



DENVER
THE MILE HIGH CITY

**Community Planning and Development
Planning Services**

201 W Colfax Ave, Dept 205
Denver, CO 80202
p: 720-865-2972
f: 720-865-3056
www.denvergov.org/planning

TO: Denver City Council
FROM: Michelle Pyle, Senior City Planner
DATE: August 22, 2014
RE: Public Hearing on August 25, 2014 for Application #2013I-00052, CB-14-0523

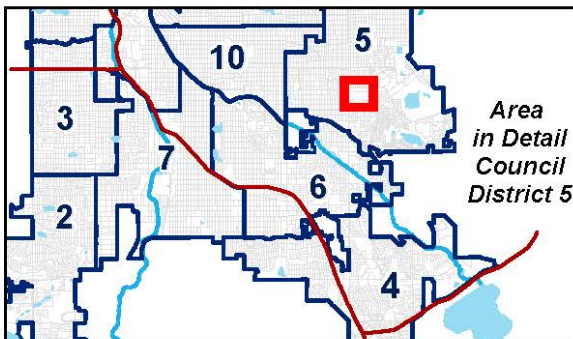
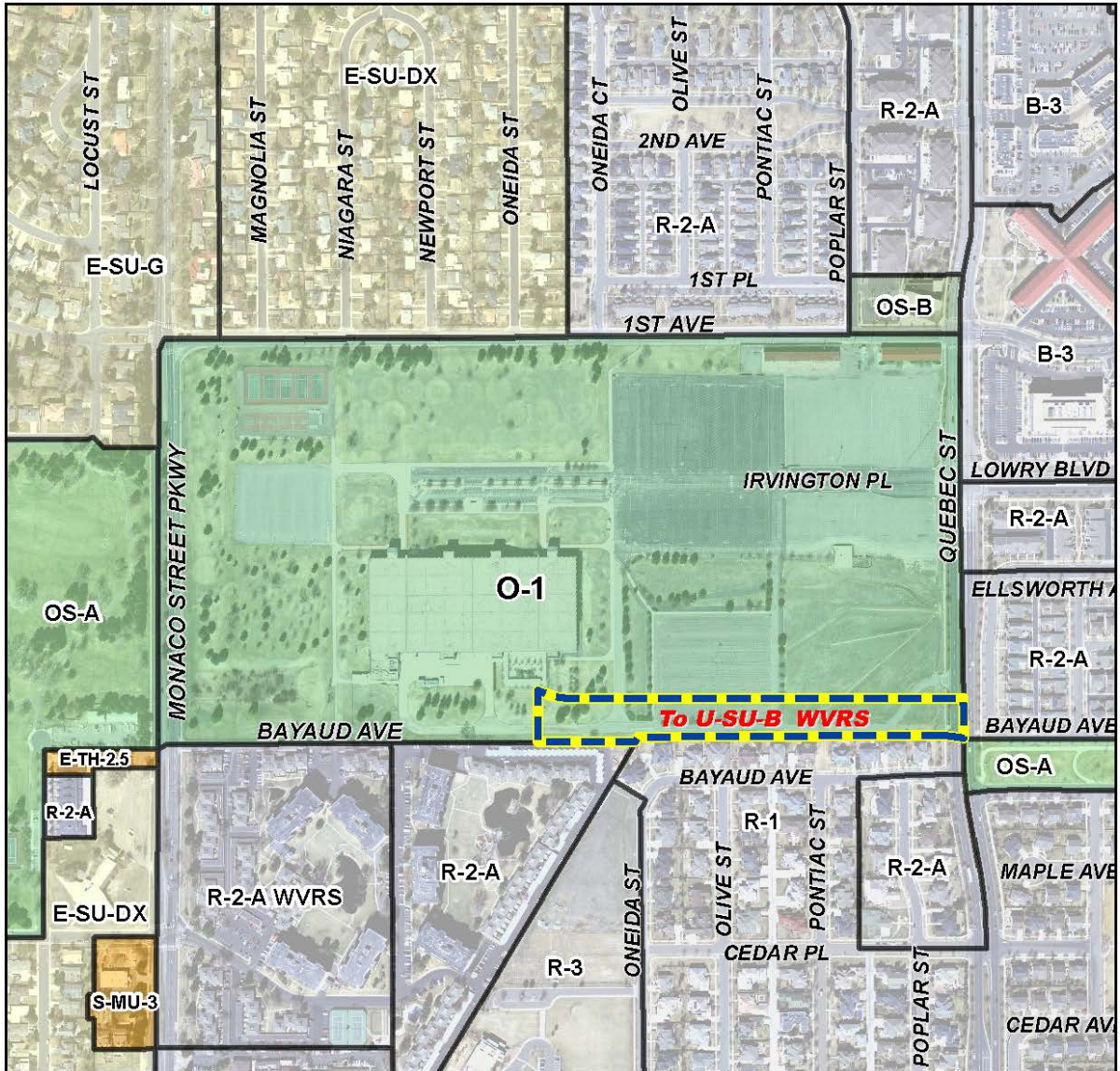
CPD Recommendation

Based on the criteria for review in the Denver Zoning Code, Staff recommends approval.

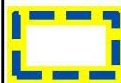
Request for Rezoning

| | |
|--------------------------------|--|
| Application: | #2013I-000052 |
| Location: | Portion of Buckley Annex located approximately at 7000-7300 Archer Place. See map below for exact boundary |
| Neighborhood/Council District: | Lowry Field / Council District #5 |
| RNOs: | Denver Neighborhood Association, Inc.; Inter-Neighborhood Cooperation; Lowry Community Master Association; Lowry United Neighbors |
| Area of Property: | Approximately 4.045 acres |
| Current Zoning: | Denver Zoning Code O-1: limited use list that include civic and public uses, limited group living, limited commercial and some industrial uses. No maximum height, except when within 175' of a protected district the height is limited to 75'. The only form standards are for setbacks. |
| Proposed Zoning: | U-SU-A with waivers: <u>U</u> rban Neighborhood Context – <u>S</u> ingle <u>U</u> nit – <u>B</u> = minimum zone lot size of 4,500 square feet - with 2 waivers |
| Property Owner(s): | Lowry Redevelopment Authority- quasi-governmental, nonprofit entity created by the cities of Denver and Aurora in 1994 to redevelop the former Lowry Air Force Base |
| Owner Representative: | Robert J. Gollick, Inc. |

Zone Map Amendment #13i-52



Application #13i-52
Location: Within Buckley Annex



Proposed Rezoning
From: O-1
To: U-SU-B WVRs



0 200 400 800
Feet

Map Date: 5/13/2014

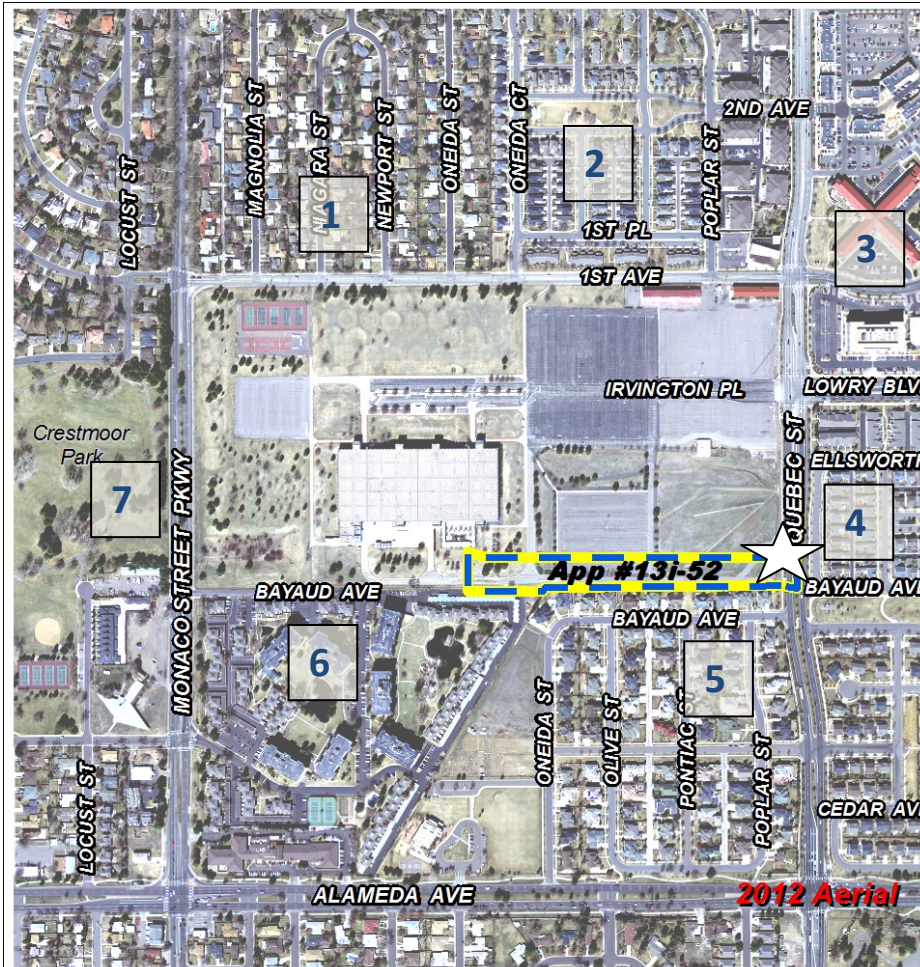
Summary Background

The subject property is part of the larger 70-acre Buckley Annex property, which was the last remaining parcel of land to be transferred by the Department of Defense to the Lowry Redevelopment Authority at the former Lowry Air Force Base. The property owner is requesting a rezoning to entitle the land for future redevelopment of this site consistent with a General Development Plan approved in 2013. The LRA will be the master developer of the site, as it has for the rest of Lowry, and will sell land to residential and commercial developers for vertical construction.

The following is a summary of the site's history.

- 1970s - 2005 - The subject property was home to the Air Reserve Personnel Center and Denver Center of the Defense Finance and Accounting Services, with some 3,000 employees.
- 1993 – Lowry Reuse Plan created and adopted by the city
- 2000 – Denver’s Comprehensive Plan 2000 adopted and Lowry Reuse Plan re-adopted as supplement by the city
- 2002 – Blueprint Denver adopted by the city
- 2005 - Department of Defense-Air Force announced closure of Buckley Annex (the subject site)
- 2008 – Buckley Annex Redevelopment Plan completed by LRA as required by the Department of Defense (not adopted by the city)
 - LRA created a conceptual Redevelopment Plan following a public planning process
 - As described in the Redevelopment Plan “The Department of Defense recognizes a local redevelopment authority as the entity responsible for creating a redevelopment plan for closed facilities before property is transferred for development. The Office of Economic Adjustment (OEA) designated the LRA to manage the public process for the redevelopment plan and ultimately deliver a plan that balances the needs of the community, the Air Force and future developers.”
 - The Redevelopment Plan was submitted to the Secretary of Defense and the Secretary of Housing and Urban Development.
 - The Redevelopment Plan provided a framework for land use and transportation including residential areas, mixed use areas, building height limitations, a new, connected street grid, and parks and open spaces.
- 2011 - Property completely vacated by the Air Force
- 2012 - Air Force completed transfer of the property to the LRA
- 2013 – Buckley Annex General Development Plan approved by the City and recorded. (Reception Number 2013077511) (Planning Board recommended approval to DRC; DRC approved GDP. DRC = Community Planning and Development, Parks and Recreation, and Public Works).

Existing Context



1- Mayfair Neighborhood, Single unit detached, 1-1.5 story



2 Lowry West Neighborhood, Single unit attached, 2 story, back of homes facing 1st Avenue



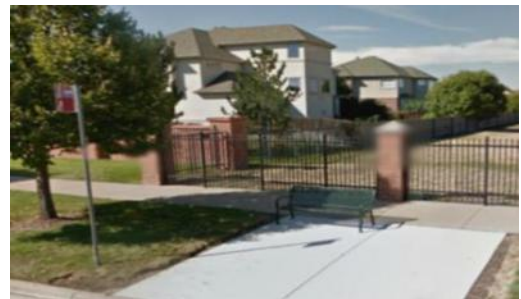
3 Lowry, Mixed use



4 Lowry Southwest, Single Unit Attached and Detached, 2.5-3 story



5- Park Heights Neighborhood, Single unit detached, 2.5-3 story, back of homes facing subject property



6 Multi-Unit, 2-3 story and 7-8 story buildings



7 Crestmoor Park



Summary of Rezoning Request

- The proposed rezoning for the site is for U-SU-B with waivers or Urban Neighborhood Context – Single Unit – minimum zone lot size of 4,500 square feet - with waivers:
 - The first waiver is to waive the right to the Urban House building form in the Denver Zoning Code (Section 5.3.3.4.A) and, instead, obligate the subject property to the “Urban House” building form table contained in this rezoning application which makes the changes as summarized in the table below.
 - The second waiver is to waive the right to Detached Garage and Other Detached Accessory Structures building forms in the Denver Zoning Code (Sections 5.3.4.5.B and C) and, instead, obligate the subject property to a single detached accessory building form titled “Detached Accessory Structures” building form table contained in this rezoning application which makes the changes as summarized in the table below.
- The exact language of each of the 2 waivers is attached to this staff report in the application.
- The following table summarizes the first and second waiver, by comparing to the standard U-SU-B:

| | U-SU-B | Proposed U-SU-B Zone District with Waivers |
|---|---------|--|
| (1) Urban House Building Form | | |
| HEIGHT | | |
| Front 65% of zone lot: Stories/Feet | 2.5/30' | 2.5/35' |
| Rear 35% of zone lot: Stories/Feet | 1/17' | 2.5'/35' |
| Bulk Plane | Yes | No bulk plane |
| SITING | | |
| Primary Street setback, without block sensitive setback | 20' | 10' |
| Rear setback with alley/no alley | 12'/20' | 5'20' |
| Building Coverage per Zone Lot (max) | 50% | No building coverage maximum |
| (2) Detached Accessory Structure | | |
| Height: Stories/Feet | 1/17' | 2/35' |
| Bulk Plane | Yes | No |
| Side Street Setback | 5' | 3' |

Other Zone Districts Considered



Lowry Southwest Neighborhood at Quebec St and Bayaud Ave

Most of the current residential Lowry neighborhood was developed under Former Chapter 59, specifically under a multi-family zone district (R-2 or R-2-A) with waivers and an administratively approved Planned Building Group. This allowed the existing single-family development to have shallow setbacks, high lot coverage, and greater height and bulk than single-family development under standard R-1 or R-2 zoning requirements. When seeking to replicate this development pattern under the Denver Zoning Code, U-SU-B with waivers was ultimately the applicant's preference, other options, described below, may have achieved similar results:

- Planned Unit Development Zoning
 - A PUD allows for more flexible zoning than what is achievable through a standard zone district and where multiple waivers or conditions can be avoided. This rezoning application includes waivers that are exclusive to form standards – they do not adjust uses, parking, general design standards, definitions or procedures. Generally, the PUD was thought to be too complex a tool than necessary for the request.
- Master Planned Neighborhood Context Zone District (M- zones):
 - Generally, the Master Planned Context zoning is for very large sites that require significant flexibility as a master developer plans for widely different land uses across the site over a long period of time. Unlike other greenfield sites in Denver, the Buckley Annex 70-acre site is guided by a very detailed land use plan that, block-by-block, specifically assigns detailed land uses, heights, and urban design goals. In contrast, most Master Planned Context areas are planned and then zoned for a wide range of lands uses, such as single-family neighborhoods, commercial nodes, and town centers, in order to respond to changes in market demand over time. In

addition, current “M” mixed-use zone districts do not ensure an urban form, which is specifically envisioned by the Buckley Annex GDP.

