



TO: Land Use, Transportation, and Infrastructure Committee of Denver City Council
FROM: Jason Morrison, AICP, Senior City Planner
DATE: December 3rd, 2020
RE: Official Zoning Map Amendment #2018I-00182

Staff Report and Recommendation

Based on the criteria for review in the Denver Zoning Code, Staff recommends approval for Application #2018I-00182.

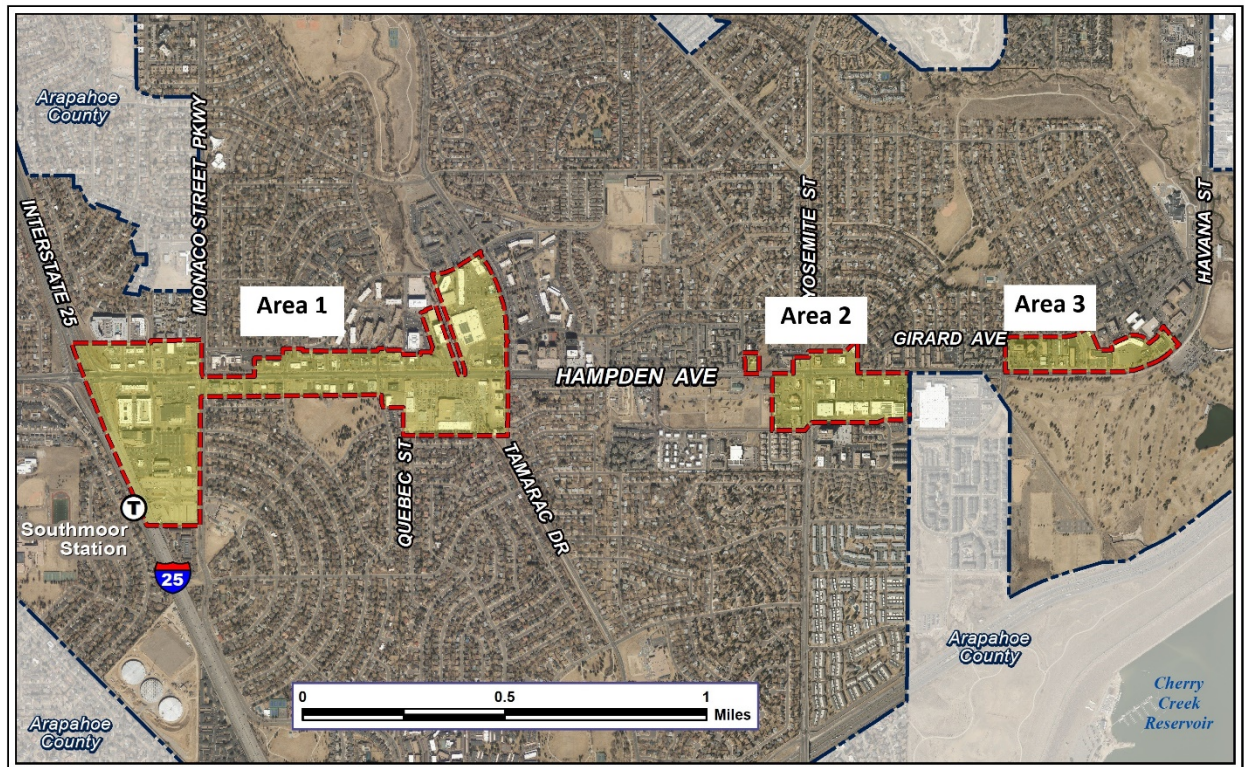
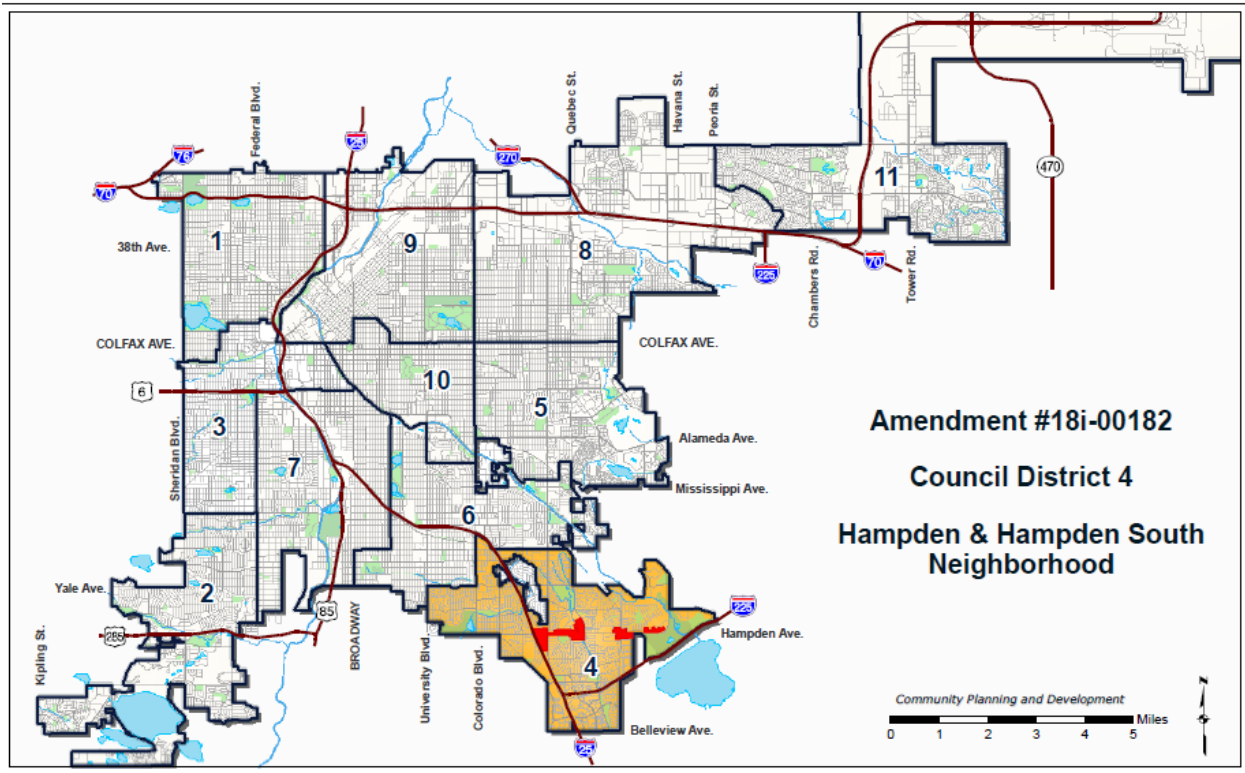
Request for Rezoning

Address:	Multiple properties along Hampden Avenue
Neighborhood/Council District:	Hampden and Hampden South Neighborhoods / Council District 4
RNOs:	Inter neighborhood Cooperation (INC)
Area of Property:	7,162,291 square feet or 164.42 acres
Current Zoning:	S-MX-5 UO-1 UO-2, B-A-3 with waivers, R-MU-30, S-MX-3, S-MX-5, B-1, B-3 with waivers, B-3, S-MX-2, P-1 with waivers, B-2, PUD 173, PUD 198, and S-CC-3X
Proposed Zoning:	S-MX-5A UO-1 UO-2, S-MX-3A, S-MX-5A
Property Owner(s):	Multiple, see legislative proposal attachment
Application Sponsor:	Councilmember Kendra Black

Summary of Rezoning Request

- The proposed rezoning includes many of the properties in Former Chapter 59 and commercial zone districts along East Hampden Avenue in the Hampden and Hampden South neighborhoods. This includes approximately 164 acres north and south of East Hampden Avenue from Interstate 25 to Havana Street.
- The properties included in the rezoning are mostly commercial, office, and retail uses with some multi-unit residential.
- Councilmember Black is requesting to rezone these properties to S-MX-3A and S-MX-5A, which will lead to improved design outcomes with decreased setbacks and greater build-to requirements.

Existing Context



The subject properties are located along East Hampden Avenue in the Hampden and Hampden South neighborhoods between Interstate 25 and Havana Street. The East Hampden Avenue corridor is characterized by mostly commercial uses and transitions to both multi-unit and single-unit residential uses north and south of the commercial corridor. The block patterns are generally curvilinear without alley access. The E, F, and H light rail lines serve the Southmoor RTD Transit Station at Interstate 25 and East Hampden Avenue. Additionally, Bus Routes 105 and 35 service along Hampden Avenue with 15-minute and one-hour headways, respectively.

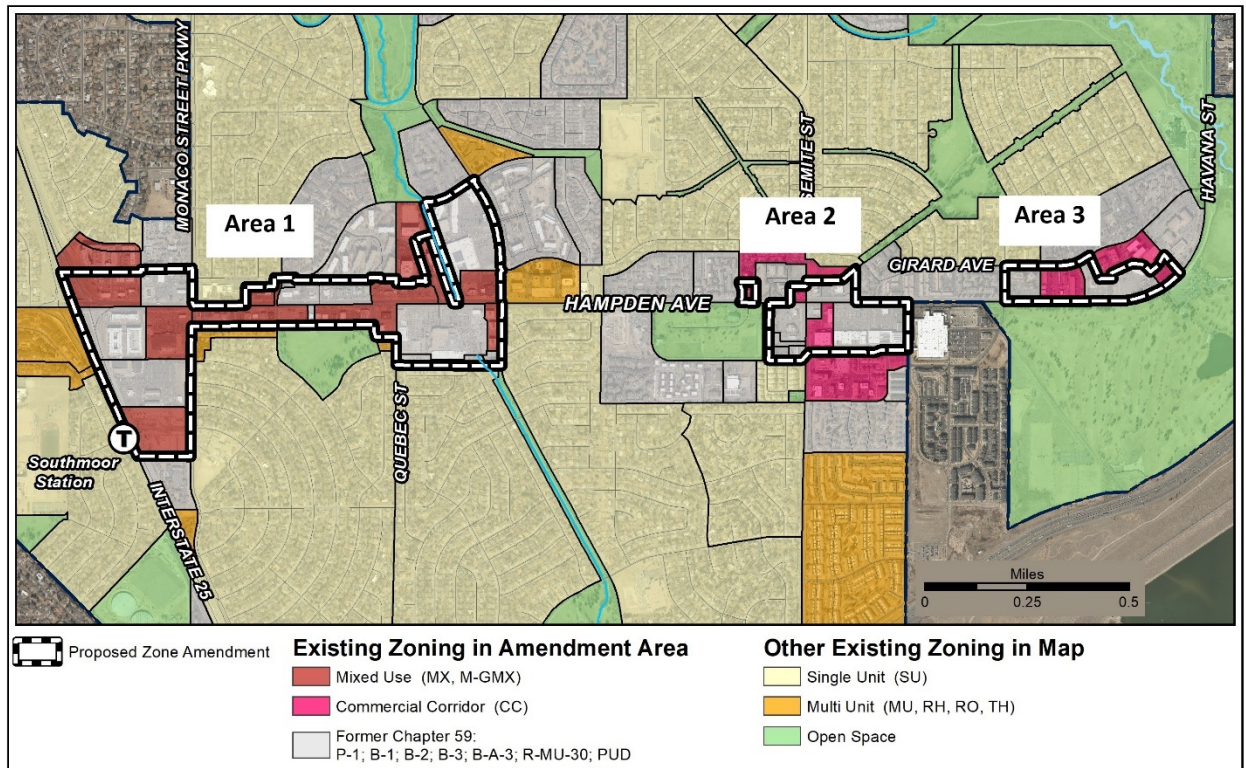
A table summarizing the existing context proximate to the subject sites is attached at the end of this report (see Attachment 2 Existing Context Table – Subject Properties and Attachment 3 Existing Context Table – Surrounding Properties).

1. Large Development Review

This rezoning application was reviewed by the Development Review Committee (DRC) to determine if the proposal would be subject to the Large Development Plan (LDR) process outlined in Section 12.4.12 of the Denver Zoning Code (DZC) and require the creation of a Large Development Framework (LDF).

After review, it was determined that the project would not be subject to LDR review because there is no specific development concept for this legislative map amendment proposal, no adopted plan recommends use of the LDR process for this proposal, and no infrastructure network or system improvements are anticipated at this time.

2. Existing Zoning



Area 1:

- S-MX-5, UO-1, UO-2: This is a mixed-use district in the Suburban neighborhood context that is “intended to promote safe, active, pedestrian-scaled, diverse areas” while contributing positively to surrounding residential neighborhoods (DZC 3.2.4.1). The S-MX-5 district allows the Shopfront building form and the Drive Thru Services and Drive Thru Restaurant building forms on certain lots. A maximum of 5 stories or 70 feet is permitted for the Shopfront building form and 3 stories or 45 feet for the Drive Thru building forms.
- R-MU-30: R-MU-30 is a high-density residential district in the Former Chapter 59 zoning code typically found in the center of the city or near activity centers such as near light rail stations. The properties in the R-MU-30 district area also in a Planning Building Group (PBG). The PBG has a gross floor area of 60,200 square feet and a floor area ratio of 1:1.
- B-3: B-3 is a shopping center district in the Former Chapter 59 zoning code which accommodates uses that satisfy household and personal needs of the surrounding residential areas. It has standards comparable to the residential neighborhoods it serves. The area zoned B-3 along South Monaco Street Parkway is in a Planned Building Group that allows for a floor area ratio of .2896:1, a maximum height of 43 feet, 908 parking spaces, and landscaping. The B-3 area along East Hampden Boulevard between South Oneida Street and South Poplar Street is also a part of the PBG which includes specific parking and landscaping for the structures on site. The third B-2 site in area one

is in the Tiffany Plaza PBG, near the southwest section East Hampden Boulevard and South Tamarac Drive, which includes 215,183 square feet of gross floor area, 1,084 parking spaces, and 1-story buildings.

