractive new construction off the north of our building looking towards Wewatta Street.

We believe that this building will enhance our property values, be a great addition to the LoDo community and provide a much needed and valuable family focused environment in Lower Downtown. Not only will this be a contributing building to this part of Lodo, but it also will help fund capital improvements for the real anchor, Coors Field, which is and will continue to be a huge public benefit because of this project.

Imagine stepping off the "A" Line from DIA, walking 3 blocks and stepping into the courtyard with all the shops, restaurants and features proposed. I personally believe that the West Lot project will quickly become, if not the top, but certainly one of the top attractions in Denver

Regards,



08/27/18

Rick Ninneman

Date

CC Elizabeth Weigle



September 4, 2018

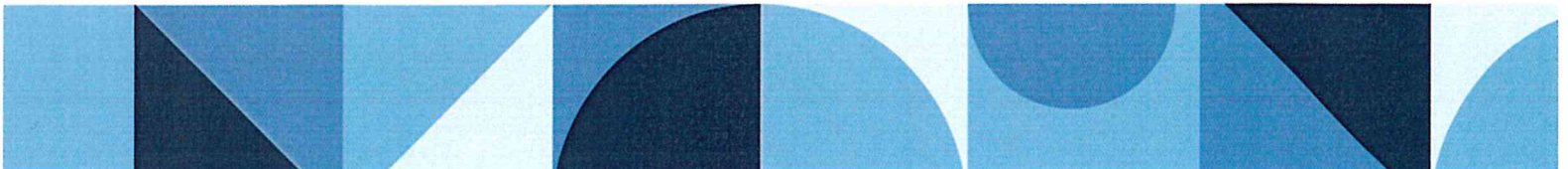
Mr. Joel Noble
Chairperson
Denver Planning Board
City and County Building, Room 389
1437 Bannock Street
Denver, Colorado 80204

Dear Mr. Noble,

On behalf of the Downtown Denver Partnership (the “Partnership”), I am writing this letter to express our support of the proposed Denver Zoning Code Official Map Amendment, Application #2017I-00156 rezoning 1901 Wazee Street from I-MX-8 UO-2 to PUD-G #19 (the “Rezoning”). We have collaborated closely with the Colorado Rockies Club, Ltd. (“Rockies”) and the City and County of Denver in the entire planning and design process for the Rezoning. The Rockies took great care to work with the Partnership and the many other neighborhood organizations, the Downtown Denver Business Improvement District, and other community members to craft a PUD that is representative of the community’s shared values. From our perspective, it was clear that the Rockies listened, and adjusted their plans based on feedback they received from the community.

The 2007 Downtown Area Plan, co-managed by the Partnership and the City and County of Denver, saw the future of the Lodo and Ballpark Districts as mixed-use hubs of housing, retail, office, and entertainment. It is very clear that the Rezoning sets the framework to realize this vision at this very important opportunity site. In addition, the Rezoning’s use of open space and design guidelines is in alignment with the goals and vision established in The Outdoor Downtown Plan, also co-managed by the Partnership and the City and County of Denver. In particular, we want to highlight and commend the following aspects of the Rezoning draft:

Opportunity Site in a Downtown Context – The 2007 Downtown Area Plan identified this parcel as an opportunity site for the Lodo district to continue to evolve and grow with new mixed-use infill housing while maintaining its historic character. The overall design and open space requirements, parking maximums, and public realm upgrades support the character of the district and will promote active, transit-supportive development, livability and sustainability in the Downtown context. In addition, the density and scale of the development will lead to a \$200 million reinvestment into the Coors Field ballpark thereby extending the community benefit well beyond the development site.



5280 Loop and Connectivity – The rezoning takes advantage of the site’s location less than one mile from Denver Union Station and along the Wynkoop Promenade and future site of the 5280 Loop by creating strong active ground floor design. The project team has worked closely with us on the design and implementation of the 5280 Loop urban trail that will wrap two sides of the site. To further connectivity, the project plans a hypotenuse connection across the site and through the open plaza providing increased pedestrian connections to the surrounding neighborhoods.

Open Space and Design Quality – The Rezoning will add to a more vibrant public realm through increased everyday activation. The 20% open space requirement will allow for flexible use of outdoor space furthering the Outdoor Downtown Recommendation 1.4 Spark Everyday Activation. It will also further Recommendation 4.3 Create Programs & Spaces Unique to Denver by creating outdoor space where the community can come together for events and celebrations. In addition, the proposed design standards and guidelines will ensure an activated public realm at a human scale to provide an overall strong sense of place.

The Partnership strongly encourages the Denver Planning Board to approve the proposed Rezoning and transmit it to City Council for final approval. We look forward to the approved Rezoning functioning as a vital step in encouraging the development of a new and unique, mixed-use hub of housing, retail, office, and entertainment in the Lodo district while offering enhanced connections to the Ballpark district celebrating the unique characters of both areas while creating a true focal-point, gathering place, and landmark for Downtown Denver.

Sincerely,



Tamara Door
President and CEO



September 4, 2018

Denver City Council
1437 Bannock St.
Denver, CO 80202

City Council Members,

On behalf of the Lower Downtown Neighborhood Association's Board of Directors, I would like to share our support for the Colorado Rockies Baseball Club's request for rezoning at the Club's West Lot as well as for the project as a whole.

The Rockies engaged our organization and a wide variety of neighborhood stakeholders more than a year ago to begin discussions about the West Lot and its future. They first convened this group to provide an early look at their initial plans, what they could do with the space on a "use by right" basis, and what they thought would create a new and noteworthy destination and gathering space in Lower Downtown (LoDo).