- The only “M” residential zone district is the M-RH-3 or Row House-3 story maximum height. This zone district would have also required waivers to eliminate multi-family uses, higher intensity civic/public uses, and certain building forms such as the row house building form that are not anticipated in the Buckley Annex GDP. Additionally, having a zone district designation that does not represent the actual building form and uses available seemed counterintuitive.
- Other neighborhood context SU zone districts, such as Suburban or Urban Edge zones, with the same list of waivers:
 - The other two neighborhood contexts that have single unit zone districts are the Suburban and Urban Edge Neighborhood Contexts. Given the framework established within the Buckley Annex GDP for detached sidewalks, alleys, and extensive pedestrian and bicycle networks, these neighborhood context zones were comparably deficient in encouraging this more urban framework.
- Design or Conservation Overlay Zone District is another tool that can refine a standard zone district. For example, the Curtis Park Conservation Overlay Zone District allows new, infill development of certain structures to exceed the otherwise applicable maximum building coverage. This overlay zone was created purposefully to acknowledge the existing and desirable pattern that adopted plans clearly state is preferred within the established neighborhood context of Curtis Park.

Waivers to a New Code District – Implications:

Waivers are enabled by Section 12.4.10.6 of the Denver Zoning Code and allow for an applicant to waive certain rights or obligations under the proposed zone district. This application requested such waivers.

- This application allows consideration what future additions may be needed for the Denver Zoning Code. Specifically, where there are Areas of Change combined with plan recommendations for lower-intensity residential land uses such as single-unit or duplex, how can a higher urban form be achieved? CPD considers this application a case study within a larger effort to research and understand whether other parts of Denver have this condition and may need this same type of zoning.
- It is important to note that the variations in building height, setback, and bulk requested in the subject waivers are achievable under the Denver Zoning Code but only when there is an existing neighborhood pattern that the new infill development is trying to imitate (typically, development that occurred pre-1956). For example:
 - The “Primary Street Block Sensitive Setback” allows “by-right” a less than 20’ primary street setback when a smaller setback is the existing pattern on the block.
 - “Administrative Adjustments” may be granted to increase building height and bulk to allow new development to be more compatible with the existing built pattern on the block.

Summary of City Review

As part of the DZC review process, the rezoning application is reviewed by CPD and referred to potentially affected city agencies and departments for comment. The first review by CPD suggested a few minor refinements and included the more substantive comment addressing the proposed parking waivers, which would have required parking spaces for single-family uses, a requirement which does not exist in the Denver Zoning Code. The applicant submitted a revised application that reflected these comments and which eliminated the proposed parking waivers.

A summary of agency referral responses follows:

Asset Management: Approve – No comments

Denver Fire Department: Approve Rezoning Only

Public Works – City Surveyor: Approve – No comments

Parks & Recreation: Approve - No comment

Development Services – Project Coordination: Approve Rezoning Only - Will require additional information at Site Plan Review

Development Services – Transportation: Approve Rezoning Only - Will require additional information at Site Plan Review

Development Services – Wastewater: Approve. There is no objection to the rezone, however applicant should be under notice that the Public Works will not approve any development of this property without assurance that there is sufficient sanitary and storm sewer capacity. A sanitary study and drainage study may be necessary. These studies may results in a requirement for the developer to install major infrastructure improvements or a limit to development if current infrastructure is insufficient. Also, development area must comply with Lowry Master Plan or detention/water quality will be required.

Public Review Process

Several notices are sent to registered neighborhood organizations throughout the rezoning process. The following summarizes public input received, as well as the specific dates notice has been or will be sent:

- Public Input Received
 - 24 **in support** of this application
 - 2 **opposed:**
 - One requests 2 parking spaces per dwelling unit
 - Not against zone changes if adequate parking is provided; people of Denver are extremely automobile oriented; almost every household has at least two automobiles
- First Notice on April 10, 2014: CPD staff provided Informational notice of the rezoning application to affected members of City Council and registered neighborhood organizations, according to Section 12.3.4.5.A.1 of the Denver Zoning Code.
- Second Notice for Planning Board Public Hearing: The property was legally posted for a period of 15 days announcing the June 4, 2014 Denver Planning Board public hearing, and written notification of the hearing was sent to all affected registered neighborhood organizations and City Council members. The June 4th public hearing was held, one person testified in support of the rezoning, and the Planning Board unanimously (10-0) recommended to the City Council approval of the proposed rezoning application.
- Third Notice on June 10, 2014, for the June 24, 2014 LUTI meeting: The rezoning application has been referred to the Land Use, Transportation and Infrastructure Committee of the City Council

for review. LUTl is a public meeting and the Committee referred the application to the full City Council for action at a public hearing..

- Fourth and Final Notice for the August 25, 2014, City Council Public Hearing: Following LUTl committee review, the rezoning application was referred to the full City Council for final action after a public hearing on second reading. The property was legally posted for a period of 21 days announcing the August 25, 2014 City Council public hearing, and written notification of the hearing was sent to all affected registered neighborhood organizations and City Council members.

Criteria for Review / Staff Evaluation

The criteria for review of this rezoning application are as follows:

(a) DZC Section 12.4.12.15 “The City Council may approve an official map amendment (rezoning) application for property located within an approved GDP area, taking into consideration the approved GDP.”

(b) DZC Section 12.4.10.13

1. Consistency with Adopted Plans
2. Uniformity of District Regulations and Restrictions
3. Public Health, Safety and General Welfare

(c) DZC Section 12.4.10.14

1. Justifying Circumstances (also referenced in Section 12.4.10.1)
2. Consistency with Neighborhood Context Description, Zone District Purpose and Intent Statements

(a) **DZC Section 12.4.12.15** “The City Council may approve an official map amendment (rezoning) application for property located within an approved GDP area, taking into consideration the approved GDP.”

Buckley Annex General Development Plan – 2013

In 2013, the City approved a general development plan for the entire 70-acre site known as Buckley Annex. The subject property for this rezoning application is within the Community Park South Residential subarea. This subarea states:

Community Park South Residential:

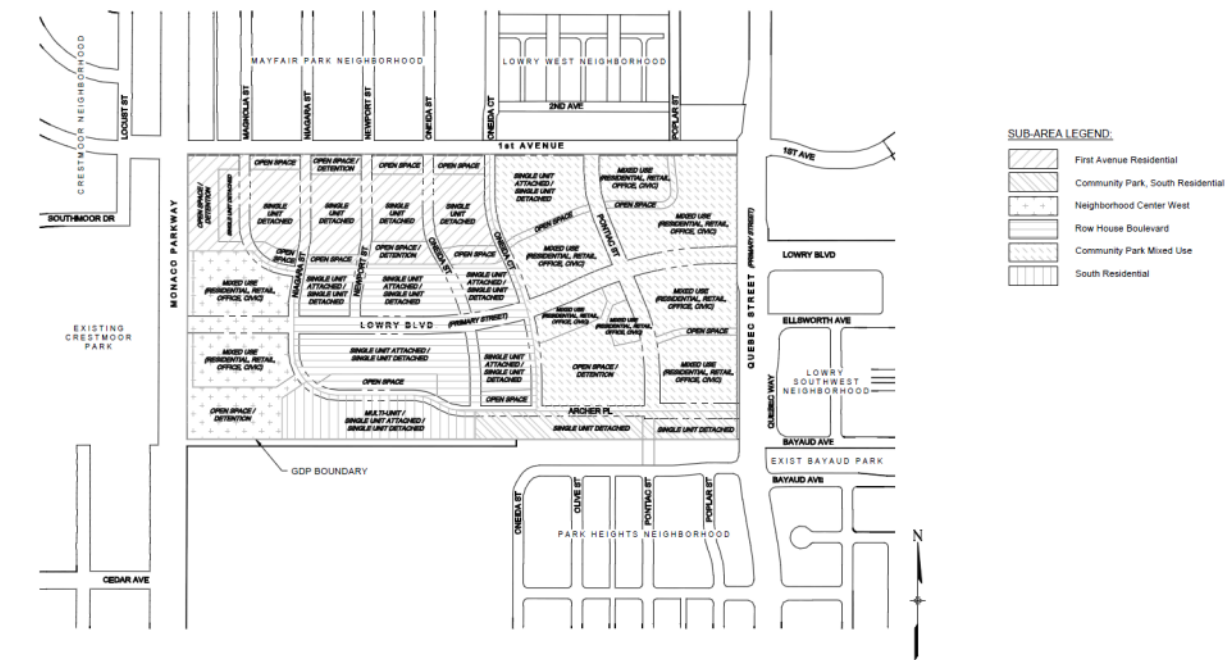
Intent: Abutting the Park Heights Neighborhood, lower density residential will be utilized to provide a buffer between the neighborhood and the mixed-use development to the north. The Community Park South subarea presents an opportunity for single family detached homes to enjoy a prime location on the community park and serve as a transition to the existing Park Heights Neighborhood to the south. This subarea also provides a pedestrian connection that directly links the Park Heights Neighborhood to the community park.

Land Use: Single unit detached.

Height: Maximum 2.5 stories.

Urban Design:

- Vehicular access from the street.
- Street facing garages shall not be allowed along Oneida Court, but may be allowed along Archer Place, and they must be set back from the front of the house. Accessory dwelling units are permitted on set back detached garages.



The proposed rezoning is consistent with this subarea intent language. The U-SU-B with waivers provides a land use of single unit detached house and a height maximum of 2.5 stories.

(b) DZC Section 12.4.10.13

1. Consistency with Adopted Plans

The following adopted plans apply to this property:

- Denver Comprehensive Plan 2000
- Lowry Reuse Plan (1993, re-adopted 2000)
- Blueprint Denver (2002)

Denver Comprehensive Plan 2000

This rezoning is consistent with many Denver Comprehensive Plan strategies, including:

- Environmental Sustainability chapter, Strategy 2-F: *Conserve land by promoting infill development with Denver at sites where services and infrastructure are already in place.*
- Land Use chapter, Strategy 1-H: *Encourage development of housing that meets the increasingly diverse needs of Denver's present and future residents in the Citywide Land Use and Transportation Plan.*
- Land Use chapter, strategy 3-B: *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.*
- Denver's Legacies chapter, Strategy 4-A: *Preserve, enhance and extend the pattern and character of the primary street system, including the prevailing grid, interconnected parkways, detached sidewalks and tree lawns.*
- Neighborhoods chapter, Strategy 1-E: *Modify land-use regulations to ensure flexibility to accommodate changing demographics and lifestyles. Allow, and in some places encourage, a diverse mix of housing types and affordable units, essential services, recreation, business and employment, home-based businesses, schools, transportation and open space networks.*

The proposed rezoning within the Urban Neighborhood Context reinforces the street pattern goals. The proposed zoning will enable residential housing types to meet needs of Denver's present and future residents. Additionally, the waivers, which allow more gross floor area but do not increase overall densities, accommodate changing demographics and lifestyles, such as families.

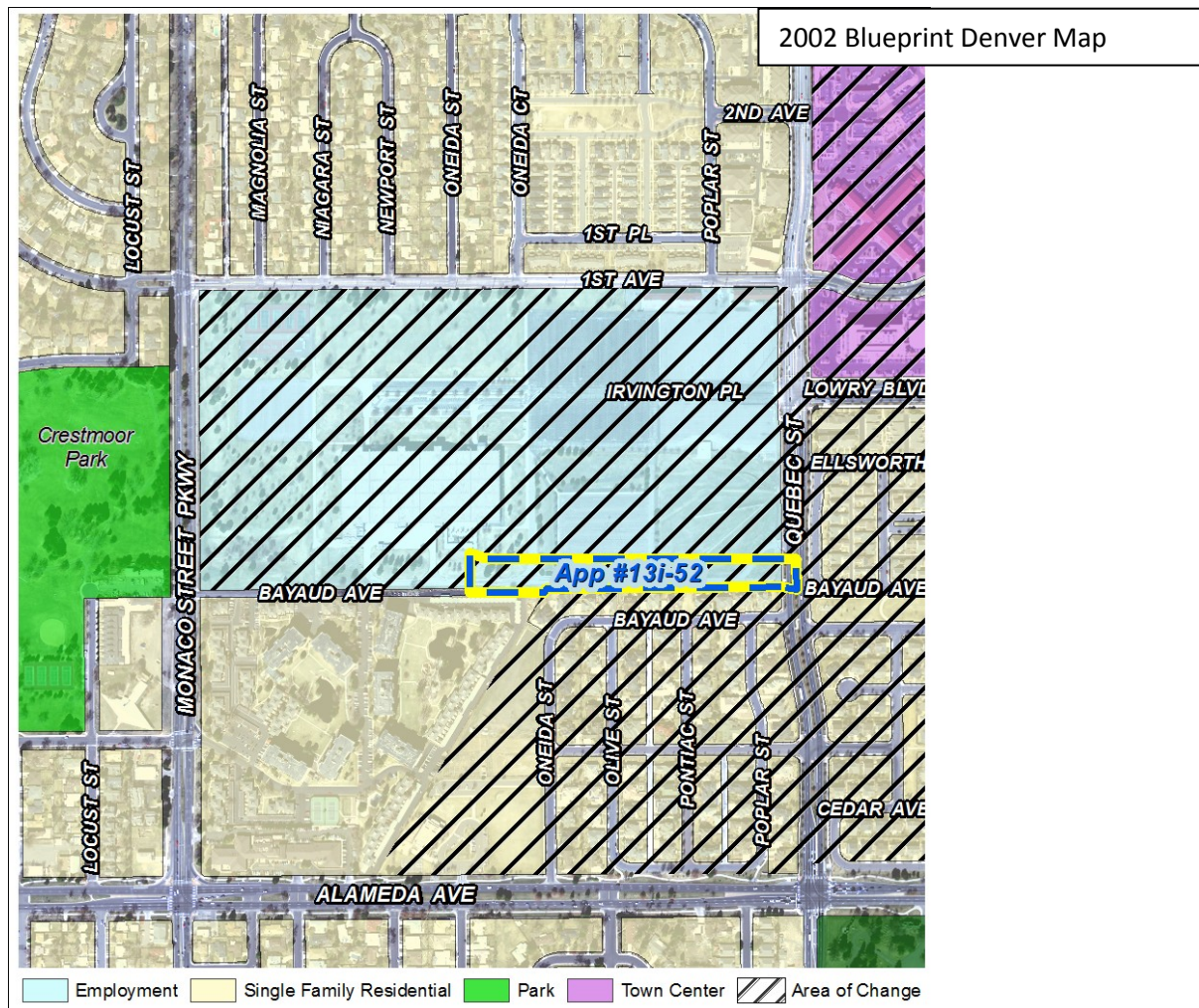
The Lowry Reuse Plan – 1993, 2000

The Lowry Reuse Plan adopted in 1993 did not anticipate any change in use to the subject property from the Air Force uses. It specifically stated in its "Planning Assumptions" that "The Defense Finance Accounting Service and Air Reserve Personnel Center (DFAS/ARPC) and the 21st Space Command Squadron will continue to operate in cantonment facilities at Lowry after closure." (Page 3-1) However, in 2005, the Air Force announced that it would be closing these facilities. Since the Lowry Reuse Plan did not anticipate any uses other than Air Force uses, it is not applicable to the changed circumstances now present at the site.