- S-MX-3: S-MX-3 is a mixed-use district in the Suburban neighborhood context that is “intended to promote safe, active, pedestrian-scaled, diverse areas” while contributing positively to surrounding residential neighborhoods (DZC 3.2.4.1). The S-MX-3 district allows the Shopfront, Drive Thru Services, and Drive Thru Restaurant building forms. However, the Drive Thru building forms would not be permitted on this site because it’s located within a ¼ mile of a transit station.
- B-A-3 with Waivers: This district is an Arterial General Business District in the Former Chapter 59 zoning code designed to accommodate uses oriented toward the automobile and residents of surrounding neighborhoods. Upon rezoning, the property owner waived the right to establish a truck rental service or motor bike rental service as accessory to a gas filling station and all trailer rental service, construct a structure above 35 feet, and all signs shall be in accordance with City and County of Denver Ordinances and not revolve, flash, or scintillate.
- S-MX-2: S-MX-2 is a mixed-use district in the Suburban neighborhood context that is “intended to promote safe, active, pedestrian-scaled, diverse areas” while contributing positively to surrounding residential neighborhoods (DZC 3.2.4.1). The S-MX-2 zone district allows the Drive Thru Services, Drive Thru Restaurant, General, and Shopfront building forms. A maximum 2 stories or 30 feet is permitted for all permitted primary building forms.
- B-1: The B-1 district is a limited office district in the Former Chapter 59 zoning code that provides for services related to dental and medical care for the surrounding residential areas. The first B-1 zoned site is located near East Girard Avenue and South Oneida Street, and it is part of the PBG along East Hampden Avenue between South Oneida Street and South Poplar Street which includes specific parking and landscaping for the structures on the site. The second property within the B-1 district with a PBG is on South Tamarac Drive and allows for 16,820 square feet of gross floor area for two buildings with 35 parking spaces.
- B-3 with Waivers: This district is a shopping center district which accommodates uses that satisfy household and personal needs of the surrounding residential areas. It has standards comparable to the residential neighborhoods it serves. Upon rezoning to B-3, the applicant waived the right to establish uses permitted in the B-3 district except for bank, beauty shop, barber shop, child care center, church, clinic, computer data processing center, dwelling unit, health studio, hearing aid store, laboratory, library, office, optician, savings and loan association, school, and telephone exchange.
- P-1 with Waivers: P-1 is a district in the Former Chapter 59 zoning code that allows off-street parking, and it requires buffers between the parking use and any residential neighborhood. The waivers include waiving the right to construct any structure or structures and to have noise levels in excess of 112 decibels.
- UO-1: The UO-1 overlay is a use overlay district that allows for adult business uses. All adult business uses must comply with spacing requirements in DZC Section 9.4.4.6.

Area 2:

- S-CC-3x: The S-CC-3x district “applies primarily to auto-oriented arterial street corridors where a building scale of 1 to 3 stories is desired with less intense uses than S-CC-3” (DZC 3.2.3.2.B.). This district allows the Drive Thru Services, Drive Thru Restaurant, and General building forms which do not include build-to requirements and allow parking between the building and the street. A maximum of 3 stories or 45 feet in height is permitted for all of the primary building forms. For more information on the S-CC-3x district see Article 3 of the Denver Zoning Code.
- B-2: B-2 is a Neighborhood Business District in the Former Chapter 59 zoning code that is typically small in size and completely surrounded by residential districts. It provides retail and personal services that satisfy the daily needs of the neighboring residential areas. The PBG located at the southwest corner of East Hampden Avenue and South Yosemite Street allows 24,792 square feet of gross floor area with 338 spaces of associated parking. A second PBG is located at the northeast corner of East Hampden Avenue and South Yosemite Street shows development for two of the four parcels. There is a total gross floor area of 10,775 square feet with 83 parking spaces for the two parcels that have been developed.
- B-3: This district is a shopping center district in the Former Chapter 59 zoning code and typically larger than the neighborhood business district. The parcel within in the B-3 district is part of a PBG that allows a total floor area of 1,824 square feet, a maximum height of 15 feet, and 12 parking spaces.
- PUD 173: This PUD allows uses permitted in the B-2 district with the addition of an eight-bay self-service car wash. PUD 173 allows the car wash to be a maximum height of 1 story or 18 feet.
- PUD 198: This PUD allows for uses permitted in the B-2 district and a self-service gas station with a food mart and car wash. The maximum height is one story or 19 feet.

Area 3:

- S-CC-3x: The S-CC-3x district “applies primarily to auto-oriented arterial street corridors where a building scale of 1 to 3 stories is desired with less intense uses than S-CC-3” (DZC 3.2.3.2.B.). This district allows the Drive Thru Services, Drive Thru Restaurant, and General building forms which do not include build-to requirements and allow parking between the building and the street. A maximum of 3 stories or 45 feet in height is permitted for all the primary building forms. For more information on the S-CC-3x district see Article 3 of the Denver Zoning Code.
- B-3: B-3 is a shopping center district in the Former Chapter 59 zoning code and typically larger than the neighborhood business district. A PBG covers a portion of the B-3 area and allows for a gross floor area of 40,296 square feet with a floor area ratio of 1:4.2 and 201 parking spaces.
- B-3 with Waivers: This district is a shopping center district in the Former Chapter 59 zoning code and typically larger than the neighborhood business district. The rezoning applicant waived the right to use the site for any use except for the following: eating place, floral shop, collection and distribution station for laundry or dry cleaner, hobby supply store, office, barber shop, or beauty shop.

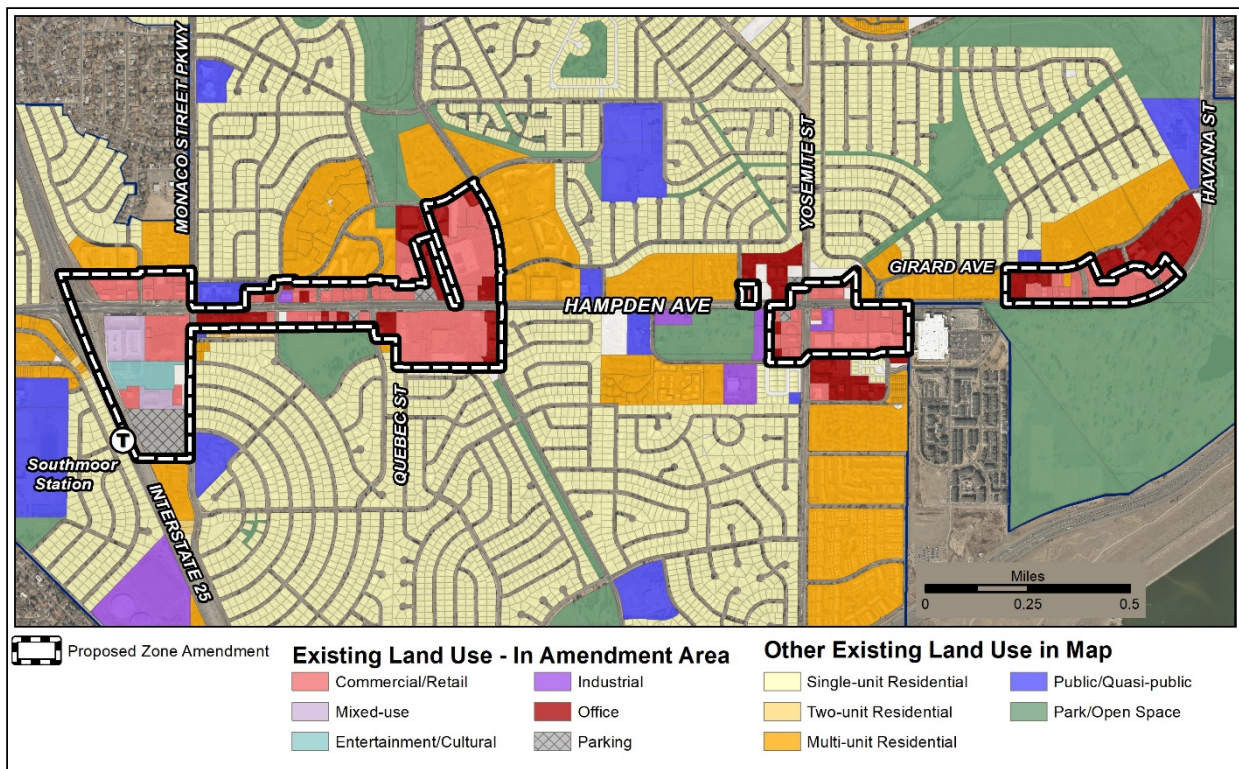
3. View Planes

The *Southmoor Park View Plane* is applicable to the western-most properties included in the rezoning. The intent of this view plane is to preserve the view of the Rocky Mountains (west of the subject sites) from Southmoor Park (east of the applicable sites) and “no part of any structure within the view plane may exceed an elevation of 5,548 feet above mean sea level plus two feet for each 100 feet that said part of structure is horizontally distant from the reference point” (DRMC Sec. 10-62.5.b). Therefore, the sites within this view plane are subject to maximum height restrictions ranging from 12 feet to 42 feet. However, this view plane does allow for exceptions in allowable height. Any district zoned for business may be built to a height of 42 feet above the natural grade (DRMC Sec. 10-52-5.d.1). Additionally, any current structure that does not comply with the view plane height restrictions may be replaced with its current height and use. The proposed zone districts within the view plane are S-MX-3A and S-MX-5A and have a maximum height of 45 feet and 70 feet, respectively and allow for business uses. The height restrictions in the *Southmoor Park View Plane* could impact potential development along this portion of the Hamden corridor.

4. Parkway

Monaco Street Parkway is a designated parkway with a 25-foot building setback on both sides of the street. No fences, surface parking, or structures are allowed within the parkway setback.

5. Existing Land Use Map



6. Existing Building Form and Scale (Images obtained from Google Maps)



View facing north on East Hampden Avenue between South Monaco Parkway and South Oneida Street (rezoning to S-MX-3A).



View facing south on East Hampden Avenue between South Yosemite Street and South Boston Street (rezoning to S-MX-5A).



View facing north from East Hampden Avenue between South Dayton Street and South Florence Street (rezoning to S-MX-5A).



View facing south from East Ithaca Place directly south of Area 1 in the subject rezoning.



View facing west on South Dayton Street directly adjacent to Area 2 in the subject rezoning.



View facing south on East Hampden Avenue directly south of Area 3 in the subject rezoning.

Proposed Zoning

Both proposed zone districts, S-MX-3A and S-MX-5A, are mixed-use districts allowing the General and Shopfront building forms. The minimum primary street setback is 0', and parking is not permitted between the primary street and the building. S-MX-3A and S-MX-5A require a build-to percentage of 60% for the General building form and 75% for the Shopfront building form within a range 0'-20' for the General form and 0'-5' for the Shopfront form. A variety of uses are permitted including residential and commercial. For additional detail of the requested zone district, see DZC Article 3.

Additionally, where applicable, the UO-1 and UO-2 zone districts will be retained as part of this legislative rezoning. The UO-1 overlay is a use overlay district that allows for adult business uses. All adult business uses must comply with DZC spacing requirements in DZC Section 9.4.4.6. The UO-2 overlay district is designated as the Billboard Use Overlay District and allows for "outdoor general advertising devise" signs, also known as "billboards." These advertising devices must comply with the sign standards and limitations in Division 10, DZC Section 10.10.21 and include limitations on minimum separation and distance requirements.

The primary building forms allowed in the existing zone district and the proposed zone district are summarized in an attached table (see Attachments 4, 5, and 6 Primary Building Form Standards in Existing and Proposed Zone Districts Tables for Areas 1, 2, and 3, respectively).

Summary of City Agency Referral Comments

As part of the DZC review process, the rezoning application is referred to potentially affected city agencies and departments for comment. A summary of agency referral responses follows:

Assessor: Approved – No Response

Asset Management: Approved – No Comments

Denver Public Schools: Approved – No Response

Department of Public Health and Environment: Approved – See Comments Below

1. EQ concurs with the request and is not aware of environmental concerns on this site that should be considered for this rezoning.
2. General Notes: Most of Colorado is high risk for radon, a naturally occurring radioactive gas. Due to concern for potential radon gas intrusion into buildings, DDPHE suggests installation of a radon mitigation system in structures planned for human occupation or frequent use. It may be more cost effective to install a radon system during new construction rather than after construction is complete.
3. If renovating or demolishing existing structures, there may be a concern of disturbing regulated materials that contain asbestos or lead-based paint. Materials containing asbestos or lead-based paint should be managed in accordance with applicable federal, state and local regulations.

4. The Denver Air Pollution Control Ordinance (Chapter 4- Denver Revised Municipal Code) specifies that contractors shall take reasonable measures to prevent particulate matter from becoming airborne and to prevent the visible discharge of fugitive particulate emissions beyond the property on which the emissions originate. The measures taken must always be effective in the control of fugitive particulate emissions on the site, including periods of inactivity such as evenings, weekends, and holidays.
5. Denver’s Noise Ordinance (Chapter 36–Noise Control, Denver Revised Municipal Code) identifies allowable levels of noise. Properties undergoing Re-Zoning may change the acoustic environment but must maintain compliance with the Noise Ordinance. Compliance with the Noise Ordinance is based on the status of the receptor property (for example, adjacent Residential receptors), and not the status of the noise-generating property. Violations of the Noise Ordinance commonly result from, but are not limited to, the operation or improper placement of HV/AC units, generators, and loading docks. Construction noise is exempted from the Noise Ordinance during the following hours, 7am–9pm (Mon–Fri) and 8am–5pm (Sat & Sun). Variances for nighttime work are allowed, but the variance approval process requires 2 to 3 months. For variance requests or questions related to the Noise Ordinance, please contact Paul Riedesel, Denver Environmental Health (720-865-5410).

Denver Parks and Recreation: Approved – No Comments

Public Works – R.O.W.- City Surveyor: Approved – No Comments

Development Services – Project Coordination: Approved – No Response

Development Services - Fire Protection: Approved – No Response

Development Services – Transportation: Approved – No Response

Development Services- Wastewater: Approved – No Response

Public Review Process

	Date
CPD informational notice of receipt of the rezoning application to all affected members of City Council, registered neighborhood organizations, and property owners:	5/18/2020
Property legally posted for a period of 15 days and CPD written notice of the Planning Board public hearing sent to all affected members of City Council, registered neighborhood organizations, and property owners:	11/3/2020

Denver Planning Board voted unanimously to recommend approval:	11/18/2020
CPD written notice of the Land Use, Transportation and Infrastructure Committee meeting sent to all affected members of City Council and registered neighborhood organizations, at least ten working days before the meeting:	11/27/2020
Land Use, Transportation and Infrastructure Committee of the City Council:	12/8/2020
Property legally posted for a period of 21 days and CPD notice of the City Council public hearing sent to all affected members of City Council and registered neighborhood organizations (tentative):	12/28/2020
City Council Public Hearing (tentative):	1/18/2021

- **Registered Neighborhood Organizations (RNOs):** To date, staff has received no comment letters from Registered Neighborhood Organizations.
- **Other Public Comment:** To date, staff has received no other public comment letters.

Criteria for Review / Staff Evaluation

1. Consistency with Adopted Plans

City Council may approve a legislative map amendment if the proposed rezoning complies with the specified criteria found in Denver Zoning Code Section 12.4.10.7, “the proposed official map amendment is consistent with the City’s adopted plans, or the proposed rezoning is necessary to provide land for a community need that was not anticipated at the time of the adoption of the City’s plan.”