More importantly, they engaged stakeholders in a meaningful discussion about the project and actively sought our thoughts and feedback. When they reconvened the group a month or so after the first presentation and feedback session, they relayed what they heard from us in the previous session, demonstrated how they had integrated that feedback into the design, and then sought our reactions to the result. They repeated this process – convene, share plans, seek feedback, integrate the feedback, reconvene – multiple times over several months until they reached a design that met the Rockies' needs and reflected the feedback of neighborhood stakeholders.

We were very impressed with the manner in which they conducted this outreach, their genuine interest in our feedback as well as its potential to improve the project, and the way they integrated that feedback in meaningful ways. This is the kind of stakeholder engagement process that other development entities should seek to replicate.

Additionally, the Rockies entered into a Memorandum of Understanding/Good Neighbor Agreement with our organization and Rocky Mountain Warehouse Lofts Homeowners Association jointly. This agreement addresses neighborhood concerns around amplified sound and noise, and it ensures that tenants applying for liquor licenses in the new development will also be subject to the Agreement's terms. While the Rockies were not required to do this, they knew it was important to the neighborhood, and they made good on their commitment to be a good neighbor.

While the project is not in the Historic District, it borders the Historic District along 19th and Wazee Streets. This was an important element of our discussions, and the Rockies demonstrated their intent to reflect the character of the surrounding structures. We encourage City staff, through the guidelines and project review, to ensure that the materiality and context of the project's structures, along Wazee and 19th Streets in particular, benefit LoDo and the Historic District.

Again, we appreciate the thoughtful way in which the Rockies Baseball Club has approached this project, and on behalf of the Lower Downtown Neighborhood Association, we are pleased to lend our support.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Davis", written in a cursive style.

Andy Davis, President
Lower Downtown Neighborhood Association

Cc: Elizabeth Weigle
Emily Lapel

Feb. 1, 2018

MEMORANDUM OF UNDERSTANDING

This agreement is between and among the Lower Downtown Neighborhood Association, the Rocky Mountain Warehouse Lofts Homeowners Association (collectively, the "Neighbors") and the Colorado Rockies Baseball Club, as agent for the development entity ("Developer") to be formed for the purposes of developing the commercial property bordered by 19th Street, 20th Street, Wazee Street and the Wynkoop Walkway in Denver CO, known hereafter as the West Lot.

The parties agree that the development of the West Lot has the potential to bring a major new, successful and positive development to this part of the Lower Downtown neighborhood. The parties also acknowledge that the success of the Lower Downtown neighborhood to date has been, in part, due to achieving and maintaining a reasonable balance between the needs and opportunities of both residential and commercial interests.

In order to make the West Lot development a successful entity for both commercial and residential interests, the parties agree to the following stipulations:

1) The Developer will not permit any amplified, recorded or live music or any other similar high level sound-generating elements on the street front of any commercial or business operation on the sides of the West Lot that face 19th, between Wazee and Wynkoop; Wazee Street between 19th and 20th Streets; and that portion of the Wynkoop Walkway occupied by the corner of the office building, in between the building and the street. The Developer will incorporate such requirements into the leases or purchase agreements with any and all tenants with street side frontages on Wazee and 19th Street.

2) The Developer will not permit any amplified, recorded or live music or any other similar high level sound-generating elements on the rooftops of the office building, the hotel, and the condo complex, with one exception. The exception is the "bridge" connecting the hotel and the condo complex. Amplified noise-generating sources will be allowed on this "bridge" only in connection with private events in the adjacent two buildings. Such noise will not be unnecessarily loud, and such amplified noise generally will not occur in the late evening hours. This provision does not apply to the three-story terrace level interior to the property.

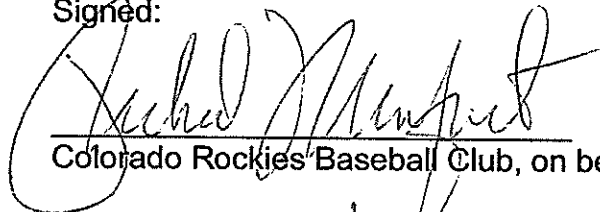
3) The parties agree that the interior courtyard will be an area that will have many types of noise-generating sources, including live entertainment, recorded background music, speeches, movies, concerts, etc. The developer intends that

these events will not be excessively loud, and with the exception of baseball game nights and other designated special events, will not create amplified noise any later than midnight, unless prior notice is provided to the Neighbors in advance.

The parties agree the Developer will incorporate the provisions of this Memorandum of Understanding into its leases or purchase agreements for any commercial uses within the property, and will require that any tenants applying for liquor licenses will comply with the provisions of this Memorandum of Understanding. Each such tenant applicant shall agree to the provisions of this Memorandum of Understanding in a separate Good Neighbor Agreement between such applicant and the Lower Downtown Neighborhood Association. Upon the execution of such Good Neighbor Agreement(s), the Neighbors agree that they will appear at the applicable liquor license hearing(s) in support of the application(s).

In exchange for the commitments by the Developer in this Memorandum of Understanding, the Neighbors agree that they will support the Developer's proposal for development of the West Lot.

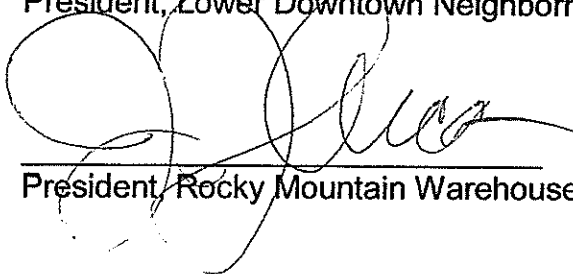
Signed:



Colorado Rockies Baseball Club, on behalf of the to-be-formed Developer entity



President, Lower Downtown Neighborhood Association



President, Rocky Mountain Warehouse Lofts Homeowners Association