Blueprint Denver – 2002

The proposed rezoning is consistent with Blueprint Denver.

According to the 2002 Plan Map adopted in Blueprint Denver, this site is designated an Area of Change and has a future concept land use of Employment. As to the Employment land use concept, the Plan was adopted prior to the closure of the Air Force uses and therefore is of limited applicability.



Blueprint Denver Area of Change

The subject site is designated as an Area of Change. In general, the goal for Areas of Change is to channel growth where it will be beneficial and can best improve access to jobs, housing and services with fewer and shorter auto trips. Areas of Change provide Denver with the opportunity to focus growth in a way that benefits the city as a whole. (Page 127).

Additionally, Blueprint Denver plan text identifies specific goals for Lowry as an Area of Change (Page 22). Specifically, it describes that these large vacant development sites offer "... the potential to create new neighborhoods that embody the best characteristics of Denver's traditional residential areas."

Blueprint Denver also proposes strategies for Areas of Change, including 'addressing edges between Areas of Stability and Areas of Change' and addressing 'compatibility between existing and new development' (Page 23).

The proposed rezoning is consistent with these Area of Change planning goals because the U-SU-B with waivers zone district encourages the development of housing that includes characteristics of Denver's traditional neighborhoods and provides a necessary transition to the adjacent planned Areas of Stability. The waivers allow for development patterns similar to what would be allowed for existing established neighborhoods through special provisions described on page 3 of this report in the section "Waivers to New Code District – Implications."

Blueprint Denver Future Land Use - Employment

The subject site has a future land use concept of Employment. This land use concept describes a need for special attention to design, screening and buffering is necessary when near districts that include residential uses. (Page 39). Subsequent rezoning applications for other parts of Buckley Annex will focus on the Employment recommendation and in accordance with the approved Buckley Annex GDP.

The proposed U-SU-B with waivers rezoning provides special attention to design, specifically by providing a land use and building height transition from adjacent established single-family Areas of Stability to the subject property. This provides for a compatible infill plan that responds to adjacent neighborhoods.

Blueprint Denver Street Classifications

Blueprint Denver also provides street classifications. Monaco Parkway is a Residential Arterial street. Arterials typically provide a high degree of mobility and generally serve longer vehicle trips. Residential Arterials balance transportation choices with land access, without sacrificing auto mobility. 1st Avenue is a Residential Collector street. Collectors are designed to provide a greater balance between mobility and land access within residential areas. Residential Collectors are designed to emphasize walking, bicycling and land access over automobile mobility.

Rezoning to a residential zone district like the proposed U-SU-B with waivers is consistent with the residential characteristics of these street classifications.

2. Uniformity of District Regulations and Restrictions

Because the proposed zoning is U-SU-B with waivers it is a unique zone district and is therefore uniform with itself.

3. Public Health, Safety and General Welfare

The proposed rezoning furthers the public health, safety, and general welfare of the City primarily through implementation of the City's adopted land use plan and the Buckley Annex General Development Plan.

(c) DZC Section 12.4.10.14

1. Justifying Circumstance

Denver Zoning Code Section 12.4.10.14.A.4 states a rezoning may be justified when the land or its surrounding environs has changed or is changing to such a degree that it is in the public interest to encourage a redevelopment of the area or to recognize the changed character of the area.

The change or changing condition in this case is the closure of the Air Force facilities at Buckley Annex in 2011, and the subsequent sale of the property by the Department of Defense-Air Force to the Lowry Redevelopment Authority ("LRA") in 2012. Recommendations in Comprehensive Plan 2000, Blueprint Denver, and the Buckley Annex General Development Plan provide policy support for a substantial public interest in encouraging redevelopment of the area to meet citywide planning goals for Areas of Change, as well as to meet more specific planning goals for the Buckley Annex adopted after its sale to the LRA.

2. Consistency with Neighborhood Context Description, Zone District Purpose and Intent Statements

Neighborhood Context: The requested U-SU-B with waivers zone district is within the Urban Neighborhood Context. This neighborhood context is characterized by single-unit and two-unit residential uses located along local and residential arterial streets. It consists of a regular pattern of orthogonal block shapes, detached sidewalks, and the presences of alleys. Residential buildings have consistent orientation and setbacks. There is a balance of pedestrian, bicycle and vehicle reliance with a greater access to the multi-modal transportation system.

Zone District General Purpose: Residential zone districts within this neighborhood context recognize common residential characteristics but accommodate variation; reinforce desired development patterns in existing neighborhoods while accommodating reinvestment; and provide standards for two and a half story urban house forms, consistent lot sizes with medium to high lot coverage and consistent front and side yards.

Zone District Specific Intent: Specifically, U-SU-B allows urban houses on zone lots 4,500 square feet and more. This district allows shallow setbacks and high lot coverage.

The proposed rezoning is consistent with the above intent language. The base U-SU-B zone district provides a land use and building form that recognizes common residential characteristics, such as 2.5 stories and a minimum lot size of 4,500 square feet. The proposed waivers allow for shallow front setbacks, high lot coverage, and no bulk plane, which accommodates variation and reinvestment. These waivers reflect patterns in other established neighborhoods that were built pre-zoning codes or under Former Chapter 59 multi-family zoning with waivers and planned building groups (see page 3).

Additionally, the requested zoning implements the neighborhood context vision for streets, blocks, alleys and sidewalks as set forth in the Buckley Annex GDP.

CPD Recommendation

Based on the analysis set forth above, CPD staff finds that the application meets the requisite review criteria. Accordingly, staff recommends *approval*.

Planning Board Recommendation

The Planning Board unanimously (9-0) recommended to the City Council approval of the proposed rezoning application.

Attachments

1. Application
2. Public comments received

Zone Map Amendment (Rezoning) - Application

1/26/12

| PROPERTY OWNER INFORMATION* | | PROPERTY OWNER(S) REPRESENTATIVE** | |
|--|--|--|--------------------------|
| <input type="checkbox"/> CHECK IF POINT OF CONTACT FOR APPLICATION | | <input checked="" type="checkbox"/> CHECK IF POINT OF CONTACT FOR APPLICATION | |
| Property Owner Name | Lowry Economic Redevelopment Authority (LRA) | Representative Name | Robert J. Gollick, Inc. |
| Address | 7290 East 1st Avenue | Address | 609 South Gaylord Street |
| City, State, Zip | Denver, Colorado 80230 | City, State, Zip | Denver, Colorado 80209 |
| Telephone | 303 343-0276 | Telephone | 303 722-8771 |
| Email | Monty.Force@lowryredevelopment.org | Email | bgollick@comcast.net |
| <p>*If More Than One Property Owner: All standard zone map amendment applications shall be initiated by all the owners of at least 51% of the total area of the zone lots subject to the rezoning application, or their representatives authorized in writing to do so. See page 3.</p> | | <p>**Property owner shall provide a written letter authorizing the representative to act on his/her behalf.</p> | |
| <p>Please attach Proof of Ownership acceptable to the Manager for each property owner signing the application, 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.</p> | | | |
| SUBJECT PROPERTY INFORMATION | | | |
| Location (address and/or boundary description): | Approximately 7000 – 7300 proposed Archer Place (Community Park South residential) | | |
| Assessor's Parcel Numbers: | Portions of: 0608400023000 | | |
| Legal Description: (Can be submitted as an attachment. If metes & bounds, a map is required.) | See Exhibit "D":Legal Description | | |
| Area in Acres or Square Feet: | 3.766± acres or 164,065± square feet | | |
| Current Zone District(s): | O-1 | | |
| PROPOSAL | | | |
| Proposed Zone District: | U-SU-B with Waivers (20013I-00052) 3.9.14 | | |

REVIEW CRITERIA

| | |
|---|---|
| <p>General Review Criteria: The proposal must comply with all of the general review criteria</p> <p>DZC Sec. 12.4.10.13</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</p> <p>DZC Sec. 12.4.10.14</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> |

ATTACHMENTS

Please check any attachments provided with this application:

- ☒ Authorization for Representative
- ☒ Proof of Ownership Document(s)
- ☒ Legal Description
- ☒ Review Criteria

Please list any additional attachments:

Please Refer to the Addendum Pages for all Exhibits
 Exhibit "A": Proposed Waivers for Parcel "A" (DRMC 12.4.10.12)
 Exhibit "B": Description of Consistency with Adopted City Plans (DRMC 12.4.10.13(A, B & C))
 Exhibit "C": Description of Justifying Circumstances and Neighborhood Context (DRMC 12.4.10.14(A & B))
 Exhibit "D": Legal Descriptions and Graphic Exhibits
 Exhibit "E": Letter of Authorization for Robert J. Gollick, Inc. to act as Representative
 Exhibit "F": Summary of Neighborhood Outreach Program
 Note: Proof of Ownership (Deed Submitted Separately)



DENVER
THE MILE HIGH CITY

COMMUNITY PLANNING & DEVELOPMENT

CUSTOMER GUIDE

Appendix Page 3

PROPERTY OWNER OR PROPERTY OWNER(S) REPRESENTATIVE CERTIFICATION/PETITION

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 of the Zone Lots 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% | John Alan Smith Josie Q. Smith | 01/01/12 | (A) | NO |
| Lowry Economic Redevelopment Authority (LRA) | 7290 East 1st Avenue Denver, Colorado 80230 303 343-0276 Monty.Force@lowryredevelopment.org | 100% | Montgomery Co. Force | 3/28/14 | A | Yes |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

www.denvergov.org/rezoning



June 4, 2014

Addendum Pages to the proposed Official Zone Map Amendment for Boulevard One at Lowry formerly known, and referenced on the adopted GDP, as The Buckley Annex. The Buckley Annex GDP establishes six distinct sub-areas. This proposed map amendment is for the Community Park South Residential sub-area.

Community Park South Residential

Approximately 7000 – 7300 proposed Archer Place

(Southwest intersection of Quebec Street and proposed Archer Place, See the location graphic below)

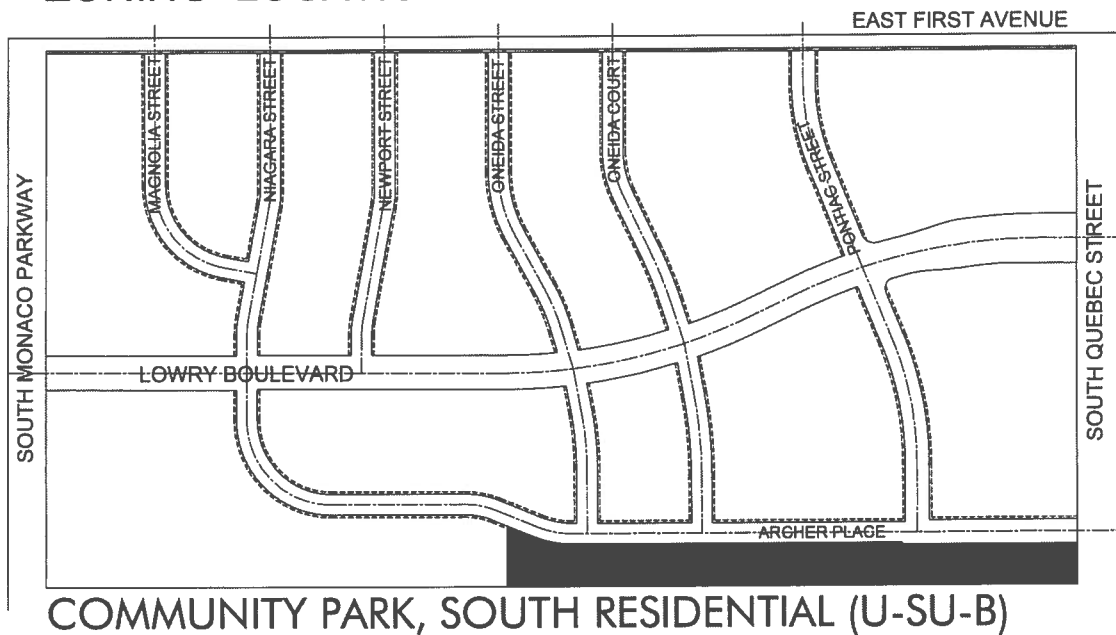
Application No. 2013I-00052

Current Zoning: O-1

Proposed Zoning: U-SU-B with waivers

Site Size: 3.766± acres or 164,065± square feet

ZONING LOCATION EXHIBIT



Property Owner

Lowry Economic Redevelopment Authority

7290 East First Avenue
Denver, Colorado 80230

Authorized Representative:

Robert J. Gollick, Inc.
609 South Gaylord Street
Denver, Colorado 80209

303 722-8771

bgollick@comcast.net

Included as part of this addendum are the following documents:

Exhibit "A": Proposed Waivers

Exhibit "B": Description of Consistency with the following adopted City plans

- Comprehensive Plan 2000
- Blueprint Denver
- Approved Buckley Annex General Development Plan (GDP)

Exhibit "C": Description of Justifying Circumstances

- Neighborhood Context and Effect of Rezoning

Exhibit "D": Legal Description and Graphic Exhibit

Exhibit "E": Letter of Authorization

Exhibit "F": Summary of Neighborhood Outreach Program

Note: Proof of Ownership (Deed Submitted Separately)

Exhibit "A": Proposed Waivers

Per Section 12.3.3.3.B (Application Contents, B. Submittal Waivers) and Section 12.4.10.6 (Waivers of Rights and Obligations and Approval of Reasonable Conditions) of the Denver Zoning Code, we, the undersigned owner of the property under application for the rezoning referenced herein, do hereby waive certain rights or obligations of the Denver Zoning Code and instead shall comply with the waivers contained herein, on pages 3 through 5 of this application.