DZC Section 12.4.10.7

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

The following adopted plans currently apply to this property:

- *Denver Comprehensive Plan 2040*
- *Blueprint Denver (2019)*

Comprehensive Plan 2040

The proposed legislative rezoning is consistent with many of the adopted *Denver Comprehensive Plan 2040* goals and strategies. The following goals apply from the Equitable, Affordable and Inclusive vision element:

- Equitable, Affordable and Inclusive Goal 1, – *Ensure all Denver residents have safe, convenient and affordable access to basic services and a variety of amenities (p. 28).*
- Equitable, Affordable and Inclusive Goal 7, Strategy B – *Prioritize infrastructure improvements that allow for residents of all abilities to access and live in any neighborhood (p.30).*

The proposed map amendment will further the *Comprehensive Plan 2040's* Equitable, Affordable and Inclusive Goal to ensure all Denver residents have safe, convenient and affordable access to basic services and a variety of amenities. The S-MX-3A and S-MX-5A zone districts allow for a variety of uses including public services, cultural, commercial, and residential uses. The list of permitted uses will provide basic services and amenities to the residents in the surrounding neighborhoods. In addition, the design standards in the proposed districts will promote greater walkability and accessibility to the uses established along the East Hampden Avenue corridor. The rezoning is, therefore, consistent with the above strategy in the Equitable, Affordable and Inclusive vision element.

The following goals and strategies apply from the Strong and Authentic Neighborhoods vision element:

- Strong and Authentic Neighborhoods Goal 1, Strategy A – *Build a network of well-connected, vibrant, mixed-use centers and corridors (p.34)*
- Strong and Authentic Neighborhoods Goal 1, Strategy C – *Ensure neighborhoods are safe, accessible and well-connected for all modes (p.34)*
- *Strong and Authentic Neighborhoods Goal 2, Strategy C – Create people-oriented places that embrace community character with thoughtful transitions, aspirational design and an engaging public realm (p. 34).*
- *Strong and Authentic Neighborhoods Goal 2, Strategy D – Use urban design to contribute to economic viability, public health, safety, environmental well-being, neighborhood culture, and quality of life (p. 34).*

This proposed rezoning to S-MX-3A and S-MX-5A is consistent with the abovementioned Strong and Authentic Neighborhoods goals to create people-oriented places that embrace community character with thoughtful transitions, aspirational design and an engaging public realm. The proposed zone districts design standards for transparency, active use, reduced visibility of parking and building entrance locations enable the creation of an active and human-scaled experience at the street level. The application is consistent with the strategies in the Strong and Authentic Neighborhoods vision element.

Similarly, the proposed legislative rezoning meets the following strategies in the Environmentally Resilient vision element:

- Environmentally Resilient Goal 8, Strategy A – *Promote infill development where infrastructure and services are already in place (p.54).*
- Environmentally Resilient Goal 8, Strategy C – *Focus growth by transit stations and along high- and medium- capacity transit corridors (p. 54).*

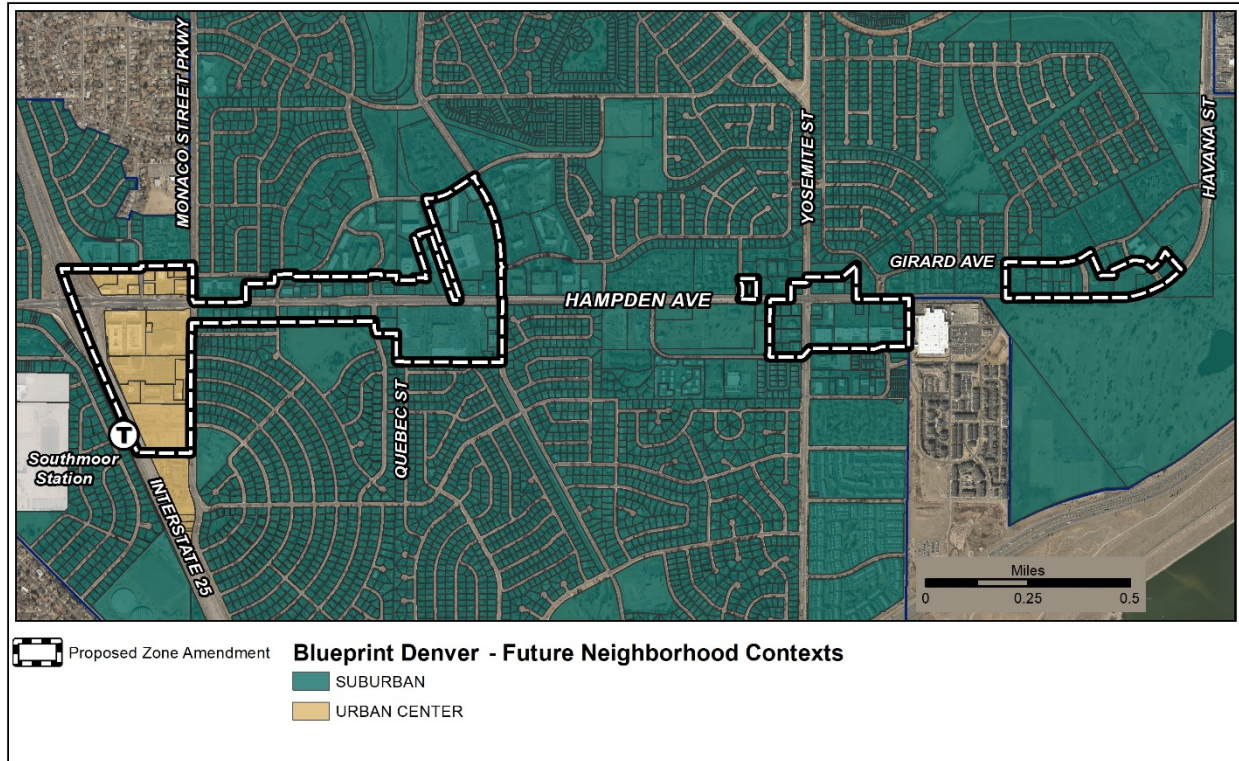
Moreover, the proposed legislative rezoning will promote high quality mixed-use development at infill locations where infrastructure is already in place. Portions of the requested rezoning areas currently have Former Chapter 59 zone districts and by rezoning out of Former Chapter 59 to the S-MX-3A and S-MX-5A zone districts, the city is enabling mixed-use development with better design standards and a

variety of uses which allow for residents to “live, work and play” in the same area, which reduces resource consumption. Additionally, the proposed legislative rezoning to S-MX-3A and S-MX-5A is consistent with *Comprehensive Plan 2040*’s strategy of focusing growth near transit stations and along high and medium-capacity transit corridors. The subject area contains the Southmoor RTD Station Area, as well as Hampden Avenue from Interstate 25 west to Galena Street which is designated as a transit priority street-speed and reliability corridor. These transit priority areas “benefit from investments, such as transit-priority signals, which make transit faster and more reliable in mixed traffic lanes” (*Blueprint Denver*, p. 176). The S-MX-3A and S-MX-5A zone districts feature transit-supportive uses and more pedestrian-friendly design standards, promoting infill, growth and activation in and around the Southmoor RTD Station Area and the East Hampden Avenue corridor.

Blueprint Denver

Blueprint Denver is Denver’s citywide, long range, land use and transportation plan, adopted by City Council in 2019 as a supplement to *Comprehensive Plan 2040*. The area of the proposed rezoning is predominantly identified as a Community Corridor in the Suburban Context, which are described as pedestrian-oriented, transit-supported community destinations where the plan recommends focusing growth over the next 20 years. The proposed rezoning will promote development that supports the complete neighborhood and transportation network vision in *Blueprint Denver*, including neighborhood context, place, street type and growth guidance.

Blueprint Denver Future Neighborhood Context



The proposed legislative rezoning area is predominantly within the Suburban neighborhood context. *Blueprint Denver* describes the Suburban neighborhood context as areas that, “represent(s) the most varied development in Denver’s neighborhoods. Homes in this context are largely single unit but can also include higher intensity residential. Commercial development is focused along main corridors and centers bordering residential areas. Although this context is more auto-oriented than others, there should still be quality multimodal connectivity. The aspiration of the suburban context in Denver is different than traditional suburban development of the past. Especially compared to other parts of the metro area, Denver’s suburban areas are still more urban in nature and suburban places should reflect that” (p. 189).

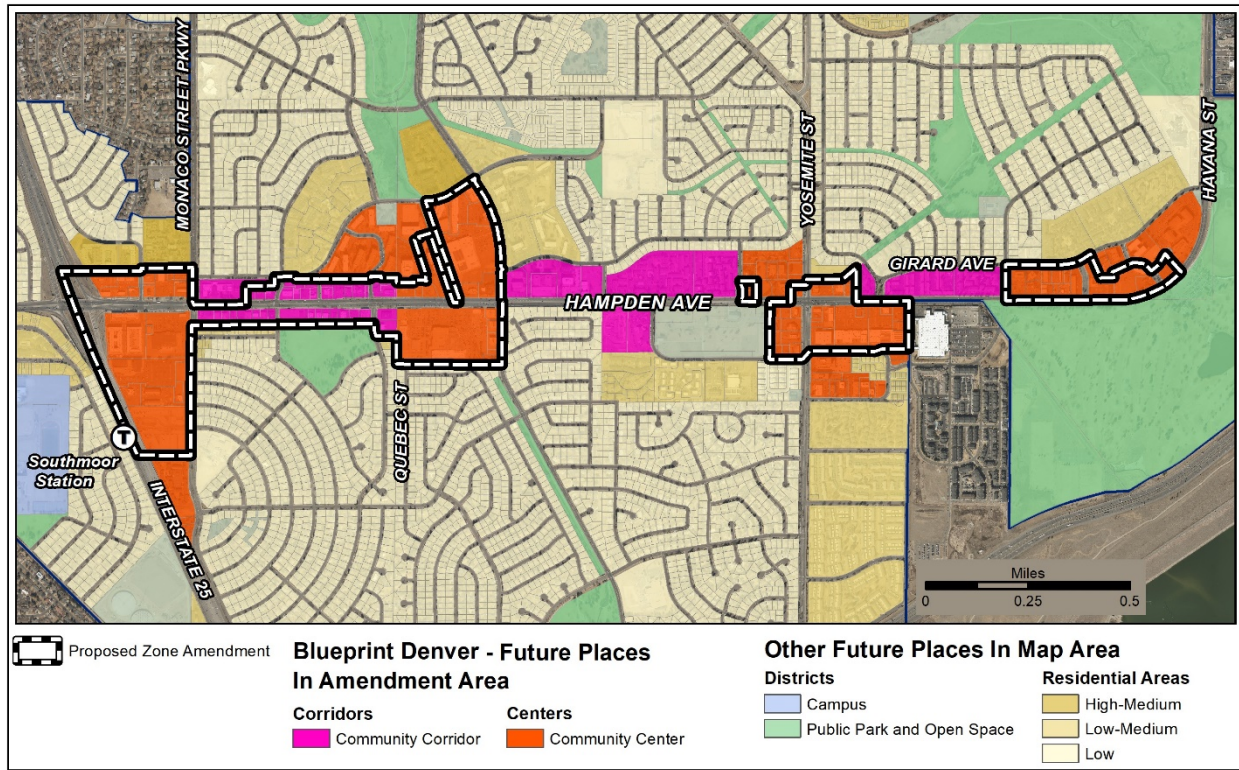
The request to rezone the subject areas to the S-MX-3A and S-MX-5A districts will implement the aspirational vision of the suburban context in that the proposed districts are more urban in nature and the design standards support a vibrant, walkable area. The proposed rezoning is consistent with the overall intent of the neighborhood contexts map and the plan.

Additionally, it should be noted that the westernmost portion of the proposed legislative rezoning area is shown in *Blueprint Denver* to be within the Urban Center neighborhood context primarily due to its proximity to the Southmoor light-rail station adjacent to Interstate 25. *Blueprint Denver* describes the Urban Center neighborhood context as “dense and vibrant areas that support residents and visitors. This context contains high intensity residential and significant employment areas. Development typically contains a high mix of uses, with good street activation and connectivity. Residents living in this context are well served by high-capacity transit and have access to ample amenities and entertainment options” (p. 251).

The request of this legislative rezoning is to rezone the entirety of the area into the suburban context. *Blueprint Denver* offers the following guidance for such request stating, “when a new zone district is proposed for a site, the neighborhood contexts map and description should be used to guide which zone districts are appropriate. The mapping of neighborhood context is at the citywide scale, so the boundaries of the contexts may be interpreted with limited flexibility if the request furthers the goals of *Blueprint Denver* and is consistent with the overall intent of the neighborhood contexts map” (p. 66).

The request to rezone the Southmoor station area to a Suburban neighborhood context where the context is mapped as Urban Center is consistent with the intent of the plan as the district still allows for a broad mix of uses and allowable building forms that contribute to a high level of street activation. The proposed S-MX-3A and S-MX-5A districts will implement a vibrant, walkable area as envisioned with the Urban Center future context. The proposed rezoning is consistent with the overall intent of the neighborhood contexts map and *Blueprint Denver*.

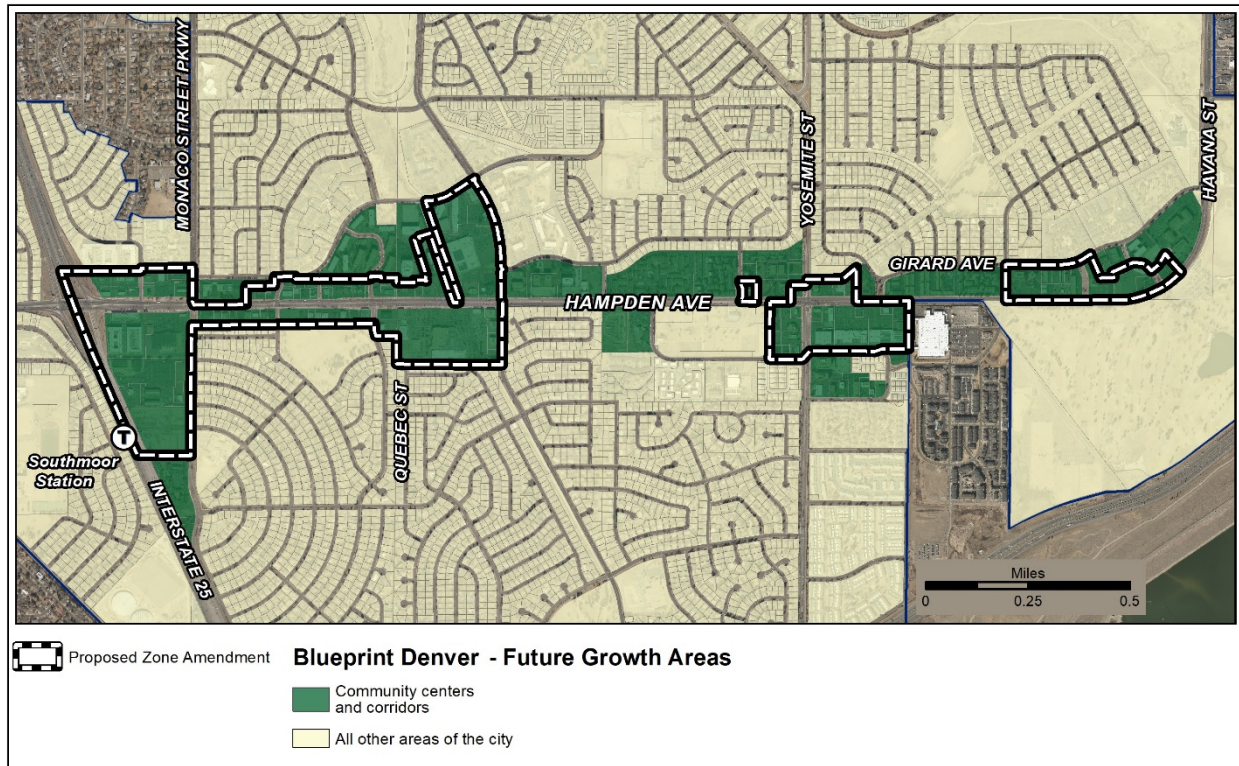
Blueprint Denver Future Places



The proposed rezoning area is designated as a mixture of Community Center and Community Corridor in the Suburban Context, and the western portion between Interstate 25 and South Monaco Street (Southmoor Station area adjacent to Interstate 25) as a Community Center within the Urban Center context. *Blueprint Denver* describes the Urban Center context as a having development that “typically contains a substantial mix of uses, which good street activation and connectivity. Residents living in this context are well served by high-capacity transit and access to ample amenities and entertainment options” (p. 252). *Blueprint Denver* describes a Suburban Community Center as, “[having] an active street level presence and provide a mix of uses...heights are generally up to 5 stories” (p.194). Community Corridors are described where “buildings have a distinctly linear orientation but may provide an opportunity for infill in large setbacks that area result of historic suburban development. Heights are generally up to 5 stories” (p.196).

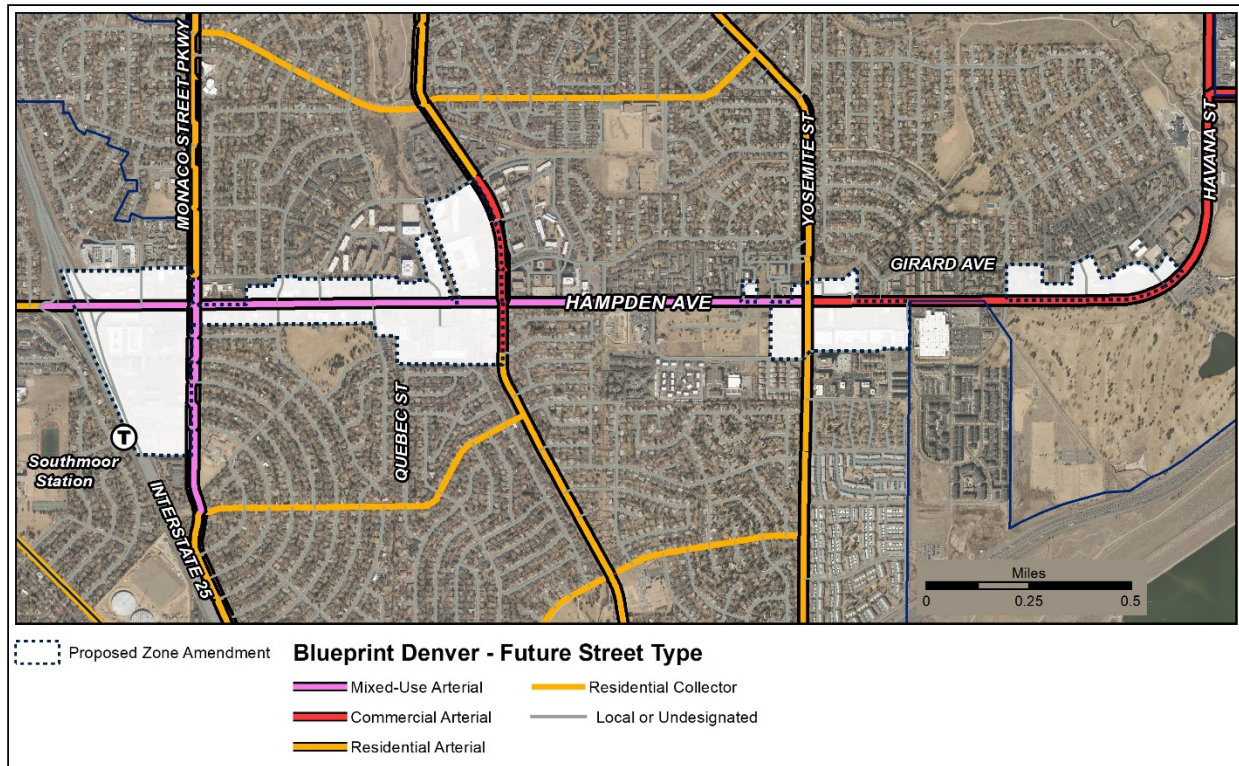
The proposed S-MX-3A and S-MX-5A districts are consistent with the height guidance as well as the Community Center and Corridor Future Places description because they allow for a variety of office, commercial and residential uses with design standards that require buildings to be placed closer to the street thus enabling an active street level presence.

Growth Strategy



Blueprint Denver's growth strategy map is a version of the future places map, showing the aspiration for distributing future growth in Denver (p. 51). The subject properties are part of the "Community Centers and Corridors" growth area. These areas anticipate 20% of new employment growth and 25% of new housing growth in the city by 2040 (p. 51). Community Centers and Corridors are "where underutilized infill redevelopment sites can be repurposed" (p. 48-49). The proposed map amendment to S-MX-3A and S-MX-5A will focus pedestrian-oriented, mixed-use growth to an area where it has been determined to be most appropriate. Therefore, the requested zone districts are consistent with the *Blueprint Denver* Growth Strategy.

Future Street Types



In *Blueprint Denver*, street types work together with the future place to evaluate the appropriateness of the intensity of the adjacent development (p. 67). East Hampden Avenue (from Interstate 25 moving east to Yosemite Street) and South Monaco Street are classified as Mixed-Use Arterials. Arterial streets are designed for the highest amount of through movement and the lowest degree of property access. Streets designated as “mixed-use” provide a “varied mix of uses including retail, office, residential and restaurants. Buildings are pedestrian-oriented, typically multi-story, usually with high building coverage with a shallow front setback” (p. 159).

East Hampden Avenue (from Yosemite moving east to Havana Street), Tamarac Drive, and Havana Street are designated as Commercial Arterials. According to *Blueprint Denver*, “commercial streets typically contain commercial uses including shopping centers, auto services and offices. Buildings are often set back with on-site parking” (p. 159).

Yosemite Street is designated as a Residential Arterial, which contemplates “primarily residential uses, but may also include schools, civic uses, parks, small retail nodes and other similar uses. Buildings on residential streets usually have a modest setback. The depth of the setback varies by neighborhood context” (p. 160).

The proposed S-MX-3A and S-MX-5A zone districts are consistent with the Future Street Types designation as they allow for a variety of commercial and some residential uses and the sites are generally served by arterial and collector streets.

Other Applicable *Blueprint Denver* Policy Recommendations and Strategies

Blueprint Denver provides recommendations related to properties that retained zoning from the Former Chapter 59 zoning code.

- Land Use & Built Form General, Policy 3, Strategy A – “Rezone properties from the Former Chapter 59 zoning code so that the entire city is covered by the DZC, including continuing to incentivize owners to come out of the old code” (p. 73).

The proposed legislative rezoning encompasses properties with former Chapter 59 zoning that will be rezoned to S-MX-3A or S-MX-5A, which are standard zone districts in the Denver Zone Code and are consistent with *Blueprint Denver*.

Blueprint Denver encourages legislative rezonings as a vehicle to implement the Plan’s goals.

- Land Use & Built Form General, Policy 11, Strategy A – “Prioritize larger-scale, legislative rezonings over site-by-site rezonings to implement plan recommendations and to achieve citywide goals, including equity goals” (p. 79).

This legislative rezoning will implement *Blueprint Denver’s* design goals for Suburban areas on a larger-scale consistent with this strategy.

Additionally, *Blueprint Denver* encourages better design outcomes for suburban and urban edge contexts:

- Land Use & Built Form Design Quality & Preservation, Policy 5 – “Create design outcomes in suburban and urban edge contexts that promote active, pedestrian-friendly places” (p. 103).

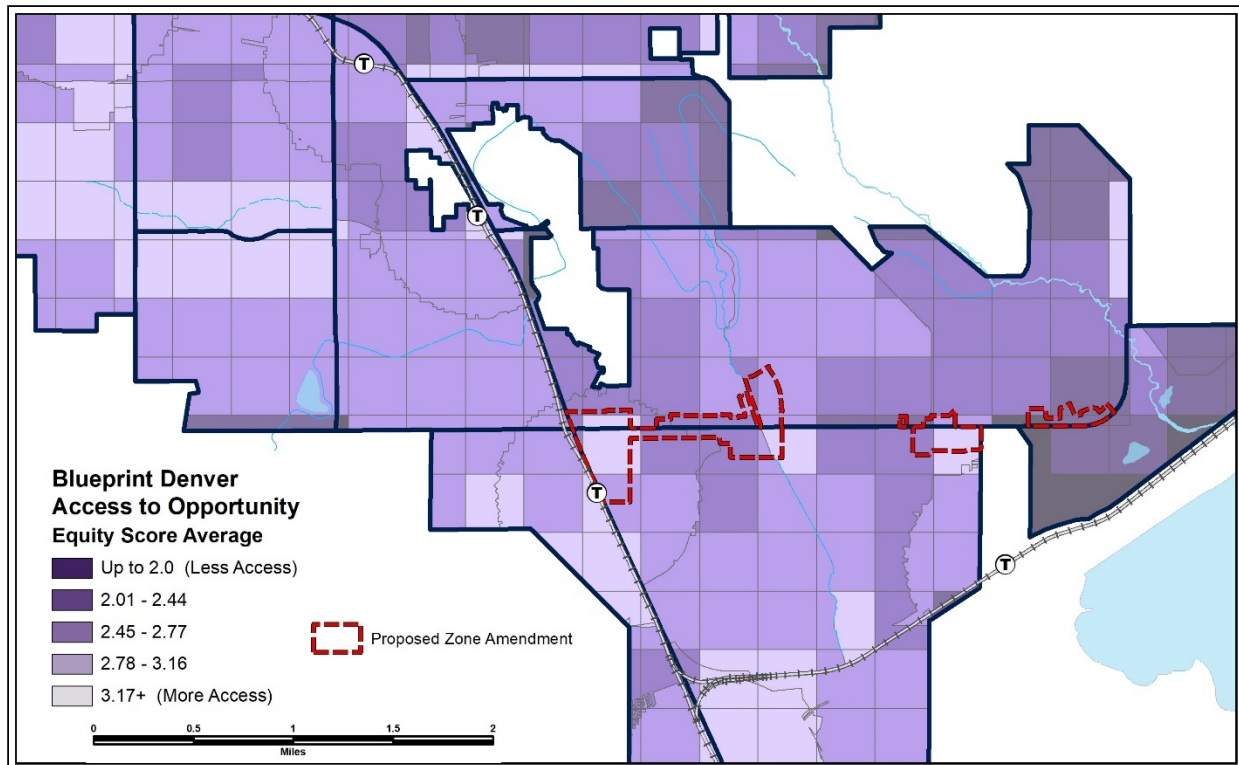
The proposed zone districts, S-MX-3A and S-MX-5A, have setbacks and build-to requirements that require buildings to be closer to the street and do not allow parking between the primary street and the building. This will help create pedestrian-friendly places along East Hampden Avenue and within the Suburban neighborhood context.

Equity Concepts

Blueprint Denver contains three equity concepts to help guide change to benefit Denver residents and visitors. Each equity concept has associated measurements to help inform considerations for large-scale city-led map amendments along with other implementation actions.

Access to Opportunity

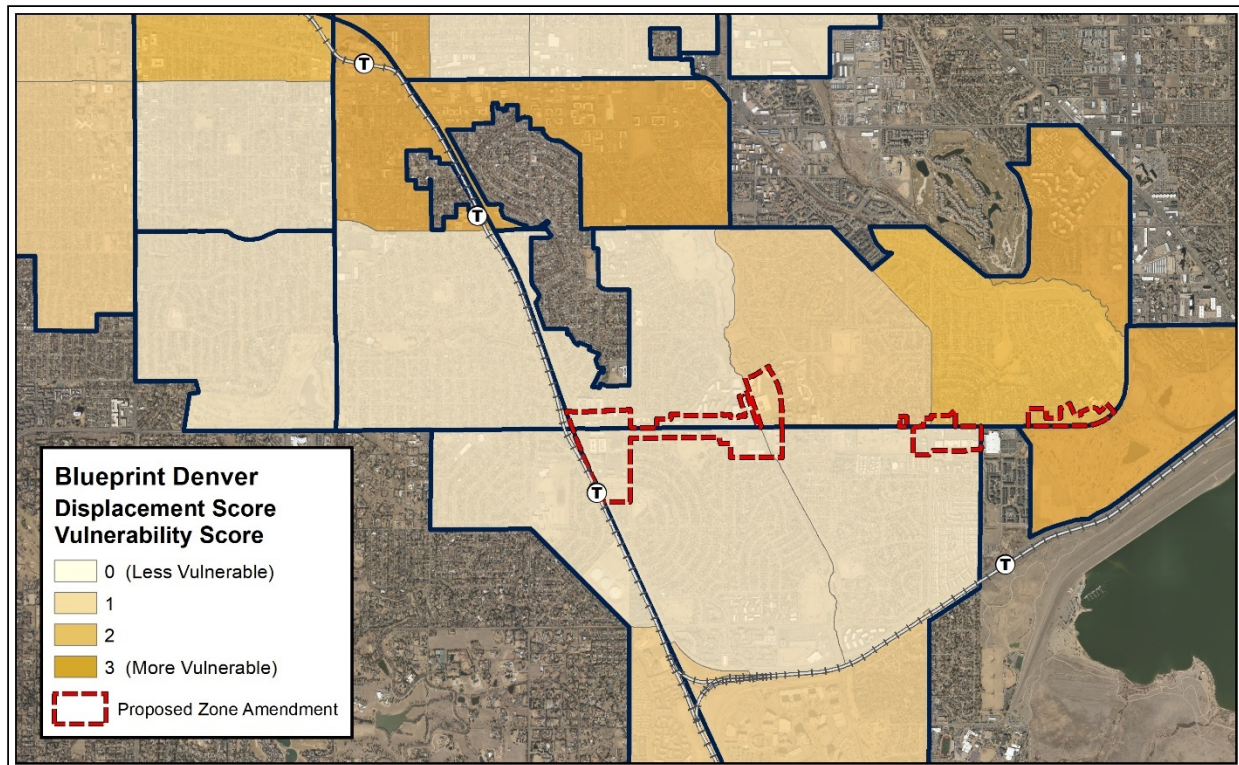
The basis for measuring access to opportunity is a composite of the neighborhood equity index developed by Denver’s Department of Public Health and Environment, proximity to high-capacity and frequent transit, and access to centers and corridors. Access to opportunity helps us to consider if we are making progress towards achieving the vision for complete neighborhoods across the city.