These waivers are submitted at the request of Karen Aviles of the Denver City Attorney's office for ordinance purposes and reflect only format changes from the original application for a Zone Map Amendment submitted by Applicant on March 28, 2014 and are non-substantive changes.

These waivers shall apply to all our successors and assigns.

Agreed to by:.....



Montgomery Force, Executive Director
Lowry Economic Redevelopment Authority

U-SU-B with waivers:

1. Section 5.3.3.4.A Urban House of the Denver Zoning Code is hereby waived and, instead the "Urban House" building form table contained in this rezoning application is applicable.
2. Sections 5.3.4.5.B (Detached Garage) and C (Other Detached Accessory Structures) building forms in the Denver Zoning Code are hereby waived, and instead the single "Detached Accessory Structures" building form table contained in this rezoning application is applicable.

WAIVER 1.

URBAN HOUSE

| HEIGHT | | U-SU-B with waivers |
|---|--|---|
| Stories (max) | | 2.5 |
| Feet (max) | | 35' |
| Bulk Plane | | na |
| SITING | | U-SU-B with waivers |
| ZONE LOT | | |
| Zone Lot Size (min) | | 4,500 ft ² |
| Zone Lot Width (min) | | 35' |
| SETBACKS AND BUILDING COVERAGE | | |
| Primary Street (min) | | 10' |
| Side Street (min) | | 3' |
| Side Interior (min) | | 3' |
| Rear, alley/no alley (min) | | 5' / 20' |
| Building Coverage (max) | | na |
| PARKING BY ZONE LOT WIDTH | | All Zone Lot Widths |
| Parking and Drive Lot Coverage in Primary Street | | 2 Spaces |
| Setback (max) | | and 320 ft ² |
| Vehicle Access | From alley; or Street access allowed when no alley present (See Denver Zoning Code Sec. 5.3.7.6) | |
| DETACHED ACCESSORY STRUCTURES | | See Waiver 2 |
| DESIGN ELEMENTS | | U-SU-B with waivers |
| BUILDING CONFIGURATION | | |
| Attached Garage Allowed | | See Waiver 2 |
| Primary Street Facing Attached Garage Door Width in first 50% of lot depth (max) | | 35% of the entire width of the Primary Street facing facade of the primary structure or 16', whichever is greater |
| GROUND STORY ACTIVATION | | |
| Pedestrian Access, Primary Street | | Entry Feature |
| USES | | U-SU-B with waivers |
| Primary Uses shall be limited to Single Unit Dwelling and allowable Group Living and Nonresidential uses. See Division 5.4 Uses and Parking | | |

See Denver Zoning Code Sections 5.3.5 - 5.3.7 for Supplemental Design Standards, Design Standard Alternatives and Design Standard Exceptions

WAIVER 2.

DETACHED ACCESSORY STRUCTURES

| HEIGHT | | U-SU-B with waivers |
|--|--|----------------------------|
| Stories (max) | | 2 |
| Feet (max) | | 35' |
| Bulk Plane | | na |
| SITING | | U-SU-B with waivers |
| SETBACKS | | |
| Setback from Primary Street Facing Facade of Primary Structure (min) | | 10' |
| Side Street (min) | | 3' |
| Side Interior (min) | | 0' |
| Rear, no alley (min) | | 5' |
| Rear, alley, where garage doors face alley (min) | | 5' |
| Rear, alley, where garage doors do not face alley* (min) | | 0' |
| Vehicle Access | From alley; or Street access allowed when no alley present See Denver Zoning Code Sec. 5.3.7.6 for exceptions | |
| DESIGN ELEMENTS | | U-SU-B with waivers |
| BUILDING CONFIGURATION | | |
| Additional Standards | See Denver Zoning Code Section 5.3.4.3 | |
| Building Footprint (max) | | 1,000 ft ² |
| Horizontal Dimension (max) | | 36' |
| Allowed Number of Primary Street Facing Vehicular Access Doors in the front 50% of the lot depth (max) | | 3 |
| Cumulative Width of All Primary Street Facing Vehicular Access Doors in the front 50% of the lot depth (max) | | 28' |
| See Denver Zoning Code Sections 5.3.5 - 5.3.7 for Supplemental Design Standards, Design Standard Alternatives and Design Standard Exceptions | | |
| USES | | U-SU-B with waivers |
| Accessory Uses Only, excluding accessory dwelling unit where permitted. Division 5.4 for permitted Accessory Uses. | | |

Setbacks less than 5' may be subject to more restrictive building and fire code review and/or Public Works standards

Exhibit "B": Description of Consistency with Adopted City Plans

REVIEW CRITERIA

The proposed map amendment is consistent with the following three adopted plans.

- 1. Denver Comprehensive Plan 2000,**
- 2. Blueprint Denver, and**
- 3. Buckley Annex General Development Plan (GDP).**

Review Criteria 1. Denver Comprehensive Plan 2000

Note: Italicized text following a strategy or objective is used to detail how the proposed map amendment meets that Plan goal.

Land Use Chapter

Objective 1: Citywide Land Use and Transportation Plan

Balance and coordinate Denver's mix of land uses to sustain a healthy economy, support the use of alternative transportation, and enhance the quality of life in the city.

Strategy 1-B: Ensure that the *Citywide Land Use and Transportation Plan* reinforces the city's character by building on a legacy of **high-quality urban design and stable, attractive neighborhoods**; encouraging preservation of historic buildings, districts and landscapes; and maintaining the integrity of the street grid, parks, parkways, and open space system.

Note: Boulevard One connects the proposed streets with the existing local street system preserving the integrity of the grid system. Additionally, Boulevard One has an extensive open space network that will enhance the quality of life for the area residents.

Strategy 1-C: Incorporate relevant recommendations from neighborhood, corridor and area plans that are supplements to Plan 2000. Examples are the plans for Stapleton, **Lowry**, Gateway, Federal Boulevard, Central Platte Valley and the Golden Triangle.

Note: Boulevard One meets the recommendations and guidelines that have been adopted in the Buckley Annex GDP.

Objective 3: Residential Neighborhoods and Business Centers

Preserve and enhance the individuality, diversity and livability of Denver's neighborhoods and expand the vitality of Denver's business centers.

Strategy 3-A Complete neighborhood and **area plans** for parts of Denver where development or redevelopment is likely or desirable.

A GDP was developed by the Lowry Redevelopment Authority and adopted by the City in 2013.

Strategy 3-B: 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.

The Boulevard One Design Guidelines assure that future development will be compatible with the quality and character of the surrounding neighborhoods. Bike paths, walking paths and parks are incorporated into Boulevard One to provide the amenities the surrounding neighborhoods already enjoy.

Objective 4: Land Use and Transportation

Ensure that Denver's Citywide Land Use and Transportation Plan and regulatory system support the development of a clean, efficient and innovative transportation system that meets Denver's future economic and mobility needs.

Strategy 4-A: 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.

The theme of Lowry has always been "Live, Work and Play". This concept is incorporated into the Boulevard One neighborhood by providing a true mixed-use environment where residents will be able to live near work opportunities as well as recreation amenities. This will reduce the need for travel. Boulevard One residents will benefit from the six existing RTD bus stops around the site. The inclusion of additional residential units will support RTD rider patronage.

Strategy 4-B: Ensure that land use policies and decisions support a variety of mobility choices, including light rail, buses, paratransit, walking and bicycling, as well as convenient access for people with disabilities.

Bike paths, walking paths along with nearby RTD transit is available through out the Boulevard One area.

Mobility Chapter

Explore and then use a wide variety of mechanisms to reduce the number of vehicle miles traveled, especially at peak times.

Objective 4: Changing Travel Behavior

Strategy 4-E: Continue to promote mixed-use development, which enables people to live near work, retail and services.

Boulevard One will develop into a true mixed-use neighborhood where residents will be able to live near work opportunities as well as recreation amenities. This will reduce the need for travel.

Legacies Chapter

Opportunity: New development: Development plans for **Lowry**, Stapleton, the Central Platte Valley and the DIA/Gateway area can extend the quality and character of Denver's historic urban design features.

Objective 2 New Development, Traditional Character

In new development, adapt Denver's traditional urban design character to new needs expectations and technologies.

Strategy 2-A: Establish development standards to encourage positive change and diversity while protecting Denver's traditional character

Boulevard One has incorporated design guidelines that will assure quality design and planning principles are established.

Strategy 2-E: Ensure that the Zoning Code reinforces quality urban design.

The Lowry Redevelopment Authority has a 15-year history of providing quality urban design.

Boulevard One will carry on that legacy. Additionally, the 2010 Denver Zoning Code is a form-based Code with development regulations built-in. This assures quality urban design. Boulevard One is utilizing that Code.

Objective 3 Compact Urban Development

Incorporate visionary urban design principles into new development patterns to achieve a higher concentration and more diverse **mix of housing**, employment and transportation options in identified areas of the city.

Strategy 3-A: Identify areas in which increased density and new uses are desirable and can be accommodated.

The City's adoption of the Buckley Annex GDP has already identified the areas that are appropriate for increased density and new uses. Boulevard One development will adhere to the land use(s) in the GDP.

Strategy 3-B: Create regulations and incentives that encourage high-quality, mixed-use development at densities that will support Denver's diverse housing needs and public transportation alternatives.

Boulevard One has incorporated several housing types into the overall plan. The proposed U-SU-B will permit one of those housing product types, single-unit dwellings.

Housing Chapter

Opportunity: Mixed-use communities: New developments at Green Valley Ranch, **Lowry**, Gateway, Stapleton, Highlands Garden Village and the Central Platte Valley provide opportunities

to include full range of housing types, sizes, and prices and include residential units in mixed-use developments.

Opportunity: New development: **Redevelopment of Lowry**, Stapleton and the Central Platte Valley, and the annexation of the DIA/Gateway area provide Denver with extraordinary opportunities for exciting new neighborhoods, vital business areas and distinctive urban centers, making Denver a stronger attraction for residents and businesses.

Opportunity: Mixed-use development: Integration of housing, retail, services, recreation and employment uses is increasing. New development in and around Downtown and at **Lowry**, Stapleton, Gateway and the Platte Valley will create the potential to live near work and use alternative transportation to reach destinations conveniently.

Objective 4 Middle-Income Households: Attract and retain middle-income households.

Strategy 4-C Ensure that plans for new development areas include traditional urban neighborhoods with well-designed, well-built homes affordable to middle-income households and close to work, shopping and services.

Denver is a City of unique neighborhoods. Boulevard One will add another distinctive urban neighborhood in Lowry. The adopted GDP reflects a vibrant mixed- use community that Boulevard One will create. All proposed housing at Boulevard One will be close to work, shopping and services and with a range of housing prices.

Environmental Sustainability Chapter

Strategy 2-F Conserve land 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.

Development of Boulevard One will reduce urban sprawl by providing housing, employment and services all in proximity with one another.

Strategy 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.**

Review Criteria 2. Blueprint Denver: An Integrated Land Use and Transportation Plan

Note: The following portion of this application contains excerpts and paraphrasing from Blueprint Denver.

Blueprint Denver has designated the subject property as an Area of Change with a conceptual land use designation of **Employment Area** and further categorized (page 135) as a **mixed-use district**. Blueprint Denver expects 17,000 additional jobs and 16,000 new housing units at Stapleton, Gateway and **Lowry** by 2020. One of Denver's unique characteristics is the presence of these large vacant development sites. Blueprint Denver addresses how to accommodate this growth through an analysis of Areas of Change.

This site offers the potential to create new neighborhoods that embody the best characteristics of Denver's traditional residential areas. The Blueprint Denver scenario calls for a level of local retail, services and jobs to support the needs of residents who will occupy future housing on these sites. Such a development pattern ensures that residents can find goods, services and employment **close to home and may help reduce the number and length of trips taken**.

The Areas of Change are organized into districts, residential areas, centers and corridors. In most cases, changes in these areas will occur through following adopted plans such as for downtown Denver, Stapleton, and **Lowry**, or through developing new small area plans.

***Note:** The Lowry Redevelopment Authority coordinated an extensive outreach program (See Exhibit "F") that led to the adoption of the Buckley Annex General Development Plan. The proposed map amendment is in complete conformance with that GDP.*

Numerous policies and recommendations contained in Blueprint Denver are in support of the development of the Boulevard One property. A few of these follow:

Blueprint Denver Strategies (for implementation)

- Coordinated master planning
- Urban character
- Pedestrian and transit supportive design and development standards
- Mixed land uses—retail and employment near residential neighborhoods
- Diversity of housing type, size, and cost
- Multi-modal streets
- Street grid/connectivity
- Reduce land used for parking with shared parking and structured parking
- Adequate parks and open space

As stated in Blueprint Denver, much of Denver's growth will be accommodated by infill **development on vacant land** or through redevelopment of existing sites. The proposed map amendment will meet that statement by providing the appropriate entitlement to develop a

mixed-use project on a significant vacant parcel.

Review Criteria 3. Adopted Buckley Annex General Development Plan (GDP)

A General Development Plan establishes a framework for future land use and development and resulting public infrastructure. The GDP provides an opportunity to identify issues and the development's relationship with significant public infrastructure improvements such as major multi-modal facilities and connections thereto, major utility facilities, and publicly accessible parks and open spaces. An **approved GDP** provides a master plan for coordinating development, infrastructure improvements, and regulatory decisions as development proceeds within the subject area.

This General Development Plan for Boulevard One was created within the guiding principles and framework of the 2008 Buckley Annex Redevelopment Plan. The GDP establishes 6 sub-areas that each have unique development opportunities.

The subject parcel sub area is Community Park South Residential (U-SU-B with waivers) and is described as follows:

Community Park South Residential

Intent: Abutting the Park Heights Neighborhood, lower density residential will be utilized to provide a buffer between the neighborhood and the mixed-use development to the north. The Community Park South subarea presents an opportunity for single-family detached homes to enjoy a prime location on the community park and serve as a transition to the existing Park Heights Neighborhood to the south. The proposed U-SU-B zone district will be the catalyst to achieve these goals. This subarea also provides a pedestrian connection that directly links the Park Heights Neighborhood to the community park.