Overall, the subject sites have an average score for the Access to Opportunity concept ranging from two to four out of a total of five possible points. The proposed S-MX-3A and S-MX-5A zone districts are mixed-use, pedestrian-oriented districts that help improve the area’s walkability through enhanced building siting standards. Therefore, the proposed rezoning will not only encourage walkability in the area, but it will increase and strengthen equitable access to several goods and services along East Hampden Avenue. It’s important to note that although this legislative rezoning may not create direct impacts that result in an improvement of these indicators, enhancement of built form standards will promote better health outcomes and facilitate improved redevelopment outcomes.

Vulnerability to Displacement

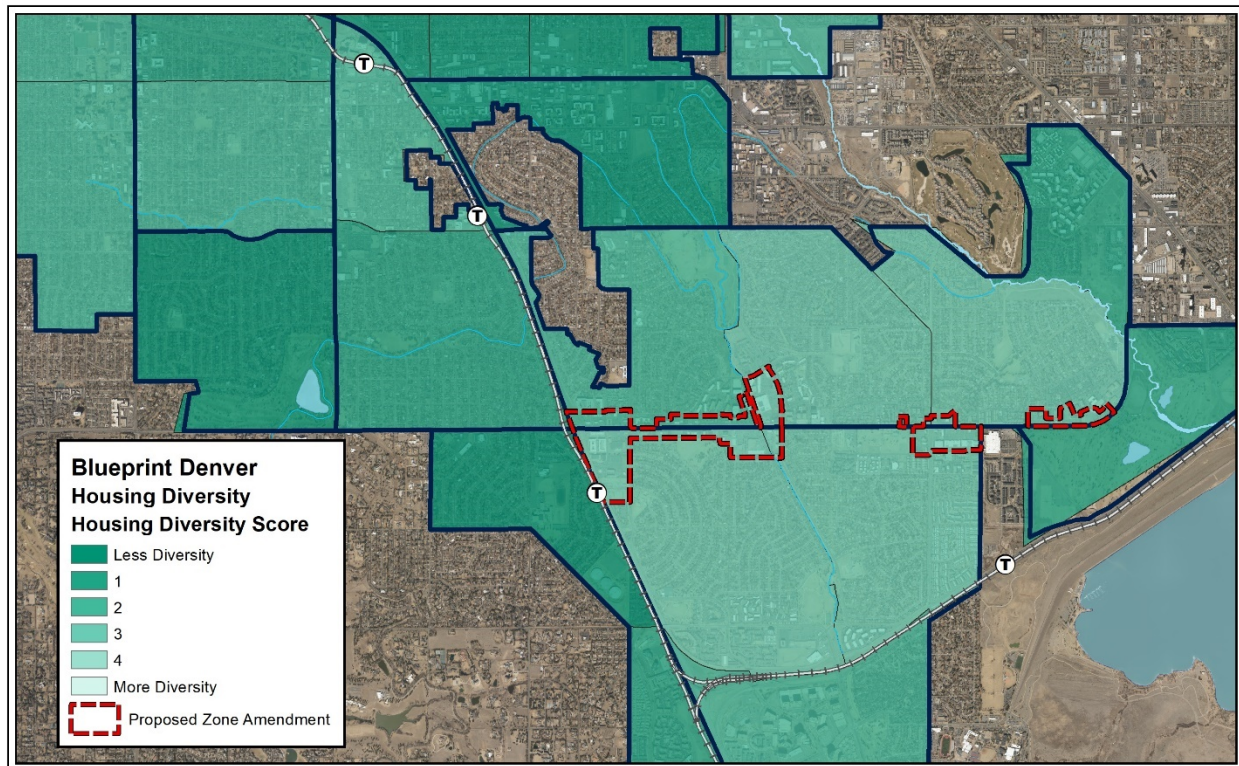
The basis for measuring vulnerability to displacement is the vulnerability to displacement index developed by the Denver Economic Development and Opportunity office. This combines data from median household income, percentage of people who rent housing, and percent of population with less than a college degree. This concept is used to stabilize “residents and businesses who are vulnerable to involuntary displacement due to increasing property values and rents” (p. 30).



Most of the properties included in the legislative rezoning application score a zero or a one out of a total of three possible points, making the area not vulnerable or slightly vulnerable to involuntary displacement. Only two of the census tracts scored a two out of three making those areas “somewhat vulnerable to displacement”. These areas are the segment of the rezoning north of East Hampden Ave, between South Dayton Street and just west of South Galena Street. This area is more vulnerable to displacement because it has a larger percentage of residents with less than a college degree, as well as a lower median household income compared to Denver as a whole. Rezoning the subject properties to S-MX-3A and S-MX-5A is not anticipated to increase a resident’s vulnerability to involuntary displacement along the East Hampden Avenue corridor because it is targeted at rezoning existing commercial properties to allow for better design outcomes and pedestrian accessibility. Generally, the proposed rezoning will not increase height entitlement for these properties and as such, is not anticipated to significantly increase property values. Therefore, the rezoning will maintain the existing metrics, especially for the most vulnerable parts of the corridor as mentioned above. Staff finds that this rezoning application will not have a negative impact on this measurement and that no housing or business will be displaced as a result.

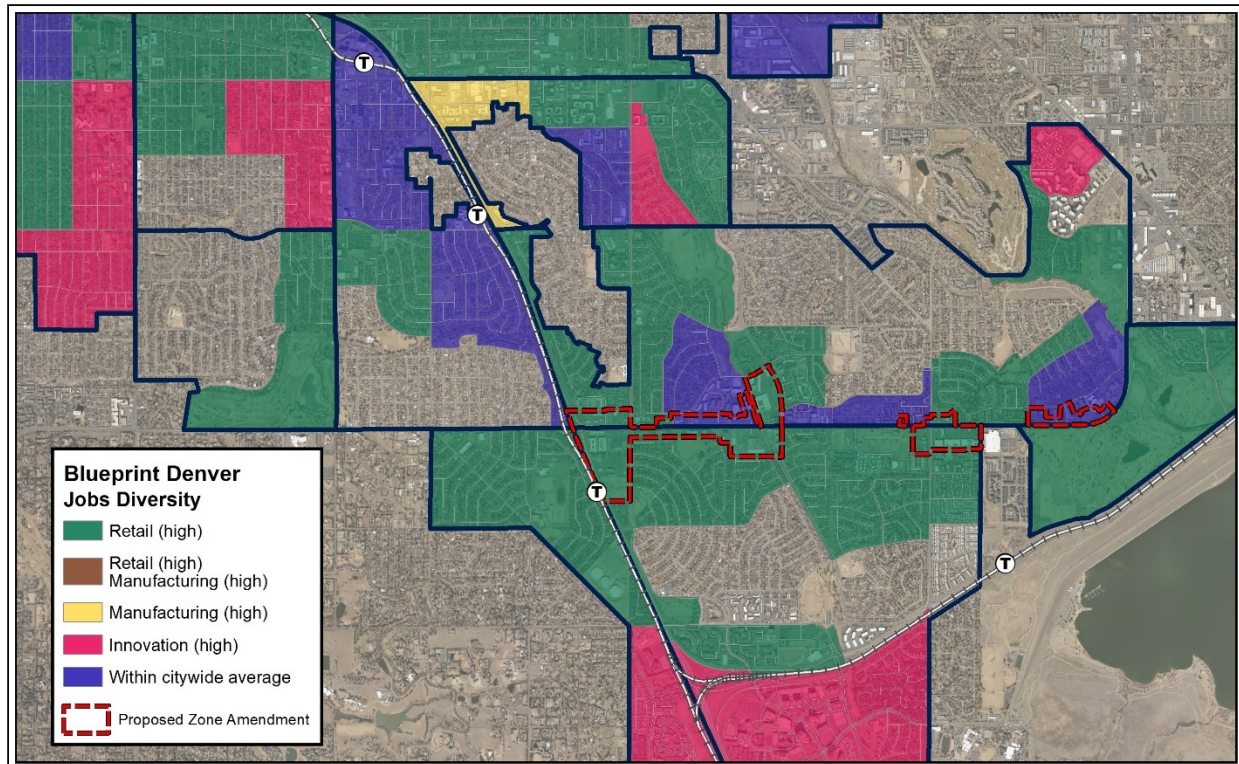
Expanding Housing and Jobs Diversity

As a *Blueprint Denver* Equity Concept, housing diversity refers to an area being able to offer residents a variety of housing options to accommodate households of different ages, sizes and incomes. The housing diversity map combines census tract-level data measuring the percentage of middle-density housing (housing with 2-19 units), home size diversity, ownership vs. rental, housing costs and the number of income-restricted units.



On a scale from zero to five (with five being the most diverse), most census tracts included in the legislative rezoning scored a three which equates to “somewhat diverse”. The proposed rezoning to S-MX-3A and S-MX-5A is targeted for existing commercial properties along East Hampden Avenue, and it should not change the existing metrics because it is meant to improve design outcomes and pedestrian infrastructure along the East Hampden Avenue corridor. However, the metrics associated with housing diversity could improve if redevelopment were to occur and include residential development. Multi-unit residential uses are permitted in the S-MX-3A and S-MX-5A districts and could improve the diversity of renters-to-owners, for example. Staff finds that this rezoning application will not have a negative impact on housing diversity.

Expanding Jobs Diversity



Access to a range of quality jobs enables people of different incomes and education levels to find employment and wealth building opportunities. To measure jobs diversity, the city looks at the number of jobs available and how the variety of these jobs compares to the variety of jobs citywide.

Generally, the subject properties along East Hampden Avenue are dissimilar to the city’s overall job mix as there is more of an emphasis here on retail (shown in green). One exception would be the northwest corner of East Hampden Avenue and South Yosemite Street, as well as the properties located north of East Hampden Avenue and east of South Dayton Street. These areas have a job mix that is similar to the city’s overall job mix (purple on map). While it is expected that some areas of the city will have more jobs than others or more prevalent job types, such as retail, patterns of predominant job types suggest that these areas may benefit from other job types so that residents in that area have additional options if there is a slowdown in retail sales. The S-MX-3A and S-MX-5A allow for a variety of commercial uses such as office, which could promote more innovation jobs and strengthen the overall job mix of the area. Staff finds that, on balance, this rezoning application will have a positive impact on the area’s jobs diversity.

2. 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 (DZC 12.4.10.7.B).

The proposed map amendment would rezone all properties within the defined area currently zoned S-MX-3, S-MX-5, and Former Chapter 59 to either S-MX-3A or S-MX-5A and would thus result in uniform regulations across the area with regards to the individual zone district. No waivers or conditions are requested.

3. Public Health, Safety and General Welfare

The proposed legislative rezoning furthers the public health, safety and general welfare of the City (DZC 12.4.10.7.C).

The City of Denver has adopted multiple plans in the interest of public health, safety and the general welfare including *Comprehensive Plan 2040* and *Blueprint Denver*. As described in detail above, the legislative rezoning furthers the goals, policies and strategies in these City plans, and through implementation furthers the health, safety and welfare of the City. Moreover, bringing the properties with Former Chapter 59 zoning into the Denver Zoning Code furthers the general welfare of the city and implements *Blueprint Denver's* goals to "Rezone properties from the Former Chapter 59 zoning code so that the entire city is covered by the DZC" (p. 73). The proposed zone districts will apply current, form-based zoning code standards, ensuring quality development appropriate for the surrounding neighborhoods.

In addition to furthering the public health and safety by implementing the City's adopted plans, the proposed rezoning furthers the general public health, safety and welfare of Denver residents, land owners and businesses by implementing zone districts that contain enhanced design standards that reinforce the desired character of the East Hampden Avenue corridor and encourage better built form outcomes fostering a more pedestrian-oriented character.

Attachments

1. Application
2. Existing Context Table – Subject Properties
3. Existing Context Table – Surrounding Properties
4. Primary Building Form Standards in Existing and Proposed Zone Districts Table – Area 1
5. Primary Building Form Standards in Existing and Proposed Zone Districts Table – Area 2
6. Primary Building Form Standards in Existing and Proposed Zone Districts Table – Area 3

Zone Map Amendment (Rezoning) - Legislative Rezoning Proposal

PROPERTY OWNER INFORMATION		REPRESENTATIVE*	
Property Owner Name	See Attached	Representative Name	Councilmember Kendra Black
Address	See Attached	Address	3540 S. Poplar St., Suite 1000
City, State, Zip		City, State, Zip	Denver, CO 80237
Telephone		Telephone	(720)- 337-4444
Email		Email	Kendra.Black@denvergov.org
SUBJECT PROPERTY INFORMATION			
Location (address and/or boundary description):	See attached		
Assessor's Parcel Numbers:	See attached		
Area in Acres or Square Feet:	160.78 acres		
Current Zone Districts:	S-MX-5 UO-1, UO-2, S-MX-5, S-MX-3, B-3, B-3 with waivers, R-MU-30, S-MX-2, B-1, P-1 waivers, B-2, S-CC-3X, PUD 173, PUD 198		
PROPOSAL			
Proposed Zone Districts:	S-MX-3A, S-MX-5A, S-MX-5 UO-1, UO-2		
REVIEW CRITERIA			
General Review Criteria: The proposal must comply with all of the general review criteria DZC Sec. 12.4.10.13	<input checked="" type="checkbox"/>	Consistency with Adopted Plans: The proposed official map amendment is consistent with the City's adopted plans, <i>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.</i>	
	<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.	
	<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.	