Land Use: Single unit detached.

Height: Maximum 2.5 stories.

Urban Design:

- Vehicular access from the street.
- Street-facing garages shall not be allowed along Oneida Court, but may be allowed along Archer Place, and they must be set back from the front of the house.

Exhibit "C":

Section "A" Description of Justifying Circumstances

The land or its surrounding environs has changed or is changing to such a degree that it is in the public interest to encourage a redevelopment of the area or to recognize the changed character of the area.

The Boulevard One property was the last parcel of land to be transferred by the Department of Defense to the Lowry Redevelopment Authority at the former Lowry Air Force Base. This property contained the Denver Center of the Defense Finance and Accounting Services and the Air Reserve Personnel Center. (DFAS)

The United States Air Force announced closure of the DFAS facility in 2005. The Lowry Redevelopment Authority initiated a collaborative community process to begin planning for the transition of the property from DFAS facility to an integrated neighborhood in Lowry. The LRA conducted a public redevelopment planning process in 2007 and 2008 involving several community task forces and stakeholder groups. The redevelopment plan strives to balance the needs of the community, the LRA and the City and County of Denver. The LRA will be the master developer of the site, as it has for the rest of Lowry, and will sell land to residential and commercial developers for vertical construction.

Development of the Boulevard One property will encourage the creation of livable, vibrant neighborhoods that are defined by choices, quality amenities and a range of housing types. The Boulevard One neighborhood will provide this for people at many life stages. This sustainable neighborhood will integrate with surrounding neighborhoods, provide opportunities to replace lost jobs, and create new tax revenues for the city.

The closure of the DFAS Center and property transfer to the LRA is one of the changed conditions that justify this map amendment.

Additionally, numerous other changes have occurred that justify the proposed map amendment. A few are listed as follows:

1. Of most importance is the City's adoption of the **Buckley Annex GDP** that is supportive of this zoning request and described in the section above,

2. Approval of the site as an **"Area of Change"** with a land use designation of Employment Area within "Blueprint Denver",
3. The numerous coordinated developments that have occurred at the former Air Force Base that makes this one of the most successful base closures in the nation,
4. The adoption of the 2010 Zoning Code, which provides "form-based", zoning tools to address the development goals of the City and the neighbors for infill sites,
5. The desire for individuals to live near where they work and play,
6. The site connects to five RTD urban transit lines, which conveniently connect to downtown.

The area conditions have changed significantly, providing the legal basis for this zone change request and make the proposed amendment reasonable and necessary to the promotion of the public health, safety and general welfare. The public interest for the citizens of Denver is best served by adoption of this map amendment, which will provide support for the services, amenities, employment opportunities and provide residential development necessary for positive planned growth to occur.

Section "B" Neighborhood Context and Effect of Rezoning

The proposed amendment is to provide a framework for the development of a property located at one of the City's most important sites that reflects the goals and expectations of the approved Buckley Annex GDP (adopted May 13 of 2013). All of the SU zone districts are intended for Single-Unit development. The U-SU-B zone districts was adopted by City Council to respond to development parcels such as this and categorized as Urban Neighborhood Context. The Zoning Code describes the neighborhood context of the U-SU-B district as consisting of single-unit residential structures are typically using the Urban House building form, usually located on arterial or residential streets. The general intent is to promote and protect residential neighborhoods within the character of the Urban Neighborhood Context. The Urban Neighborhood Context, (paraphrased from the Zoning Code) is characterized by single-unit residential uses. The proposed map amendment limits development in these area to single-unit development using the Urban House building form. This is precisely the nature of the proposed zoning.

The effect of the proposed amendment will be immediate and positive. Zoning proposals such as

this one can be the catalyst for smart growth with density where it should be and people living and shopping where they work. Development of the subject property under the guidelines of the Urban Neighborhood Context zoning will meet the expectations of the approved GDP. The addition of residential units will bring shoppers and diners to the area who for the most part will walk to their destinations.

As paraphrased from the Zoning Code, the **General Purpose** of the Urban Context Residential zone districts is to promote and protect residential neighborhoods within the character of the Urban Neighborhood Context. The building form standards, design standards, and uses work together to promote desirable residential areas. The standards of these single unit districts accommodate the pattern of one to two and a half story urban house forms where the narrow part of the building orients to the street and access is from alley loaded garages. Lot sizes are consistent within an area and lot coverage is typically medium to high accommodating a consistent front and side yard.

In addition to being in conformance with the approved GDP, the regulations provide certainty to property owners, developers, and neighborhoods about the limits of what is allowed in a residentially zoned area. These regulations are also intended to reinforce desired development patterns in existing neighborhoods while accommodating reinvestment.

Further stated is the intent of the U-SU-B zone district, which is a single unit district, allowing urban houses units with a minimum zone lot area of 4,500 square feet. Blocks typically have a pattern of 37.5-foot wide lots. Setbacks and lot coverage standards accommodate front and side yards similar to U-SU-A.

**Exhibit "D": LegaDescription: U-SU-B
Community Park South Residential**

A part of the Southeast Quarter of Section 8, Township 4 South, Range 67 West of the Sixth Principal Meridian, City and County of Denver, State of Colorado, more particularly described as follows;

COMMENCING at the East Quarter Corner of said Section 8;
thence North 89°59'52" West, along the northerly line of said Southeast Quarter of Section 8, a distance of 120.00 feet;
thence South 00°02'35" West, parallel with and 120.00 feet west of the easterly line of said Southeast Quarter of Section 8, a distance of 30.00 feet to the southerly line of E. 1st Ave. and the northwest corner of Lowry Filing No. 3 recorded at Reception Number 9800190950 in the Clerk and Recorder's Office of said City and County of Denver;
thence South 00°02'35" West, along the westerly line of said Lowry Filing No. 3 being parallel with and 120.00 feet west of said easterly line of the Southeast Quarter of Section 8, a distance of 381.74 feet to the northwest corner of Lowry Filing No. 1 recorded at Reception Number 9700089555 in said Clerk and Recorder's Office;

thence along the westerly lines of said Lowry Filing No. 1 the following four (4) courses:

- 1.) South 00°02'35" West, being parallel with and 120.00 feet west of said easterly line of the Southeast Quarter of Section 8, a distance of 186.54 feet;
- 2.) South 14°00'02" East a distance of 41.21 feet;
- 3.) South 00°02'35" West, being parallel with and 110.00 feet west of said easterly line of the Southeast Quarter of Section 8, a distance of 526.89 feet to the **POINT OF BEGINING**;
- 4.) South 00°02'35" West, being parallel with and 110.00 feet west of said easterly line of the Southeast Quarter of Section 8, a distance of 125.00 feet to the northeast corner of Lowry Filing No. 2 recorded at Reception Number 9700172497 in said Clerk and Recorder's Office;

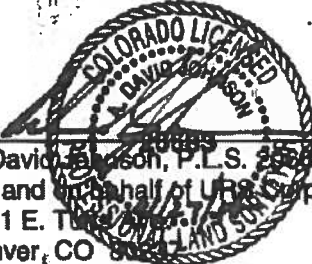
thence North 90°00'00" West, along the northerly line of said Lowry Filing No. 2, a distance of 983.87 feet to the northwest corner of Lowry Filing No. 2 and the northerly line of Bayaud Ave.;
thence North 89°59'31" West, along said northerly line of Bayaud Ave., a distance of 321.43 feet;
thence North 00°00'29" East a distance of 150.60 feet to the centerline of proposed Archer Pl.;

thence along said centerline of proposed Archer Pl. the following three (3) courses:

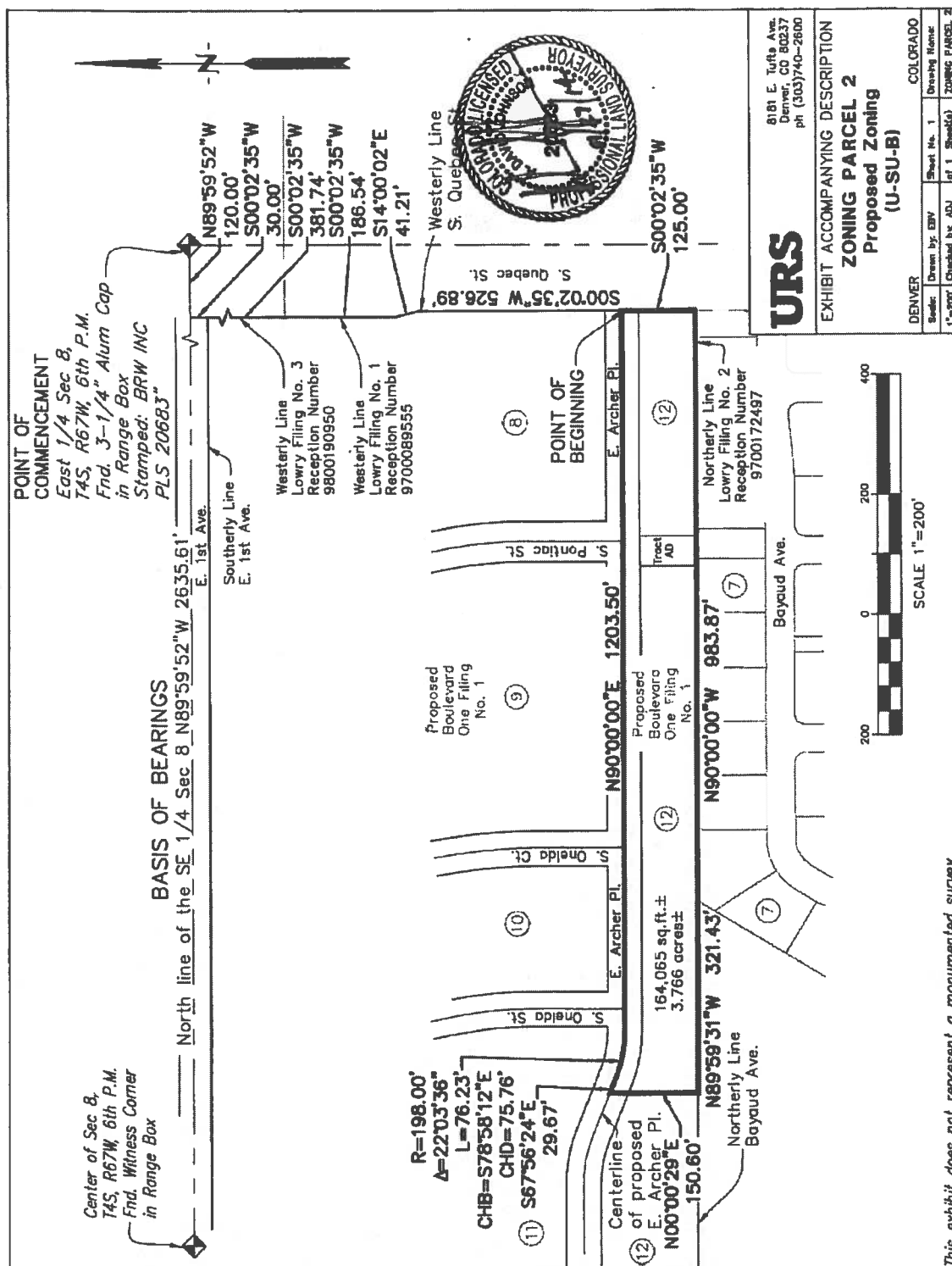
- 1.) South 67°56'24" East a distance of 29.67 feet to a point of curve;
- 2.) along the arc of a curve to the left having a radius of 198.00 feet, a central angle of 22°03'36", an arc length of 76.23 feet and whose chord bears South 78°58'12" East a distance of 75.76 feet;
- 3.) North 90°00'00" East a distance of 1203.50 feet to the **POINT OF BEGINNING**.

Containing 164,065 square feet or 3.766 acres, more or less.

Basis of bearings: Bearings are based on the northerly line of the Southeast Quarter of Section 8, Township 4 South, Range 67 West, of the Sixth Principal Meridian, City and County of Denver, State of Colorado as being North 89°59'52" West. The East Quarter Corner of said Section 8 is a 3 1/4" aluminum cap in a range box stamped BRW INC, PLS 20683. The Center of said Section 8 is a 3 1/4" aluminum cap Witness Corner stamped URS CORP, PLS 20683.

 01/27/14
A. David Johnson, P.E.S. 25543
For and on behalf of URS Corporation
8181 E. Teller Ave.
Denver, CO 80231
Ph. 303.740.2600 Fax 303.694.2770

I:\PROJECTS_JNF\22241028_Lowry_Master\6.0 Projects\23187266.04512-Boulevard One Filing No.
1\8.0_Design\Survey\Zoning\Zoning Parcel 2 - Boulevard One Filing No. 1.rtf
Page 2 of 2



**Exhibit "E": Letter of Authorization for Robert J. Gollick, Inc. to act as
Representative**



November 6, 2013


Robert Gollick, Inc.
Robert Gollick
President
609 S. Gaylord Street
Denver, Colorado 80209

RE: Boulevard One Zoning Submittals

Dear Bob,

Robert Gollick, Inc., is hereby authorized to act on behalf of the Lowry Redevelopment Authority for the purpose of rezoning the +/- 70 acres of Boulevard One. The site is located between Monaco Parkway on the west and S. Quebec Street to the east just south of 1st Avenue.