THE HONORABLE
Kendra Black
COUNCILWOMAN DISTRICT 4

City and County of Denver
CITY COUNCIL

3540 S. Poplar St., Suite 100
Denver, CO 80237
p: 720.337.4444
kendra.black@denvergov.org

April, 2020

Courtney Levingston
Senior City Planner
Community Planning & Development
City & County of Denver

Delivered via email

Dear Courtney,

Thank you for your time and efforts working on the rezoning for East Hampden Avenue in my southeast Denver council district. I have long advocated for improvements on Hampden that will improve the walkability, aesthetics, scale and development in the area. This proposed rezoning is just one step in those efforts.

Hampden Avenue, as you know, is an automobile-oriented state highway. It functions well for cars moving east and west but is inhospitable for pedestrians, cyclists and people using assistive devices. Most of the development along Hampden is late 20th century retail and office with much of the land used for parking. Parking lots, in fact, dominate the landscape. Residential neighborhoods that include multi-family as well as suburban single unit homes are adjacent to the commercial development yet the area remains mostly unwalkable. Because of the automobile-focused land-use, most people drive short distances rather than walk.

The Southmoor Light Rail Station is part of the area proposed for the rezoning. The station itself has around 800 parking spots. Additionally, there are another 1,500 or so parking spots in the adjacent retail center which includes a movie theater, dentist office, motel, Chili's and a 1960s strip mall anchored by a King Soopers and gas station. Shoppers and transit users mostly drive and park their cars.

My District 4 team and I have engaged in multiple efforts with community members to learn and discuss what they'd like to see in the Southmoor Station area. Overwhelming residents agree that they'd like to see new walkable mixed-use development that activates the area. They also strongly conveyed that they don't want tall buildings like what they see at the nearby Belleview Station. A Southmoor view plane ordinance does restrict building heights. So, despite the fact that a variety of zone districts in the area currently allow for taller buildings, the view plane prevents them. Because of the view plane, the community's desire to limit height, and consistency with the overall proposal, S-MX-5A is appropriate here.

In addition to community engagement around the Southmoor station area, we've also worked with Public Works (now DOTI) to engage residents in a Hampden Corridor Study. Based on community input, the Study made a number of recommendations including making the corridor more walkable and safer.

Some of the recommendations have been implemented including construction of medians and crosswalks.

In addition to the multiple Hampden and Southmoor community meetings held in 2016-2018, further outreach was done in 2019 specific to this rezoning proposal including:

- Mailed notifications to all property owners and businesses
- Hampden Rezoning “station” at District 4 October 2019 Town Hall staffed by CPD
- Distribution of informational fliers at libraries and Eisenhower Recreation Center
- Emailed notifications to all area HOAs and RNOs of the proposal and invitation to November 2019 Hampden Rezoning community meeting
- My attendance at neighborhood meetings including Southmoor Park East, Southmoor Park West, Southmoor Business Association, Hutchinson Hills & Willow Point and Hampden Heights
- Extensive social media outreach and invitation to November 2019 Hampden Rezoning community meeting
- Extensive notification via monthly District 4 e-newsletter about the proposal and invitation to November 2019 Hampden Rezoning community meeting

This rezoning request is the result of community input to make Hampden and the Southmoor Station area more walkable and safer, and to help guide future development to be more aesthetically-pleasing and more human-scaled. The S-MX-5A and S-MX-3A districts will activate the street by requiring street-facing front doors, transparency, design standards and parking in the back.

While the proposal is not a significant change, it does create uniformity and will result in improved future development and multimodal opportunities. To date, I have not heard any concerns or opposition to this request.

Thank you, again, Courtney. Please let me know if there is anything I can do to assist in moving this forward.

Sincerely,

A handwritten signature in black ink, appearing to be 'Katie' followed by a stylized surname.

Councilwoman – District 4
Denver City Council

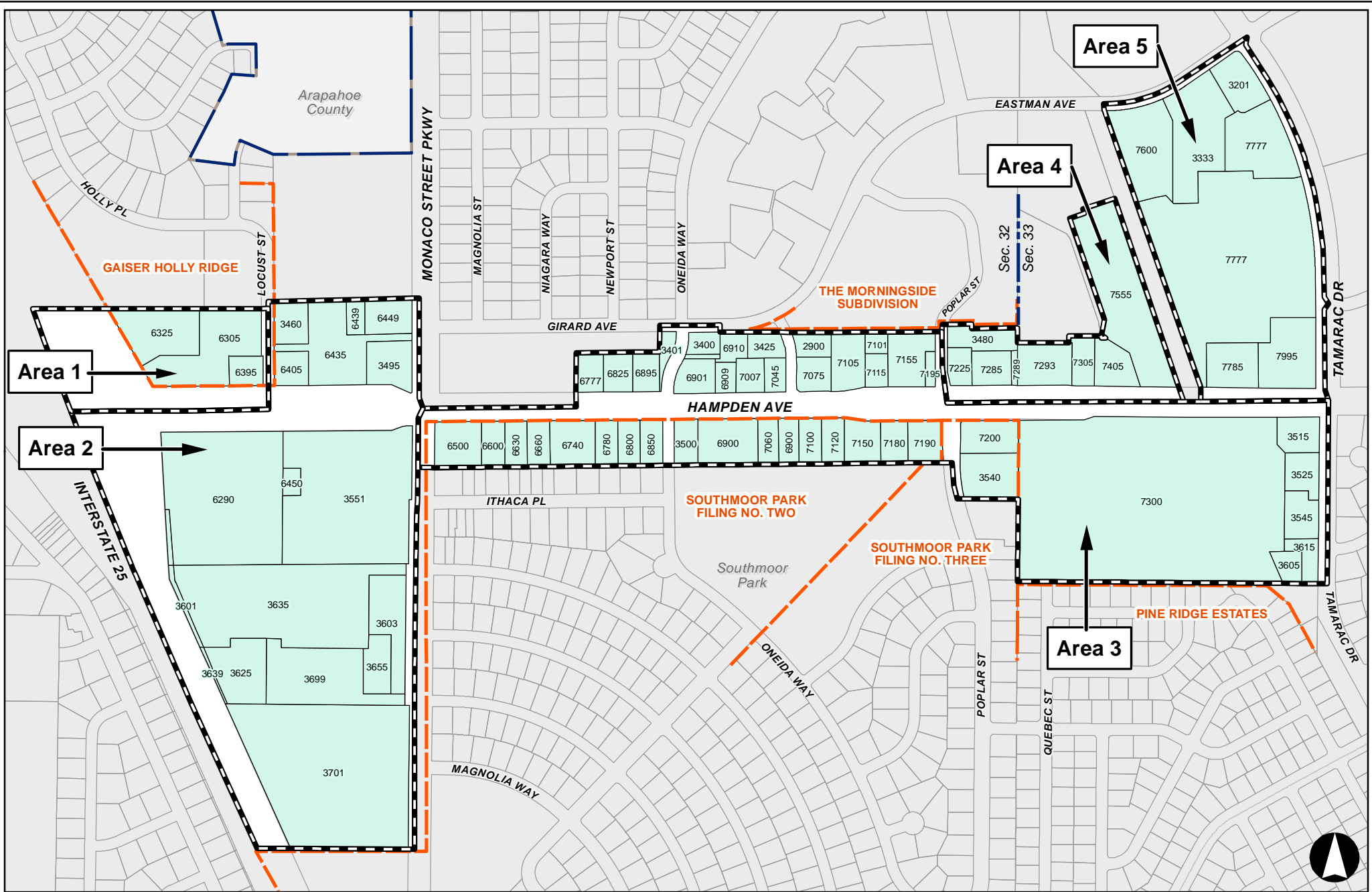


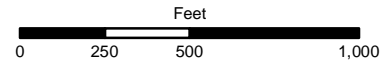


EXHIBIT A
Zone Map Amendment 18i-00182

-  Zone map amendment area
-  Parcel with Site Address Number

- Area 1: To S-MX-5A UO-1, UO-2
- Area 2: To S-MX-5A
- Area 3: To S-MX-3A
- Area 4: To S-MX-5A
- Area 5: To S-MX-5A



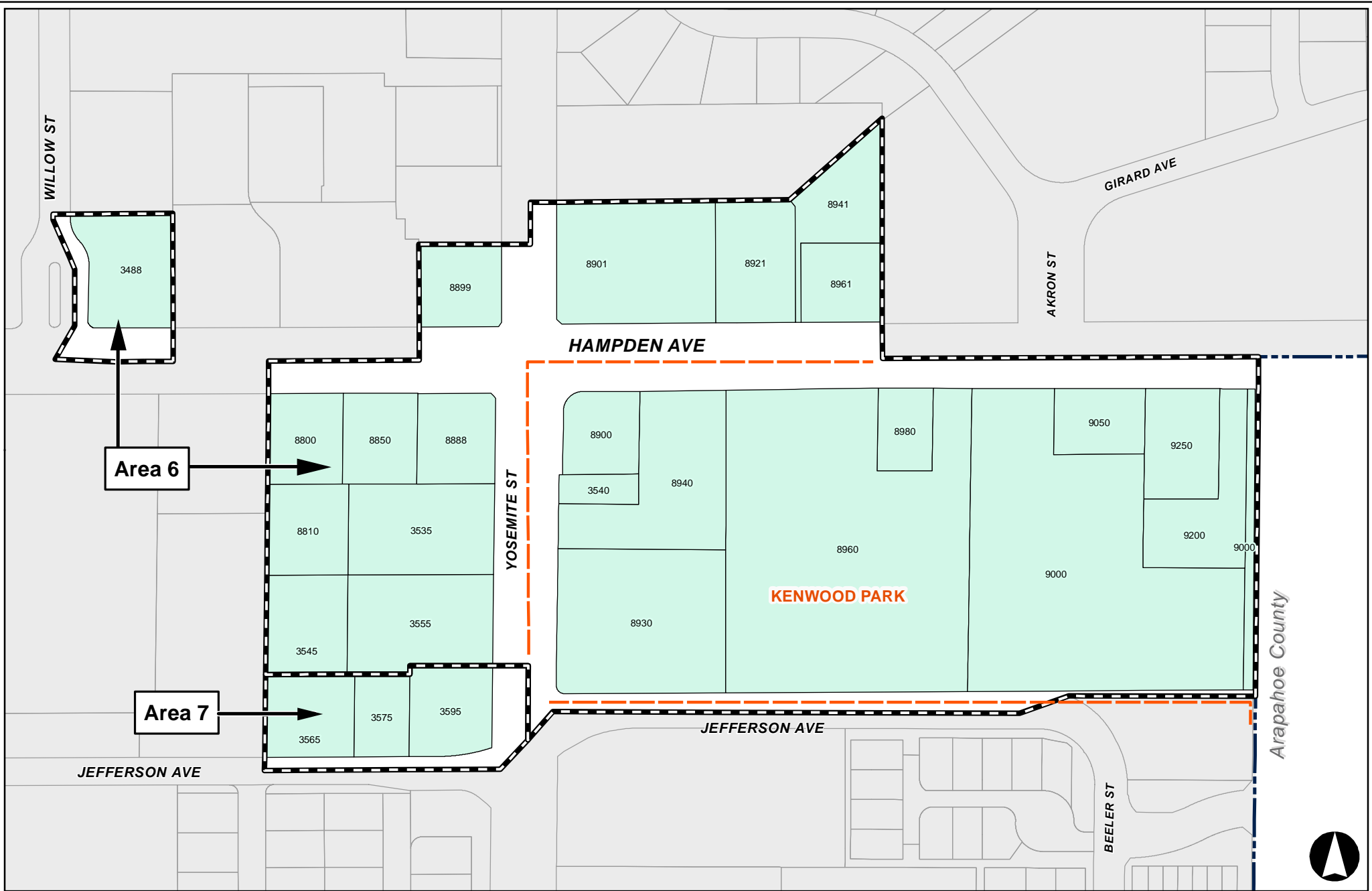


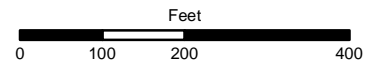


EXHIBIT A
Zone Map Amendment 18i-00182

-  Zone map amendment area
-  Parcel with Site Address Number

Area 6: To S-MX-5A
 Area 7: To S-MX-3A



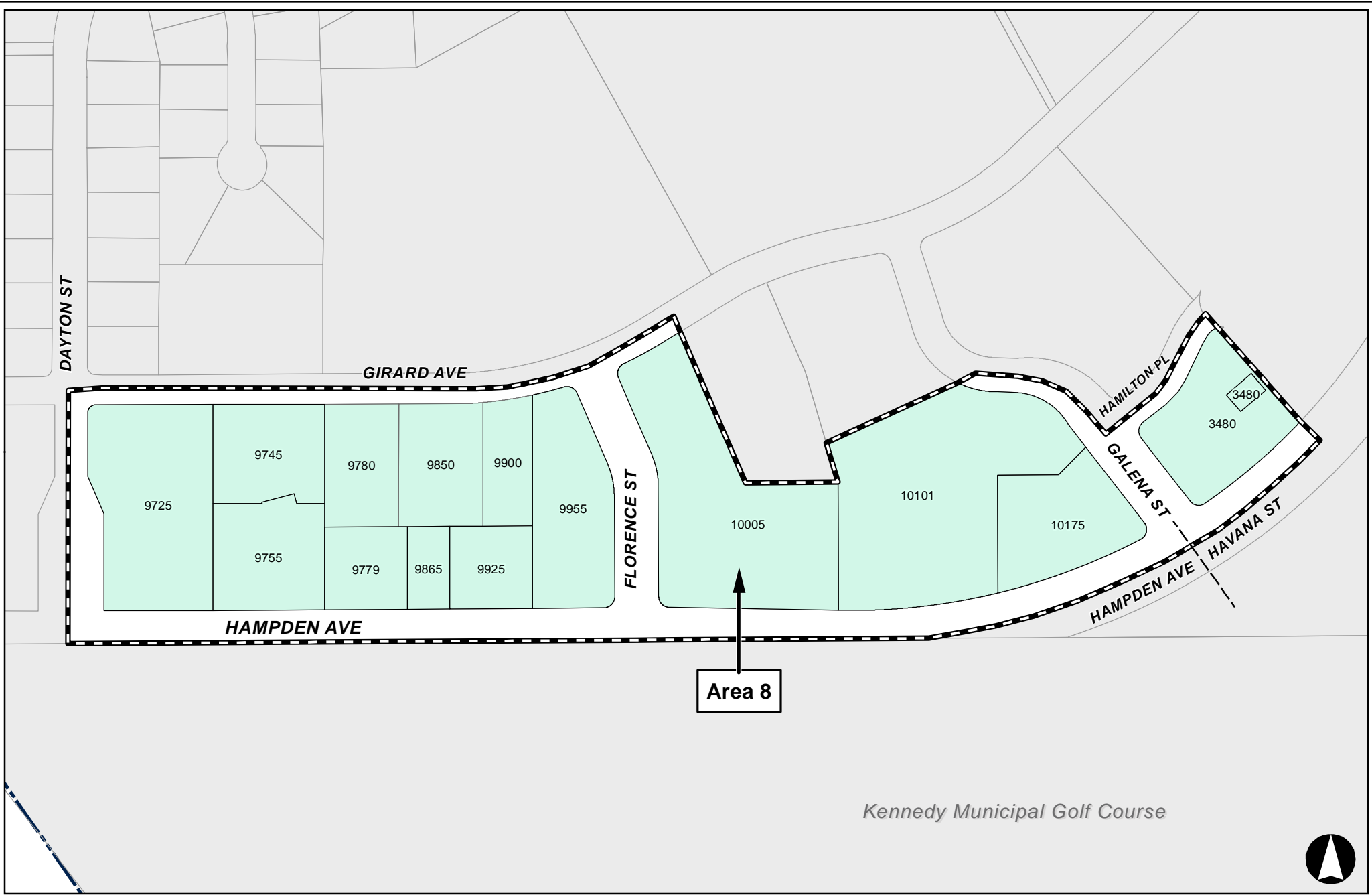


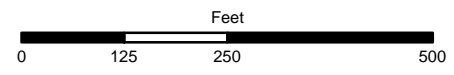


EXHIBIT A
Zone Map Amendment 18i-00182

-  Zone map amendment area
-  Parcel with Site Address Number

Area 8: To S-MX-5A



Owner Name	Owner Address	Owner City	Owner State	Owner Zip	Site Address	Site Number		Street	Use	Current Zone District	Exhibit Area	Proposed Zone District
REDSTONE TAMARAC PLAZA III LLC	7535 E HAMPDEN AVE STE 110	DENVER	CO	80231-4840	7600 E EASTMAN AVE	7600	E	EASTMAN	OFFICE BLDG	B-3	5	S-MX-5A
3480 SOUTH GALENA LLC	390 UNION BLVD STE 540	LAKEWOOD	CO	80228-1557	3480 S GALENA ST	3480	S	GALENA	SHOPPETTE	S-CC-3X	8	S-MX-5A
3480 SOUTH GALENA LLC	390 UNION BLVD STE 540	LAKEWOOD	CO	80228-1557	3480 S GALENA ST APPRX	3480	S	GALENA	SHOPPETTE	S-CC-3X	8	S-MX-5A
BLUE SKY REAL ESTATE LLC	2243 S ALTON WAY	DENVER	CO	80231-3476	6910 E GIRARD AVE	6910	E	GIRARD	CARWASH SMALL-COIN	B-3	3	S-MX-3A
RICE,RICHARD D & THERESA L	9780 E GIRARD AVE	DENVER	CO	80231-5080	9780 E GIRARD AVE	9780	E	GIRARD	OFFICE BLDG	S-CC-3X	8	S-MX-5A
PIDI PROPERTIES LLC	9249 S BROADWAY # 200-	HIGHLANDS RANCH	CO	80129-5690	9850 E GIRARD AVE	9850	E	GIRARD	APT MID-RISE>9 UNT,1-9STY	S-CC-3X	8	S-MX-5A
DENVER VOLUNTEERS OF AMERICA LIVING CENTER INC	1660 DUKE ST	ALEXANDRIA	VA	22314-3473	9900 E GIRARD AVE	9900	E	GIRARD	APT LOW-RISE>9UNT, WALK-UP	S-CC-3X	8	S-MX-5A
DEPARTMENT OF TRANSPORTATION STATE OF COLORADO	4201 E ARKANSAS AVE	DENVER	CO	80222-3406	6200 E HAMPDEN AVE MISC	6200	E	HAMPDEN	VCNT LAND	R-MU-30	2	S-MX-5A
WINDSOR AT THE DISTRICT LLC	125 HIGH ST STE 2700	BOSTON	MA	02110-2704	6290 E HAMPDEN AVE - 6410	6290	E	HAMPDEN	RETAIL W/RESID	R-MU-30	2	S-MX-5A
SAHP LLC	5750 DTC PKWY STE 130	GREENWOOD VILLAGE	CO	80111-5482	6305 E HAMPDEN AVE	6305	E	HAMPDEN	SHOPPETTE	S-MX-5 UO-1, UO-2	1	S-MX-5A UO-1, UO-2
J&N DENVER III LLC	1350 LAKESHORE DR STE 160	COPPELL	TX	75019-5167	6325 E HAMPDEN AVE	6325	E	HAMPDEN	FRANCHISE REST	S-MX-5 UO-1, UO-2	1	S-MX-5A UO-1, UO-2
6395 LLC	5330 S FULTON CT	GREENWOOD VILLAGE	CO	80111-3666	6395 E HAMPDEN AVE	6395	E	HAMPDEN	FRANCHISE REST	S-MX-5 UO-1, UO-2	1	S-MX-5A UO-1, UO-2
HENRICOLL LLC	1200 17TH ST STE	DENVER	CO	80202-	6405 E HAMPDEN AVE	6405	E	HAMPDEN	FINANCIAL	B-A-3	2	S-MX-5A
PAJIS CO-DE LLC	10 RYE RIDGE PLZ STE 200	RYE BROOK	NY	10573-2828	6435 E HAMPDEN AVE	6435	E	HAMPDEN	MINI-DISCOUNT	B-A-3	2	S-MX-5A
PETERSON,GLENN D	3000 S GAYLORD	DENVER	CO	80210-	6439 E HAMPDEN AVE -	6439	E	HAMPDEN	RESTAURANT	B-A-3	2	S-MX-5A
PARK HAMPDEN PARTNERSHIP	5995 GREENWOOD GREENWOOD	GREENWOOD VILLAGE	CO	80111-4710	6449 E HAMPDEN AVE - 6491	6449	E	HAMPDEN	RETAIL, MULTI	B-A-3	2	S-MX-5A
SOUTHMOOR CENTER CO	6444 E HAMPDEN AVE STE 350	DENVER	CO	80222-7673	6450 E HAMPDEN AVE	6450	E	HAMPDEN	SHOPPING CENTER BLDG	S-MX-5	2	S-MX-5A
CITYWIDE BANK	1301 CENTRAL	DUBUQUE	IA	52001-	6500 E HAMPDEN AVE	6500	E	HAMPDEN	OFFICE BLDG	S-MX-3	3	S-MX-3A
6620 E HAMPDEN AVE LLC	6600 E HAMPDEN AVE STE 200	DENVER	CO	80224-3045	6600 E HAMPDEN AVE	6600	E	HAMPDEN	OFFICE BLDG	S-MX-3	3	S-MX-3A
OPTIMA MANAGEMENT LLC	26 ROYAL ANN DR	GREENWOOD VILLAGE	CO	80111-1408	6630 E HAMPDEN AVE	6630	E	HAMPDEN	OFFICE BLDG	S-MX-3	3	S-MX-3A

Owner Name	Owner Address	Owner City	Owner State	Owner Zip	Site Address	Site Number		Street	Use	Current Zone District	Exhibit Area	Proposed Zone District
ODEON MANAGEMENT LLC	26 ROYAL ANN DR	GREENWOOD VILLAGE	CO	80111-1408	6660 E HAMPDEN AVE	6660	E	HAMPDEN	OFFICE BLDG	S-MX-3	3	S-MX-3A
BEVANS,LESTER W FAMILY TRUST	6475 E ORCHARD RD	GREENWOOD VILLAGE	CO	80111-1557	6740 E HAMPDEN AVE	6740	E	HAMPDEN	OFFICE BLDG	S-MX-3	3	S-MX-3A
MCCANN,JAMES P IRREVOCABLE TRUST II	100 W LIBERTY ST FL 10TH	RENO	NV	89501-1989	6777 E HAMPDEN AVE	6777	E	HAMPDEN	MEDICAL BLDG	S-MX-2	3	S-MX-3A
70 SQ FT LLC	2332 S JASMINE	DENVER	CO	80222-	6780 E HAMPDEN AVE	6780	E	HAMPDEN	OFFICE BLDG	S-MX-3	3	S-MX-3A
WIRTH HAMPDEN LLC	6800 E HAMPDEN	DENVER	CO	80224-	6800 E HAMPDEN AVE	6800	E	HAMPDEN	OFFICE BLDG	S-MX-3	3	S-MX-3A
L SQUARED PROPERTIES LLC	3991 S ELKHART ST	AURORA	CO	80014-4112	6825 E HAMPDEN AVE	6825	E	HAMPDEN	MEDICAL BLDG	S-MX-2	3	S-MX-3A
SOUTHMOUR PROPFSSIONAL BLDG	6850 E HAMPDEN AVE	DENVER	CO	80224-3024	6850 E HAMPDEN AVE	6850	E	HAMPDEN	MEDICAL BLDG	S-MX-3	3	S-MX-3A
PESTER PLACE LLC	4734 S CLAYTON	ENGLEWOOD	CO	80113-	6895 E HAMPDEN AVE	6895	E	HAMPDEN	OFFICE BLDG	S-MX-2	3	S-MX-3A
PORTERCARE ADVENTIST HEALTH	9100 E MINERAL CIR	CENTENNIAL	CO	80112-3401	6900 E HAMPDEN AVE	6900	E	HAMPDEN	MEDICAL BLDG	S-MX-3 and B-3 WAIVERS	3	S-MX-3A
SOUTH LIGHT LLC	7090 E HAMPDEN AVE STE D	DENVER	CO	80224-3022	6900 E HAMPDEN AVE	6900	E	HAMPDEN	MEDICAL BLDG	S-MX-3	3	S-MX-3A
AKRIDGE,C A LTD II	1375 E TUFTS AVE	CHERRY HILLS VILLAGE	CO	80113-5901	6901 E HAMPDEN AVE	6901	E	HAMPDEN	AUTO SERVICE	B-3	3	S-MX-3A
WAXMAN FAMILY ENTERPRISES LLC	7045 E EXPOSITION AVE	DENVER	CO	80224-1513	6909 E HAMPDEN AVE	6909	E	HAMPDEN	RETAIL, MULTI	B-3	3	S-MX-3A
PAI CHUEN REALTY LLC	7007 E HAMPDEN	DENVER	CO	80224-	7007 E HAMPDEN AVE	7007	E	HAMPDEN	OFFICE BLDG	B-3	3	S-MX-3A
ERICKSON OIL PRODUCTS INC	600 HAMILTON ST STE 500	ALLENTOWN	PA	18101-2130	7045 E HAMPDEN AVE	7045	E	HAMPDEN	GAS STATION	B-3	3	S-MX-3A
MCDONALDS CORP 005/0030	PO BOX 22334	DENVER	CO	80222-0334	7075 E HAMPDEN AVE	7075	E	HAMPDEN	FRANCHISE REST	B-3	3	S-MX-3A
PROPERTIES OF HEALING LLC	7120 E HAMPDEN AVE UNIT B	DENVER	CO	80224-3049	7100 E HAMPDEN AVE	7100	E	HAMPDEN	OFFICE BLDG	S-MX-3	3	S-MX-3A
DANIBEL LLC	7105 E HAMPDEN	DENVER	CO	80224-	7101 E HAMPDEN AVE	7101	E	HAMPDEN	MISC IMPS-TIE	B-3	3	S-MX-3A
DANIBEL LLC	7105 E HAMPDEN	DENVER	CO	80224-	7105 E HAMPDEN AVE	7105	E	HAMPDEN	RESTAURANT	B-3	3	S-MX-3A
HOWROYD FAMILY TRUST	327 W BROADWAY	GLENDALE	CA	91204-1301	7115 E HAMPDEN AVE	7115	E	HAMPDEN	RETAIL, MULTI	B-3	3	S-MX-3A
PARKSIDE PROFESSIONAL PROPERTIES LLLP	1443 S YORK ST	DENVER	CO	80210-2410	7120 E HAMPDEN AVE # 101	7120	E	HAMPDEN	MEDICAL CONDO	S-MX-3	3	S-MX-3A
PROPERTIES OF HEALING LLC	7120 E HAMPDEN AVE # 102	DENVER	CO	80224-3048	7120 E HAMPDEN AVE # 102	7120	E	HAMPDEN	MEDICAL CONDO	S-MX-3	3	S-MX-3A
HICKOX,STEVEN W	2680 HAWK	CASTLE ROCK	CO	80104-	7150 E HAMPDEN AVE	7150	E	HAMPDEN	OFFICE BLDG	S-MX-3	3	S-MX-3A
JMCEK LLC	7159 E HAMPDEN	DENVER	CO	80224-	7155 E HAMPDEN AVE	7155	E	HAMPDEN	FRANCHISE	B-3	3	S-MX-3A
NLD HOLDINGS LLC	PO BOX 901	DEERFIELD	IL	60015-	7180 E HAMPDEN AVE	7180	E	HAMPDEN	MISC IMPS-TIE	S-MX-3	3	S-MX-3A