Respectfully,
LOWRY REDEVELOPMENT AUTHORITY


Montgomery C. Force
Executive Director

FOR EAST 1ST AVENUE, DENVER CO 80202 LOWRY REDEVELOPMENT AUTHORITY 303.733.0278

EXHIBIT "F"

Buckley Annex Redevelopment Planning
General Development Plan
Zoning (now Boulevard One)
Public Meeting Outreach
2006-2013

| Date | Committee or Neighborhood Org | Place Time | # in attendance approx - does not include committee | Discussion Items |
|-------------|--|---------------------------------|--|---|
| 7/18/06 | Homeless Assistance Providers/Public Benefit Conveyance screening workshop | DFAS Center a.m. | 50 | Buckley Annex closure, federally mandated screening procedures and timelines |
| 2/12/07 | BA Planning task force # 1 | LRA evening | 50 | Informational and kick off meeting to establish goals and vision for plan |
| 3/12/07 | Combined task force # 2 | LRA evening | | |
| 4/5/07 | Housing task force # 1 | LRA evening | 15 | Discussed application from Homeless Assistance Provider |
| 4/11/07 | Planning task force # 1 | LRA evening | 30 | Discussed goals of plan |
| 4/19/07 | Combined task force # 3 | LRA evening | 50 | Review of conceptual plan alternatives and shared perspectives on options |
| 6/4/07 | Housing task force # 2 | LRA evening | 25 | Discussion of full housing spectrum |
| 6/13/07 | Combined task force # 4 | LRA evening | 75 | Review updated market & transportation research; presented refined plan alternatives; alternatives reviewed and perspectives shared |
| 6/26/07 | Housing task force # 3 | LRA evening | 30 | Continued discussions of housing spectrum and homeless assistance |
| 7/11/07 | Homeless Housing public hearing & open house | Eisenhower Chapel evening | 150 | Recommendations presented for 1.5 acre site for mixed income rental complex of up to 80 for-rent units. |
| 8/1/07 | Combined task force # 5 & open house | Lowry Elementary School evening | 200 | Introduction of redevelopment plan; information of BRAC process and planned disposition of property |

| | | | | |
|----------|---|-------------------------------|-----|--|
| 8/22/07 | Transportation task force # 1 | LRA evening | 60 | Discussion of traffic studies and related impact issues |
| 9/4/07 | Transportation task force # 2 | LRA evening | 60 | Continued research and discussion of transportation issues |
| 9/6/07 | Combined task force # 6 | Machebeuf High School evening | 250 | Redevelopment plan reviewed; discussion of remaining challenges and plan enforcement with an undetermined developer |
| 9/27/07 | Planning/Disposition Subcommittee | evening | | Redevelopment plan reviewed and impacts discussed |
| 10/9/07 | Lowry Community Advisory Committee | evening | | Redevelopment plan reviewed and various elements discussed |
| 10/10/07 | Planning task force # 2 | evening | | Working session with task force members to reach a consensus on outstanding issues and balance opposing views |
| 10/25/07 | Planning/Disposition Subcommittee | evening | | Report from 10/10 task force working session and further discussion |
| 11/14/07 | Final BA Redevelopment Plan Public Comment Meeting | Montclair Academy evening | 300 | Final plan presented and reviewed; public comments gathered |
| 12/18/07 | Combined Planning/Disposition & Community Advisory Committees | Eisenhower Chapel evening | | Reviewed plan again with action taken to recommend submittal to AF and HUD |
| 1/29/08 | LRA Board of Directors | Eisenhower Chapel evening | | Reviewed aspects of plan with action taken to submit the plan to AF and HUD |
| | | | | |
| 6/5/12 | Lowry Community Advisory Committee | Eisenhower Chapel 5:30-7 pm | 40 | BA planning history, community planning process, development timeline, GDP plan process, site plan refinements Requested recommendation to submit GDP with refinements |
| 6/13/12 | Lowry United Neighborhoods | Village at Lowry 6:30-8 pm | 60 | BA redevelopment planning process, proposed, site plan refinements, proposed improvements to 1 st Ave, proposed berm on 1 st Ave, GDP process, DPS and projected BA student count, demo plans, development phasing |
| 6/21/12 | Planning/Disposition Subcommittee | Eisenhower Chapel 4-5:30 pm | 25 | Site plan refinements Requested concurrence of CAC recommendation to submit GDP with |

| | | | | refinements |
|----------|---------------------------------------|--------------------------------|-----|---|
| 6/26/12 | LRA Board of Directors | Eisenhower Chapel 8-9:30 am | 25 | Proposed site plan refinements Resolution approved to submit the GDP with refinements |
| 7/10/12 | Lowry Community Advisory Committee | CO Free U. 5:30-7 pm | 75 | Overview of site plan, sustainability framework (LEED ND), Proposed refinements to 1 st Ave and berm, preliminary results of traffic study |
| 7/19/12 | Mayfair Park/Lowry West Neighborhoods | Village at Lowry 5:30-7 pm | 32 | BA redevelopment planning process, proposed site plan refinements, proposed improvements on 1 st Ave, proposed berm on 1 st Ave, GDP process, DPS and projected BA students |
| 7/26/12 | Planning/Disposition Subcommittee | Eisenhower Chapel 4-5:30 pm | 20 | DPS discussion of appropriate location of school for Mayfair Park and BA students, 1 st Ave berm, Updated Traffic Study |
| 8/16/12 | Planning/Disposition Subcommittee | Eisenhower Chapel 5-6:30 pm | 30 | Transportation Update, Demolition, Project Schedule Update |
| 8/28/12 | LRA Board of Directors | LRA 8:30-9:30 am | 20 | Sustainability Program |
| 9/4/12 | Lowry Community Advisory Committee | LRA 5:30-7 pm | 25 | Transportation Update, Demolition Project Schedule Update |
| 9/20/12 | Planning/Disposition Subcommittee | LRA 5-6:30 pm | 15 | GDP Overview and Process, Buckley Annex Transportation Plan |
| 10/2/12 | Lowry Community Advisory Committee | LRA 5:30-7:15 | 30 | GDP Overview & Process, Buckley Annex Transportation Planning |
| 10/18/12 | Planning/Disposition Subcommittee | LRA 5-6:15 pm | 15 | GDP Update and CCD Comments, First Avenue Berm |
| 10/23/12 | LRA Board of Directors | LRA 8-9:30 am | 25 | GDP Update |
| 11/13/12 | Lowry Community Advisory Committee | LRA 5:30-7:30 pm | 40 | GDP update and CCD comments; First Ave berm, DPS Update; Overview of CCD zoning code |
| 12/4/12 | LRA Board of Directors | LRA 8-9:30 am | 35 | GDP update that CCD requested additional traffic counts; design guidelines addendum for Buckley Annex still to come; zoning suggestions to come from CCD then for public comment; DPS plan to be in place when needed |
| 12/11/12 | CCD required public meeting | Eisenhower Chapel | 150 | GDP review; public comment and Q/A session; open house period to look at the |

| | | | | |
|----------|---|--------------------------------|-----|--|
| | | 6-8:30 pm | | plan and ask questions |
| 12/18/12 | Open house sponsored by Councilwoman Susman | Temple Emanuel 6:30-8 pm | 100 | Open house format with discussion of the various elements of the GDP at stations around the room |
| 2/5/13 | Lowry Community Advisory Committee | Eisenhower Chapel 6-7:30 pm | 100 | Open House format with questions/discussion at stations around the room, a public comment period, discussion among the CAC with action to recommend that the LRA Board approve the updated GDP |
| 2/26/13 | LRA Board of Directors | LRA 8:30-10 am | 15 | Discussion and action taken to move forward with submittal of the GDP (public comment made by 5 attendees) |
| 3/19/13 | LRA Board of Directors | LRA 8:30-10 am | 4 | GDP status update was given that the presentation to the Denver Planning Board was moved from 3/20/13 to 4/3/13 |
| 4/24/13 | Planning/Disposition Subcommittee | LRA 5-6:15 pm | 1 | Educational discussion on CCD zoning code and proposed zoning for Buckley Annex |
| 5/7/13 | Community Advisory Committee | LRA 5:30-7 pm | 3 | Educational discussion on CCD zoning code and proposed zoning for Buckley Annex (public comment made from 1 attendee) |
| 5/21/14 | LRA Board of Directors | LRA 8-10:00 am | 0 | Educational discussion on CCD zoning code and proposed zoning for Buckley Annex |
| 6/20/13 | Planning/Disposition Subcommittee | LRA 5-6:30 pm | 1 | Action taken to recommend the approval of the proposed zone districts (public comment was answered in the discussion prior to action taken) |
| 7/9/13 | Community Advisory Committee | LRA 5:30-7 pm | 0 | Action taken to recommend that the LRA Board approve the proposed zone districts |
| 7/23/13 | LRA Board of Directors | 8-10:00 am | 9 | Resolution passed to submit a zoning application for the proposed 5 districts with conditions for Buckley Annex (5 public comments given) |
| 8/27/13 | LRA Board of Directors | 8-9:00 am | 6 | Zoning update that additional meetings will be done with Registered Neighborhood Organizations (RNOs) (5 public comments given) |
| 8/27/13 | Mayfair Park RNO | LRA 6-7:30 pm | 10 | Overview of zoning; discussed 1 st Ave.; price points & lot sizes; alleys opening to 1 st Ave.; choice of Urban rather than Urban Edge |
| 9/3/13 | Community Advisory Committee | LRA 5:30-7:00 pm | 0 | Zoning update for proposed LRA parking standards added as a condition to the |

| | | | | |
|----------|---------------------------------------|---|----|--|
| | | | | zoning submittal pursuant to direction from the LRA Board; Park Heights neighbors have voiced concerns about the location of the DHA site and 10' setbacks |
| 9/10/13 | Crestmoor Park/CRL | LRA 4-6:00 pm | | |
| 9/13/13 | Crestmoor/CCD Traffic | | 8 | 1 st Ave. & traffic patterns through Crestmoor |
| 9/18/13 | Lowry United Neighbors RNO | Village at Lowry 6:30-8 pm | 30 | Overview of zoning; pedestrian connection with Park Heights; DHA site location; rear setbacks adjacent to Park Heights; accessory dwelling units |
| 9/19/13 | Planning/Disposition Subcommittee | LRA 5-6:00 pm | 5 | Action taken to recommend modifications to the proposed zoning with 1) relocate DHA site to the west; 2) remove the option for accessory dwelling unit from U-SU-B1 district; 3) change rear setback to 20' because there is no alley nor rear-loaded garages in the U-SU-B district (public comments were taken during the discussion with the subcommittee members regarding action taken) |
| 10/1/13 | Community Advisory Committee | LRA 5:30-7pm | 5 | Action taken to accept the modifications to proposed zoning with 1) relocation of DHA site; 2) eliminate alleys in U-SU-B1 district; 3) eliminate accessory dwelling units in U-SU-B1; and 4) eliminate accessory dwelling units in U-SU-A1 (3 public comments were given) |
| 10/2/13 | Crestmoor I and II RNOs | Crestmoor II private residence 6-7:30 pm | 7 | Building heights; density; transportation |
| 10/14/13 | CCD Traffic/Mayfair Park/Crestmoor | LRA 4-5:30 pm | 6 | Discussed 1 st Ave. |
| 10/22/13 | LRA Board of Directors | LRA | 1 | Discussed modifications to previously presented zoning recommendations 1) DHA relocation to the west with townhomes east of them and extending single family on the southern edge by an addition 2-3 lots; 2) eliminate accessory dwelling units for districts U-SU-A and U-SU-; 3) no alleys on the southern edge so rear setback set at 20 feet; adding a condition for parking |

| | | | | |
|--|--|--|--|---|
| | | | | standards that reflect what has been used at Lowry from the old zone code and also having the LDRC examine and ask for more parking on a case by case basis for each project. The Board approved a resolution to move forward with the zoning submittal as presented with these modifications |
|--|--|--|--|---|

Public Comments received as of 5:00 pm on Wednesday, May 28, 2014

From: [Leslie Stewart](#)
To: [Planningboard - CPD](#)
Subject: Lowry Parking Issues
Date: Tuesday, May 27, 2014 7:35:41 PM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed - will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can

be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Leslie Stewart, M.D.
185 South Poplar Street
Denver, CO 80230

This message is confidential, intended only for the named recipient(s) and may contain information that is privileged or exempt from disclosure under applicable law. If you are not the intended recipient(s), you are notified that the dissemination, distribution or copying of this message is strictly prohibited. If you receive this message in error, or are not the named recipient(s), please notify the sender at either the e-mail address or telephone number above and delete this e-mail from your computer. Thank you.

From: [Brad](#)
To: [Pyle, Michelle A. - Community Planning and Development](#)
Cc: [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Map Amendment 20141-00012
Date: Wednesday, May 28, 2014 7:50:31 AM

To the planning board:

I am writing to comment on the three proposed changes in zoning for the Buckley Annex property in the Lowry neighborhood that will come before you on June 4th. Specifically, I request that the Planning Board not adopt Proposed Zone District G-RH-3 in one of the zoning applications **unless a condition is put back into the application requiring an increase in required parking spaces to two spaces per unit for anything built in this location.**

- The applicable section of the Zoning Code for G-RH-3 only requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation in East Lowry where requiring 1.5 spaces per unit was insufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient parking and possibly illegal concessions granted by the Lowry Redevelopment Authority (LRA).
- **The Board of the LRA previously heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.**
- The LRA Board has now voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board decided to include a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid additional severe overcrowding situations that are currently occurring at Lowry.**

I have lived in Lowry for 15 years and have continuously tried to use public transportation for my commute to downtown. Unfortunately, Lowry does not come close to serving as a "transit-oriented development." The available and planned public transport services manage to bypass Lowry to the north and south. Light rail -- when completed -- will still be 5 or 6 miles away. Bus service to the downtown area requires an hour of travel (including walking to bus stops and waiting) in each direction. This is nearly **four times longer** than driving my own car and becomes overly burdensome. Lowry will remain an auto-dependent community. I would request that the Planning Board not make its decision based on the unlikely hope that people will give up their cars to live in Buckley. The public

transport services are simply insufficient for the neighborhood for this to be a reasonable expectation.

Since this area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant. **250 potential cars being parked on approximately 12 blocks of residential streets will completely destroy the character and livability of the new and existing surrounding neighborhoods.**

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well. We are also dismayed that the Board decided to remove this condition after previously voting to include the condition. **The LRA has previously overstepped its authority to provide concessions to developers in the neighborhood, greatly diminishing the quality of life in the neighborhood. The neighborhood is justifiably concerned with the Board's fidelity to the neighborhood. The Board's actions continue to indicate that it feels that the developers' desires are more important than the neighborhood's quality of life.**

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. **A recommendation alone will not serve to protect the nature of our neighborhood.**

Thank you for considering the needs of the existing neighborhood while listening to the requested zoning changes.

Thank you,
Brad Wellens
7015 E Bayaud Ave
Denver, CO 80230

From: [Matt Whitcomb](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Map Amendment 20141-00012
Date: Tuesday, May 27, 2014 9:56:16 PM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Matthew Whitcomb - Yes I vote, and have a long memory
7406 East 10th Avenue
Denver, CO 80230

Below is further information:

[Zoning Application for 6801 E. 1st Avenue \(NW Corner Buckley Annex site\)](#)

[Zoning Application for Single Family Area \(7000-7300 E. Archer Place, just north of Park Heights\)](#)

[Zoning Application for 250 "Rowhouse" type units on Lowry Blvd. and Archer Place](#)

(See page 5 of third application for map covering this zoning application. Goes from Lowry Blvd. down thru center of Buckley Annex to south end. Does not include apartments, Denver Housing Authority portion, mixed-use portions or any commercial, retail areas.)

Previous survey by LUN showed reliance on automobile on Lowry.

From: [Don Esstman](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Susman, Mary Beth - City Council](#); [Planningboard - CPD](#)
Subject: Map Amendment 20141-00012
Date: Tuesday, May 27, 2014 4:40:30 PM

To the Planning Board:

Re: Map Amendment 20141-00012

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.

The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.

The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.

The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.

The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.

Zoning, adopted by City Council, is enforceable.

Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now

occurring at Lowry.

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Don Esstman
225 South Poplar St
Denver 80230

Donald L. Esstman | E: don.esstman@rubinbrown.com | Partner
RubinBrown LLP | An Independent Member of Baker Tilly International
1900 16th Street, Suite 300 | Denver, CO 80202 | P: 303.952.1284 | F:
303.951.5091 | www.rubinbrown.com

<pre>an independent member of
BAKER TILLY INTERNATIONAL

This message may contain information that is confidential. Unauthorized forwarding, copying, printing, distribution, or any other unauthorized use of the information in this message is prohibited. If you believe you are not the intended recipient of the message, please notify the sender by return e-mail or call us at 314-290-3300 and delete the message.

Under U.S. Treasury Department guidelines, we hereby inform you that any tax advice contained in this communication is not intended or written to be used, and cannot be used by you for the purpose of avoiding penalties that may be imposed on you by the

Internal Revenue Service, or for the purpose of promoting, marketing or recommending to another party any transaction or matter addressed within this tax advice.

Further, RubinBrown LLP imposes no limitation on any recipient of this tax advice on the disclosure of the tax treatment or tax strategies or tax structuring described herein.

</pre>

From: [Michelle Sisk](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Map Amendment 20141-00012
Date: Tuesday, May 27, 2014 4:37:01 PM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are [three](#) distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage [than allowed](#) by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard

One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Michelle Sisk
116 S. Poplar Street
Denver, CO 80230
720-841-5388

From: [Steve Adams](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Map Amendment 20141-00012
Date: Tuesday, May 27, 2014 4:24:24 PM

To the Planning Board:

Re: Map Amendment 20141-00012

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.
- **Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.**

Since this third area in the heart of the new development could include up to 250 rowhouses or

similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Steve Adams
110 S. Oneida Street
Denver, CO 80230

From: [Irit Bean](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Map Amendment 20141-00012
Date: Wednesday, May 28, 2014 9:15:07 AM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are [three](#) distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage [than allowed](#) by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard

One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Sincerely,
Irit Bean
184 S Pontiac St, Denver CO 80230

From: [Catherine Esstman](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Urgent -- Parking issue to Denver Planning Board
Date: Tuesday, May 27, 2014 5:09:44 PM

To the Planning Board:

Re: Map Amendment 20141-00012

We understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. We ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. We are writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

We request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed - will still be 5 or 6 miles away. This remains an auto dependent community. We request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

We ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

We request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Catherine and Donald Esstman
225 S Poplar St.
Denver, CO 80230

From: [Chris Boller](#)
To: [Planningboard - CPD](#)
Subject: map amendment 20141-00012
Date: Wednesday, May 28, 2014 4:51:54 AM

To the Planning Board:

Re: [Map Amendment 20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Thank You,

Virginia Boller
210 Yosemite Way
Denver, CO 80230

From: [Marte Pendley](#)
To: [Planningboard - CPD](#)
Subject: Boulevard One Development Parking
Date: Tuesday, May 27, 2014 11:50:10 AM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three

applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Marte Pendley, Ph.D.
234 Oneida Court
Denver, CO 80220

From: [Jim Kelly](#)
To: [Pyle, Michelle A. - Community Planning and Development](#)
Cc: [Susman, Mary Beth - City Council](#); [Planningboard - CPD](#)
Subject: Buckley Annex Proposed Zone District of G-RH-3
Date: Tuesday, May 27, 2014 3:16:47 PM

To all concerned,

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail - when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Let's not make another Legends fiasco!

Jim Kelly
7482 E 8th Place
Denver, CO 80230

From: [French, Jason](#)
To: [Planningboard - CPD](#)
Subject: Buckley Annex Rezoning
Date: Tuesday, May 27, 2014 1:40:20 PM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are [three](#) distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage [than allowed](#) by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply [some](#) requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Jason French

9575 E 3rd Place (East Park)

Denver, CO 80230

CONFIDENTIALITY NOTICE: This e-mail, including any attachments, is for the sole use of the intended recipient and may contain confidential and privileged information. If you are not an intended recipient, or the person responsible for delivering this message to an intended recipient, you are hereby notified that reading, copying, using or distributing this message is prohibited. If you are not an intended recipient, please contact the sender by reply email and destroy all copies of the original message from your computer system.

From: [Marilee Hegarty](#)
To: [Planningboard - CPD](#)
Subject: Fwd: parking issue Denver Planning Board
Date: Tuesday, May 27, 2014 1:10:45 PM

Begin forwarded message:

From: Marilee Hegarty <marileekh@comcast.net>
Date: May 27, 2014 12:57:50 PM MDT
To: Michelle.Pyle@denvergov.org, planningboard@denvergov.org
Cc: MaryBeth.Susman@denvergov.org
Subject: parking issue Denver Planning Board

**Partial Boulevard One Zonings go to Planning
Board June 4**

**Previous Public Input Will Not Be Included in
Staff Report to Planning Board**

**Urgent that you weigh in on parking
requirements for the third application**

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings.

While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now**

occurring at Lowry.

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well. I realize from listening to Brad Buchanan that high density development comes before infrastructure and that we are all supposed to stop driving and to walk or ride our bikes. But Lowry doesn't have mass transit anywhere near nor in the near future so we are dependent on cars for that last mile between it and our neighborhood. It would be foolish to repeat the mess made by the rezoning at Legends Condominiums yet that is what is being considered at Buckley Annex. Surely we can do better than repeat our mistakes, decrease property values and spoil an otherwise valuable location.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA. Marilee Hegarty, Lowry resident

From: [Erin Woodruff](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Map Amendment 20141-00012
Date: Tuesday, May 27, 2014 1:45:15 PM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard

One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Erin Woodruff
453 Alton Way
Denver, CO 80230

From: [Pat Horgan](#)
To: lowryunitedneighborhoods@gmail.com
Cc: [Pyle, Michelle A. - Community Planning and Development](#); [Susman, Mary Beth - City Council](#); [Planningboard - CPD](#)
Subject: RE: Urgent -- Send email on parking issue to Denver Planning Board
Date: Tuesday, May 27, 2014 12:26:07 PM
Attachments: [image001.png](#)
Importance: High

I sold my townhome in Lowry last year because of the lack of concern and disregard of public input regarding IRG and Buckley by LRA, Denver City Council and Denver zoning. I was concerned if I waited much longer that I would not be able to sell my house once all the redevelopment started! I went to meetings where Marcia Johnson was present and boo-hooed what the residents had to say. What is happening to our local government is sad. They have their own agenda. You deserve an award for taking action as I would be really upset if I still lived in Lowry but you are letting everyone know what is going on and the repercussions if they don't respond. Traffic had gotten so bad in Denver and with the addition of IRG and the Buckley Annex development, it is only going to get worse. Monaco and Colorado Boulevard are particularly bad; every day it feels more and more like LA. The fact they are not even taking into account all of the past input from Lowry residents is inexcusable. I worked for Frontier until January and when I went to work in the early mornings around 7am, traffic going west on Alameda was bumper to bumper. Has Michelle ever driven along that corridor or anyone else from the planning board? I don't think so. Traffic is so backed up on Monaco and Florida some days it takes 4 light changes to turn onto Monaco. I can't even begin to imagine what Monaco and 1st Ave will look like with 250 townhomes and 1 parking space per unit. Even with 2 parking spaces traffic flow is going to be congested. So, good luck. I hope you get this included in the third zoning application. Regards, Pat Horgan. Address: 1465 S. Kearney St., Denver, CO 80224.

Pat Horgan Hegge

pathorgan@comcast.net

Home# 303-756-4779 c# 303-809-2182

www.pathorgan.nerium.com

Product Video: www.pathorgan.theneriumlook.com

Biz Video: www.pathorgan.arealbreakthrough.com

"GLOW FROM WITHIN" _



From: Lowry United Neighborhoods [mailto:lowryunitedneighborhoods@gmail.com]
Sent: Tuesday, May 27, 2014 10:31 AM
To: Christine O'Connor
Subject: Urgent -- Send email on parking issue to Denver Planning Board

Partial Boulevard One Zonings go to Planning Board June 4

Previous Public Input Will Not Be Included in Staff Report to Planning Board

Urgent that you weigh in on parking requirements for the third application

Extensive input over 7 years is in the record concerning the Buckley Annex Development. City Planner

Michelle Pyle reported Friday that no letters have been submitted regarding these three rezoning applications. The Staff Report she prepares for the Planning Board will not include prior input, such as survey results, public comments, etc. The Staff Report will only cover responses made specifically in response to these "notices of rezoning." Your input to date does not count. If you want to weigh in on parking, you must do it again, prior to June 4.

This email is lengthy so if you only have two minutes, please copy and paste either the entire letter or the last two paragraphs of the letter below, and send your email off to:

Michelle.Pyle@denvergov.org
planning.board@denvergov.org
MaryBeth.Susman@denvergov.org

Background: There are three separate zoning applications (links at end of email, which include maps embedded in links). These applications do not involve the town center areas of Buckley Annex with five story zoning. The first two applications submitted include two for the single family areas on the NW corner of the site and the SE corner of the site. While not perfect, there is no parking issue involved in these two applications since these are single family homes presumably with onsite parking.

It is the third application -- for the "rowhouse areas" of Buckley Annex -- which has insufficient parking requirements. Because the LRA Board removed its request for a waiver requiring two parking spaces per living unit, the parking requirement will revert to the Code requirement of ONE (1) parking space per living unit throughout this area which is the center portion from Lowry Blvd. to the south end of the site and planned for up to 250 units. Our suggestion is that the Planning Board incorporate the LRA Board's original language increasing the parking requirement from one space per unit to two spaces per unit.

The hearing at Planning Board will be at **3 pm on Wed. June 4th**, although the agenda is not posted yet. Click [here](#) over the next few days to see the agenda when it is posted. Some suggested language follows. Your own words are always preferable, but at this point, what matters most is that you submit something that relates specifically to this application. You can also contact City Planner Michelle Pyle at [\(720\) 865-2934](tel:7208652934).

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are [three](#) distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage [than allowed](#) by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East

Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.

- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed - will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

[Your name and address]

Below is further information:

[Zoning Application for 6801 E. 1st Avenue \(NW Corner Buckley Annex site\)](#)

[Zoning Application for Single Family Area \(7000-7300 E. Archer Place, just north of Park Heights\)](#)

[Zoning Application for 250 "Rowhouse" type units on Lowry Blvd. and Archer Place](#)

(See page 5 of third application for map covering this zoning application. Goes from Lowry Blvd. down thru center of Buckley Annex to south end. Does not include apartments, Denver Housing Authority portion, mixed-use portions or any commercial, retail areas.)

Previous survey by LUN showed reliance on automobile on Lowry.

From: [Linda Mayer](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#); [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#); [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#); [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#)
Subject: Re-zoning in Boulevard One Developmentt.
Date: Tuesday, May 27, 2014 3:18:49 PM
Importance: High

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the**

zoning to help avoid situations now occurring at Lowry.

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed - will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

[Your name and address]

Linda Mayer

211 Oneida St.

Denver, Co. 80220

From: [Stephanie L. Green](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Rezoning in Buckley Annex
Date: Tuesday, May 27, 2014 11:50:41 AM

To Whom it May Concern:

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit. The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.

The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.

The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.

The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.

Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

This issue is very near and dear to my heart. As a resident of East Park who has seen the affect of overflow parking, I would hope that we can learn from our mistakes and not repeat them. Overcrowded streets has become a real safety concern. Not only due the inscreased number of cars block oncoming traffic, but the streets have become

impassable to firetrucks at various times. In addition, my children go to Crestmoor Learning Center, on the west side of the Buckley Annex. Overflow parking will not only affect Quebec, but Monaco as well. Two already overcrowded and unsafe streets.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Sincerely,
Stephanie Creen
470 Yosemite Way (East Park)
Denver, CO 80230

From: [Gail Hageman](#)
To: [Planningboard - CPD](#)
Subject: Zoning Boulevard One
Date: Tuesday, May 27, 2014 2:46:53 PM

To the Planning Board:

Re: Map Amendment 20141-00012

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location.

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

<!--[if !supportLineBreakNewLine]-->

<!--[endif]-->

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Gail Hageman
7371 E Ellsworth Ave
Denver CO *0230
To the Planning Board:

Re: Map Amendment 20141-00012

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location.

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

<!--[if !supportLineBreakNewLine]-->

<!--[endif]-->

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Gail Hageman
7371 E Ellsworth Ave
Denver CO *0230
Gail Hageman
RE/MAX Momentum
Cell: 303 921-3057
Fax: 1 866-231-2237

Please remember, I am never too busy for your referrals!

From: [Pat and Ron Blumenthal/LaFollette](#)
To: [Planningboard - CPD](#)
Subject: Buckley Annex Parking
Date: Tuesday, May 27, 2014 11:03:54 AM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley. Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a

goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Sincerely,

Ron LaFollette

950 Niagara St.

Denver, CO 80220

From: [Wendy Macklin](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Lowry Rezoning
Date: Tuesday, May 27, 2014 10:45:09 AM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I am writing with great concern over the Buckley project in Lowry and the rezoning that will shortly be voted on. This has major impact on the current residents of Lowry. I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed - will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can

be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Sincerely,
Wendy B. Macklin
7722 East 8th Place
Denver, CO 80230

From: [Debby Kaufman](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Parking Issues in Lowry | Map Amendment 20141-00012
Date: Tuesday, May 27, 2014 11:16:52 AM

To the Planning Board:

Re: Map Amendment 20141-00012

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. **I support the first two rezonings. I am writing about the third rezoning. This is both a quality of life issue and a safety issue.**

I request that the Planning Board **NOT ADOPT** Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring **TWO PARKING SPACES PER UNIT** for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- **The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.**
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. **The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail – when completed – will still be 5 or 6 miles away. This remains an **auto dependent community**.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board **listen to the existing community** that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested

by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new **requirement of two parking spaces per unit** for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Debby Kaufman
180 Roslyn St Unit 1203
Denver CO 80230
303.587.7909

From: [Andy Glockner](#)
To: [Planningboard - CPD](#); [Pyle, Michelle A. - Community Planning and Development](#); [Susman, Mary Beth - City Council](#)
Subject: Parking zoning for Buckley Annex/Boulevard One in Lowry
Date: Tuesday, May 27, 2014 11:13:45 AM

Ms. Susman, Ms. Pyle and others voting on these zoning applications,

I am writing you to strongly encourage the board members to require more parking spaces than are budgeted for the rowhouse portion of the planned development at Buckley Annex.

I live at the corner of 5th and Dallas in East Park, at the heart of the ongoing parking fiasco involving the Legends development and poorly planned or anticipated coding by those who approved it. Insufficient parking once the condo complex was converted in large part to apartment rentals has led to overflow parking on streets that were not designed for it, and has turned our immediate neighborhood into a nightly block party, causing both aesthetic and safety concerns in the area.

The proposed number of parking spots for these Buckley Annex rowhouses are well below sufficient for the number of cars that will be utilized by the residents of that area. The resulting spillover onto the streets surrounding likely it will create significant traffic and safety concerns for that area, as well. This is not, nor will it be going forward, a heavily used public transit area of the city.

Ms. Susman and the LRA board are well aware of what has happened (and remains happening) in East Park. Making the same mistakes again, with foresight available, would be even more inexcusable.

Regards,

Andy Glockner
9600 E. 5th Ave.

From: [J Evans](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Parking
Date: Tuesday, May 27, 2014 10:47:27 AM

I am sending this letter partly because I am appalled that all the previous input, meetings, calls and emails will be ignored on this new application
What does it take for the people who are supposed to be representing us to get the message that just because you decide that we shouldn't have more parking doesn't mean that we actually don't need it. East Park and the Schlessman Library are perfect examples of what happens when adequate parking is not adopted.

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed - will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to

the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Lowry Neighbor, Joyce Evans

From: [Jo Snell](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Cc: lowryunitedneighborhoods@gmail.com; dgilboa@mindspring.com
Subject: Proposed Zone District of G-RH-3 Buckley Annex
Date: Tuesday, May 27, 2014 11:12:39 AM

To the Planning Board:

Re: Map Amendment 20141-00012

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can

be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Jo Snell and Allen Fears
9330 E 4th Pl
Denver CO 80230

From: [Jan Frame](#)
To: [Planningboard - CPD](#)
Subject: Re: Map Amendment 20141-00012
Date: Tuesday, May 27, 2014 11:20:44 AM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.

The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.

- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.

- **Zoning, adopted by City Council, is enforceable.**

Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.

Lowry does not come close to serving as a "transit oriented development."

Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only.

This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the

existing communities with the request by the LRA.

Jan and John Frame (Lowry resident)

8019 E. 5th Avenue

Denver, CO 80230

From: [Diane Gilboa](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Cc: lowryunitedneighborhoods@gmail.com; [Joan Troy](#)
Subject: Zoning for Boulevard One
Date: Tuesday, May 27, 2014 10:49:17 AM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope

that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA

Diane Gilboa
President, Friends of Lowry
East Park Lowry resident

From: [JoanTroy](#)
To: [Pyle, Michelle A. - Community Planning and Development](#)
Cc: [Planningboard - CPD](#)
Subject: zoning @ LRA
Date: Monday, May 26, 2014 9:29:02 PM

To the Planning Board

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support (overall) the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, which is designed to maximize land values and increase buildable acreage, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th and choose to support these applications.

However, I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

1. The larger community has spoken out on the need to avert a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was not nearly sufficient at Legends, and caused untold havoc in the surrounding area due to insufficient planning and zoning.
2. The applicable section of the zoning code for G-RH-3 only requires one (1) parking space per unit.
3. The Board of the Lowry Redevelopment Authority heard these concerns at numerous meetings and voted as a Board to include in its initial zoning application a request for this additional requirement on developers.
4. The LRA Board later voted to remove this language from the above referenced zoning application because it was told the City staff would not support this waiver.
5. The LRA Board then included the "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left upto the discretion of a Design Review Committee on a case-by-case basis
6. Addressing parking on a "case-by-case" basis has proven to be inadequate way to address parking. When an area is just in the beginning stages of development, there is plenty of area around the unfinished/unoccupied units in which to find street parking. When an area approaches build-out, that ease of parking disappears. One parking space per unit will necessitate overflow into other residential neighborhoods.
7. Additionally, "shared" parking in the center of Lowry is fast proving to be inadequate. Experience shows that even the third large Quad building at Fairmount and Lowry Blvd. now sees overflow parking from its extremely generous two story parking structure.
8. Lowry does not approach becoming a "transit oriented development," yet planning for parking

assumes people will have a greatly reduced use of cars on this parcel. Even when light rail is built, Lowry will be 5 or 6 miles to the Gold Line or 225 Line. The Planning Board cannot base its decision on this zoning on the myth to that people will give up their cars to live on Buckley.

I ask that the Planning Board listen to the existing community that surrounds these three (with more to come) new sites. While waivers and conditions to zoning applications are generally frowned upon by the planning staff, the fact remains that the three applications sitting before you each contain at least three other waivers or conditions. The LRA is asking that the entire Rowhouse District be permitted to remove the 30 foot height limitation and adopt a new standard height of 35 feet. This Planning Board will be asked by the Applicant to accept these waivers or conditions to provide the "necessary flexibility" to the LRA and its developers.

If the Board takes this step, it can take the step of adding a parking waiver. This would eliminate the Code requirement of one parking space per unit and adopt a new requirement of two parking spaces per unit. This waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods."

Thank you for balancing the needs of the existing communities with the request by the LRA.

To the Planning Board:

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support (overall) the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, which is designed to maximize land values and increase buildable acreage, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th and choose to support these applications.

However, I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

1. The larger community has spoken out on the need to avert a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was not nearly sufficient at Legends, and caused untold havoc in the surrounding area due to insufficient planning and zoning.
2. The applicable section of the zoning code for G-RH-3 only requires one (1) parking space per unit.
3. The Board of the Lowry Redevelopment Authority heard these concerns at numerous meetings and voted as a Board to include in its initial zoning application a request for this additional requirement on developers.
4. The LRA Board later voted to remove this language from the above referenced zoning application because it was told the City staff would not support this waiver.
5. The LRA Board then included the "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design

Guidelines, but this will be left up to the discretion of a Design Review Committee on a case-by-case basis

6. Addressing parking on a "case-by-case" basis has proven to be inadequate way to address parking. When an area is just in the beginning stages of development, there is plenty of area around the unfinished/unoccupied units in which to find street parking. When an area approaches build-out, that ease of parking disappears. One parking space per unit will necessitate overflow into other residential neighborhoods.
7. Additionally, "shared" parking in the center of Lowry is fast proving to be inadequate. Experience shows that even the third large Quad building at Fairmount and Lowry Blvd. now sees overflow parking from its extremely generous two story parking structure.
8. Lowry does not approach becoming a "transit oriented development," yet planning for parking assumes people will have a greatly reduced use of cars on this parcel. Even when light rail is built, Lowry will be 5 or 6 miles to the Gold Line or 225 Line. The Planning Board cannot base its decision on this zoning on the myth to that people will give up their cars to live on Buckley.

I ask that the Planning Board listen to the existing community that surrounds these three (with more to come) new sites. While waivers and conditions to zoning applications are generally frowned upon by the planning staff, the fact remains that the three applications sitting before you each contain at least three other waivers or conditions. The LRA is asking that the entire Rowhouse District be permitted to remove the 30 foot height limitation and adopt a new standard height of 35 feet. This Planning Board will be asked by the Applicant to accept these waivers or conditions to provide the "necessary flexibility" to the LRA and its developers.

If the Board takes this step, it can take the step of adding a parking waiver. This would eliminate the Code requirement of one parking space per unit and adopt a new requirement of two parking spaces per unit. This waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods."

Thank you for balancing the needs of the existing communities with the request by the LRA.

To the Planning Board:

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support (overall) the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, which is designed to maximize land values and increase buildable acreage, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th and choose to support these applications.

However, I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

1. The larger community has spoken out on the need to avert a repeat of the situation on East

Lowry where requiring 1.5 spaces per unit was not nearly sufficient at Legends, and caused untold havoc in the surrounding area due to insufficient planning and zoning.

2. The applicable section of the zoning code for G-RH-3 only requires one (1) parking space per unit.
3. The Board of the Lowry Redevelopment Authority heard these concerns at numerous meetings and voted as a Board to include in its initial zoning application a request for this additional requirement on developers.
4. The LRA Board later voted to remove this language from the above referenced zoning application because it was told the City staff would not support this waiver.
5. The LRA Board then included the "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left up to the discretion of a Design Review Committee on a case-by-case basis
6. Addressing parking on a "case-by-case" basis has proven to be an inadequate way to address parking. When an area is just in the beginning stages of development, there is plenty of area around the unfinished/unoccupied units in which to find street parking. When an area approaches build-out, that ease of parking disappears. One parking space per unit will necessitate overflow into other residential neighborhoods.
7. Additionally, "shared" parking in the center of Lowry is fast proving to be inadequate. Experience shows that even the third large Quad building at Fairmount and Lowry Blvd. now sees overflow parking from its extremely generous two story parking structure.
8. Lowry does not approach becoming a "transit oriented development," yet planning for parking assumes people will have a greatly reduced use of cars on this parcel. Even when light rail is built, Lowry will be 5 or 6 miles to the Gold Line or 225 Line. The Planning Board cannot base its decision on this zoning on the myth that people will give up their cars to live on Buckley.

I ask that the Planning Board listen to the existing community that surrounds these three (with more to come) new sites. While waivers and conditions to zoning applications are generally frowned upon by the planning staff, the fact remains that the three applications sitting before you each contain at least three other waivers or conditions. The LRA is asking that the entire Rowhouse District be permitted to remove the 30 foot height limitation and adopt a new standard height of 35 feet. This Planning Board will be asked by the Applicant to accept these waivers or conditions to provide the "necessary flexibility" to the LRA and its developers.

If the Board takes this step, it can take the step of adding a parking waiver. This would eliminate the Code requirement of one parking space per unit and adopt a new requirement of two parking spaces per unit. This waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods."

Thank you for balancing the needs of the existing communities with the request by the LRA.

To the Planning Board:

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support (overall) the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, which is designed to maximize land values and increase buildable acreage, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th and choose to support these applications.

However, I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

1. The larger community has spoken out on the need to avert a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was not nearly sufficient at Legends, and caused untold havoc in the surrounding area due to insufficient planning and zoning.
2. The applicable section of the zoning code for G-RH-3 only requires one (1) parking space per unit.
3. The Board of the Lowry Redevelopment Authority heard these concerns at numerous meetings and voted as a Board to include in its initial zoning application a request for this additional requirement on developers.
4. The LRA Board later voted to remove this language from the above referenced zoning application because it was told the City staff would not support this waiver.
5. The LRA Board then included the "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left up to the discretion of a Design Review Committee on a case-by-case basis
6. Addressing parking on a "case-by-case" basis has proven to be inadequate way to address parking. When an area is just in the beginning stages of development, there is plenty of area around the unfinished/unoccupied units in which to find street parking. When an area approaches build-out, that ease of parking disappears. One parking space per unit will necessitate overflow into other residential neighborhoods.
7. Additionally, "shared" parking in the center of Lowry is fast proving to be inadequate. Experience shows that even the third large Quad building at Fairmount and Lowry Blvd. now sees overflow parking from its extremely generous two story parking structure.
8. Lowry does not approach becoming a "transit oriented development," yet planning for parking assumes people will have a greatly reduced use of cars on this parcel. Even when light rail is built, Lowry will be 5 or 6 miles to the Gold Line or 225 Line. The Planning Board cannot base its decision on this zoning on the myth to that people will give up their cars to live on Buckley.

I ask that the Planning Board listen to the existing community that surrounds these three (with more to come) new sites. While waivers and conditions to zoning applications are generally frowned upon by the planning staff, the fact remains that the three applications sitting before you each contain at least three other waivers or conditions. The LRA is asking that the entire Rowhouse District be permitted to remove the 30 foot height limitation and adopt a new standard height of 35 feet. This Planning Board will be asked by the Applicant to accept these waivers or conditions to provide the "necessary flexibility" to the LRA and its developers.

If the Board takes this step, it can take the step of adding a parking waiver. This would eliminate the Code requirement of one parking space per unit and adopt a new requirement of two parking spaces per unit. This waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods."

Thank you for balancing the needs of the existing communities with the request by the LRA.

To the Planning Board:

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support (overall) the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, which is designed to maximize land values and increase buildable acreage, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th and choose to support these applications.

However, I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

1. The larger community has spoken out on the need to avert a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was not nearly sufficient at Legends, and caused untold havoc in the surrounding area due to insufficient planning and zoning.
2. The applicable section of the zoning code for G-RH-3 only requires one (1) parking space per unit.
3. The Board of the Lowry Redevelopment Authority heard these concerns at numerous meetings and voted as a Board to include in its initial zoning application a request for this additional requirement on developers.
4. The LRA Board later voted to remove this language from the above referenced zoning application because it was told the City staff would not support this waiver.
5. The LRA Board then included the "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left up to the discretion of a Design Review Committee on a case-by-case basis
6. Addressing parking on a "case-by-case" basis has proven to be an inadequate way to address parking. When an area is just in the beginning stages of development, there is plenty of area around the unfinished/unoccupied units in which to find street parking. When an area approaches build-out, that ease of parking disappears. One parking space per unit will necessitate overflow into other residential neighborhoods.
7. Additionally, "shared" parking in the center of Lowry is fast proving to be inadequate. Experience shows that even the third large Quad building at Fairmount and Lowry Blvd. now sees overflow parking from its extremely generous two story parking structure.

8. Lowry does not approach becoming a "transit oriented development," yet planning for parking assumes people will have a greatly reduced use of cars on this parcel. Even when light rail is built, Lowry will be 5 or 6 miles to the Gold Line or 225 Line. The Planning Board cannot base its decision on this zoning on the myth to that people will give up their cars to live on Buckley.

I ask that the Planning Board listen to the existing community that surrounds these three (with more to come) new sites. While waivers and conditions to zoning applications are generally frowned upon by the planning staff, the fact remains that the three applications sitting before you each contain at least three other waivers or conditions. The LRA is asking that the entire Rowhouse District be permitted to remove the 30 foot height limitation and adopt a new standard height of 35 feet. This Planning Board will be asked by the Applicant to accept these waivers or conditions to provide the "necessary flexibility" to the LRA and its developers.

If the Board takes this step, it can take the step of adding a parking waiver. This would eliminate the Code requirement of one parking space per unit and adopt a new requirement of two parking spaces per unit. This waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods."

Thank you for balancing the needs of the existing communities with the request by the LRA.