Owner Name	Owner Address	Owner City	Owner State	Owner Zip	Site Address	Site Number		Street	Use	Current Zone District	Exhibit Area	Proposed Zone District
MEADS INVS GROUP	104 WILMOT RD	DEERFIELD	IL	60015-	7190 E HAMPDEN AVE	7190	E	HAMPDEN	MINI-DISCOUNT	S-MX-3	3	S-MX-3A
RISLEY,ARTHUR E & ALICE M REVOCABLE TRUST	4958 DIAMONDBACK RD	MORRISON	CO	80465-9661	7195 E HAMPDEN AVE	7195	E	HAMPDEN	RETAIL, SINGLE	B-3	3	S-MX-3A
APS&E LLC	50 S STEELE ST #	DENVER	CO	80209-	7200 E HAMPDEN AVE	7200	E	HAMPDEN	OFFICE BLDG	S-MX-3	3	S-MX-3A
BARRON PROPERTY HOLDINGS LLC	2367 S YOUNGFIELD WAY	LAKEWOOD	CO	80228-4970	7225 E HAMPDEN AVE	7225	E	HAMPDEN	RETAIL, MULTI	S-MX-3	4	S-MX-5A
SUNCOR ENERGY SALES INC	717 17TH ST STE 2900	DENVER	CO	80202-3324	7285 E HAMPDEN AVE	7285	E	HAMPDEN	GAS STATION	S-MX-3	4	S-MX-5A
GMC 7289 LLC	2191 S PLATTE RIVER DR	DENVER	CO	80223-4015	7289 E HAMPDEN AVE	7289	E	HAMPDEN	RETAIL, SINGLE	S-MX-3	4	S-MX-5A
JPMORGAN CHASE CHASE BANK NA	1111 POLARIS PKWY	COLUMBUS	OH	43240-2031	7293 E HAMPDEN AVE	7293	E	HAMPDEN	FINANCIAL BLDG	S-MX-3	4	S-MX-5A
AMCAP TIFFANY LLC	333 LUDLOW ST	STAMFORD	CT	06902-	7300 E HAMPDEN AVE	7300	E	HAMPDEN	SHOPPING	B-3 and P-1	3	S-MX-3A
TAMARAC PLAZA LLC	4105 SORRENTO VALLEY BLVD	SAN DIEGO	CA	92121-1441	7305 E HAMPDEN AVE	7305	E	HAMPDEN	MISC. SITE IMPROVEMENT	S-MX-3	4	S-MX-5A
TAMARAC PLAZA LLC	4105 SORRENTO VALLEY BLVD	SAN DIEGO	CA	92121-1441	7405 E HAMPDEN AVE	7405	E	HAMPDEN	MISC. SITE IMPROVEMENT	S-MX-3	4	S-MX-5A
REDSTONE TAMARAC PLAZA I LLC	7535 E HAMPDEN AVE STE 110	DENVER	CO	80231-4840	7555 E HAMPDEN AVE	7555	E	HAMPDEN	OFFICE BLDG	S-MX-5	4	S-MX-5A
TAMARAC SHOPPING CTR 17 A LLC	12411 VENTURA BLVD	STUDIO CITY	CA	91604-2407	7777 E HAMPDEN AVE	7777	E	HAMPDEN	FRANCHISE REST	B-3	5	S-MX-5A
TARGET	1000 NICOLLET	MINNEAPOLIS	MINN	55403-	7777 E HAMPDEN AVE	7777	E	HAMPDEN	SHOPPING	B-3	5	S-MX-5A
TAMARAC SHOPPING CTR 17 A LLC	12411 VENTURA BLVD	STUDIO CITY	CA	91604-2407	7785 E HAMPDEN AVE	7785	E	HAMPDEN	FRANCHISE REST	S-MX-5	5	S-MX-5A
TAMARAC SHOPPING CTR 17 A LLC	12411 VENTURA BLVD	STUDIO CITY	CA	91604-2407	7995 E HAMPDEN AVE	7995	E	HAMPDEN	OFFICE BLDG	S-MX-5	5	S-MX-5A
WU,SHEN QUING	9173 W CAPRI	LITTLETON	CO	80123-	8800 E HAMPDEN AVE	8800	E	HAMPDEN	RESTAURANT	B-2	6	S-MX-5A
PANAHI INVESTMENTS LLC	7409 CIRCULO SEQUOIA	CARLSBAD	CA	92009-8467	8810 E HAMPDEN AVE	8810	E	HAMPDEN	OFFICE BLDG	B-2	6	S-MX-5A
FULENWIDER COMPANY	6200 OAK TREE BLVD STE 250	INDEPENDENC E	OH	44131-6943	8850 E HAMPDEN AVE	8850	E	HAMPDEN	MISC IMPS-TIE BACK	B-2	6	S-MX-5A
BAILEY COMPANY LLLP	6200 OAK TREE BLVD STE 250	INDEPENDENC E	OH	44131-6943	8888 E HAMPDEN AVE	8888	E	HAMPDEN	FRANCHISE REST	B-2	6	S-MX-5A
SCHOEN HAMPDEN PROPERTY LLC	PO BOX 385	FRASER	CO	80442-0385	8899 E HAMPDEN AVE	8899	E	HAMPDEN	GAS STATION	S-CC-3X	6	S-MX-5A
ASPIRE HOLDINGS LLC	1391 ELK VIEW RD	LARKSPUR	CO	80118-	8900 E HAMPDEN AVE	8900	E	HAMPDEN	GAS STATION	B-3	6	S-MX-5A
FIRSTBANK OF TECH CENTER	PO BOX 150097	LAKEWOOD	CO	80215-0097	8901 E HAMPDEN AVE	8901	E	HAMPDEN	FINANCIAL BLDG	B-2	6	S-MX-5A
KAMM PROPERTIES	9635 E CALEY CIR	ENGLEWOOD	CO	80111-	8921 E HAMPDEN AVE	8921	E	HAMPDEN	RESTAURANT	B-2	6	S-MX-5A

Owner Name	Owner Address	Owner City	Owner State	Owner Zip	Site Address	Site Number		Street	Use	Current Zone District	Exhibit Area	Proposed Zone District
CUBESMART LP	PO BOX 320099	ALEXANDRIA	VA	22320-	8930 E HAMPDEN AVE	8930	E	HAMPDEN	MINI-STORAGE	S-CC-3X	6	S-MX-5A
SFP-E LLC	PO BOX 5350	BEND	OR	97708-	8940 E HAMPDEN AVE	8940	E	HAMPDEN	AUTO SERVICE	S-CC-3X	6	S-MX-5A
4 THE KIDS PROPERTIES LLC	3633 S XENIA ST	DENVER	CO	80237-1654	8941 E HAMPDEN AVE	8941	E	HAMPDEN	KENNELS-MEDIUM	B-2	6	S-MX-5A
8960 EAST HAMPDEN LLC	8933 E UNION AVE STE 216	GREENWOOD VILLAGE	CO	80111-1357	8960 E HAMPDEN AVE - 8998	8960	E	HAMPDEN	SHOPPING CENTER BLDG	B-3	6	S-MX-5A
KAMM PROPERTIES	8921 E HAMPDEN	DENVER	CO	80231-	8961 E HAMPDEN AVE	8961	E	HAMPDEN	VCNT LAND	B-2	6	S-MX-5A
NORWEST BANK DENVER N/K/A WELLS FARGO BANK	PO BOX 2609	CARLSBAD	CA	92018-2609	8980 E HAMPDEN AVE	8980	E	HAMPDEN	SHOPPING CENTER BLDG	B-3	6	S-MX-5A
2012 MIDWEST PROPERTIES LLC	2250 S MCDOWELL	PETALUMA	CA	94954-5659	9000 E HAMPDEN AVE APPRX	9000	E	HAMPDEN	SHOPPING CENTER BLDG	B-3	6	S-MX-5A
TRAMMELL CROW DENVER DEVELOPMENT INC	2250 S MCDOWELL BOULEVARD EXT	PETALUMA	CA	94954-5659	9000 E HAMPDEN AVE APPRX	9000	E	HAMPDEN	VCNT LAND	B-3	6	S-MX-5A
PECOS 88 LLC	5555 S KING CREST WAY	LITTLETON	CO	80123-1580	9050 E HAMPDEN AVE	9050	E	HAMPDEN	FRANCHISE REST	B-3	6	S-MX-5A
HAMPDEN CENTER LLC	9200 E HAMPDEN	DENVER	CO	80231-	9200 E HAMPDEN AVE	9200	E	HAMPDEN	SHOPPING	B-3	6	S-MX-5A
PLATINUM DENTAL GROUP LLC	9250 E HAMPDEN AVE	DENVER	CO	80231-5413	9250 E HAMPDEN AVE	9250	E	HAMPDEN	MEDICAL BLDG	B-3	6	S-MX-5A
AI3 PROPERTIES LLC	8821 E HAMPDEN AVE STE 202	DENVER	CO	80231-4951	9725 E HAMPDEN AVE	9725	E	HAMPDEN	OFFICE BLDG	B-3 WAIVERS	8	S-MX-5A
AI3 PROPERTIES LLC	8821 E HAMPDEN AVE STE 202	DENVER	CO	80231-4951	9745 E HAMPDEN AVE	9745	E	HAMPDEN	OFFICE BLDG	B-3 WAIVERS	8	S-MX-5A
YAK AND YETI RESTAURANT & EVENT CENTER INC	8685 SHERIDAN BLVD	ARVADA	CO	80003-1439	9755 E HAMPDEN AVE	9755	E	HAMPDEN	RESTAURANT	B-3 WAIVERS	8	S-MX-5A
COLUMBINE LEASING	9779 E HAMPDEN	DENVER	CO	80231-	9779 E HAMPDEN AVE	9779	E	HAMPDEN	AUTO DEALER	S-CC-3X	8	S-MX-5A
MELINDA LLC	4950 S YOSEMITE ST # F2-313	GREENWOOD VILLAGE	CO	80111-1349	9865 E HAMPDEN AVE	9865	E	HAMPDEN	FRANCHISE REST	S-CC-3X	8	S-MX-5A
MELINDA LLC	PO BOX 371445	DENVER	CO	80237-	9925 E HAMPDEN AVE	9925	E	HAMPDEN	FRANCHISE	S-CC-3X	8	S-MX-5A
HAMPDEN AVENUE BLUES LLC	9955 E HAMPDEN AVE # 1	DENVER	CO	80231-4903	9955 E HAMPDEN AVE	9955	E	HAMPDEN	SHOPPETTE	S-CC-3X	8	S-MX-5A
HUI LLC	6565 S DAYTON ST STE 3000	GREENWOOD VILLAGE	CO	80111-6249	10005 E HAMPDEN AVE	10005	E	HAMPDEN	SHOPPETTE	B-3	8	S-MX-5A
CHUNG,WAN	10200 E GIRARD AVE STE C357	DENVER	CO	80231-5514	10101 E HAMPDEN AVE	10101	E	HAMPDEN	SHOPPETTE	B-3	8	S-MX-5A
SAMS PROPERTY MANAGEMENT LLC	678 S DUDLEY ST	LAKEWOOD	CO	80226-3052	10175 E HAMPDEN AVE	10175	E	HAMPDEN	RESTAURANT	B-3	8	S-MX-5A

Owner Name	Owner Address	Owner City	Owner State	Owner Zip	Site Address	Site Number		Street	Use	Current Zone District	Exhibit Area	Proposed Zone District
PARK HAMPDEN PARTNERS LLC	425 S CHERRY ST STE 201	DENVER	CO	80246-1229	3460 S LOCUST ST	3460	S	LOCUST	RESTAURANT	B-A-3 WAIVERS	2	S-MX-5A
3495 CGS LLC	50 GLENMOOR	ENGLEWOOD	CO	80113-	3495 S MONACO	3495	S	MONACO	GAS STATION	B-A-3	2	S-MX-5A
SOUTHMOOR CENTER CO	6444 E HAMPDEN AVE STE 350	DENVER	CO	80222-7673	3551 S MONACO STREET PKWY	3551	S	MONACO STREET	SHOPPING CENTER BLDG	S-MX-5	2	S-MX-5A
DEPARTMENT OF TRANSPORTATION STATE OF COLORADO	4201 E ARKANSAS AVE	DENVER	CO	80222-3406	3601 S MONACO STREET PKWY MISC	3601	S	MONACO STREET	VCNT LAND	B-3	2	S-MX-5A
HAMCO DEVELOPMENT CO LLC	2405 BRYANT ST	DENVER	CO	80211-4815	3603 S MONACO STREET PKWY	3603	S	MONACO STREET	VCNT LAND	B-3	2	S-MX-5A
HANLEY FAMILY TRUST	545 MOUNTAIN VIEW WAY	EMERALD HILLS	CA	94062-3929	3625 S MONACO STREET PKWY	3625	S	MONACO STREET	FRANCHISE REST	B-3	2	S-MX-5A
REALTY INCOME PROPERTIES 18 LLC	11995 EL CAMINO REAL STE 101	SAN DIEGO	CA	92130-2539	3635 S MONACO STREET PKWY	3635	S	MONACO STREET	THEATER LARGE	B-3	2	S-MX-5A
DEPARTMENT OF TRANSPORTATION	4201 E ARKANSAS AVE	DENVER	CO	80222-3406	3639 S MONACO STREET PKWY	3639	S	MONACO STREET	VCNT LAND	B-3	2	S-MX-5A
HARGREAVES,JOHN R	9273 E HARVARD	DENVER	CO	80231-	3655 S MONACO	3655	S	MONACO	MEDICAL BLDG	B-3	2	S-MX-5A
DENVER SE PROPERTY LLC	40 W 57TH ST FL 29TH	NEW YORK	NY	10019	3699 S MONACO STREET PKWY	3699	S	MONACO STREET	MIXED USE-HOTEL/RESD	B-3	2	S-MX-5A
REGIONAL TRANSPORTATION DISTRICT	1600 BLAKE ST	DENVER	CO	80202-1324	3701 S MONACO STREET PKWY APPRX	3701	S	MONACO STREET	MISC. SITE IMPROVEMENT S	S-MX-3	2	S-MX-5A
MCDONALDS CORPORATION	PO BOX 22334	DENVER	CO	80222-0334	2900 S OLEANDER CT	2900	S	OLEANDER	MISC IMPS-TIE BACK	B-3	3	S-MX-3A
OLEANDER SQUARE	3290 S ESPANA	AURORA	CO	80013-	3425 S OLEANDER CT	3425	S	OLEANDER	RETAIL, MULTI	B-3	3	S-MX-3A
3400 S ONEIDA WAY LLC	3400 S ONEIDA WAY STE 101	DENVER	CO	80224-2852	3400 S ONEIDA WAY	3400	S	ONEIDA	OFFICE BLDG	B-1	3	S-MX-3A
RUSSELL SYNDICATE	8390 E CRESCENT PKWY STE 100	GREENWOOD VILLAGE	CO	80111-2812	3400 S ONEIDA WAY	3400	S	ONEIDA	MISC. SITE IMPROVEMENT	B-3	3	S-MX-3A
ROBERTSON,STEPHEN A	3401 S ONEIDA WAY STE A	DENVER	CO	80224-2847	3401 S ONEIDA WAY	3401	S	ONEIDA	MEDICAL BLDG	S-MX-3	3	S-MX-3A
UMB BANK	1010 GRAND	KANSAS CITY	MO	64106-	3500 S ONEIDA WAY	3500	S	ONEIDA	FINANCIAL	S-MX-3	3	S-MX-3A
3480 SOUTH POPLAR ASSOCIATES LTD	PO BOX 371345	DENVER	CO	80237-5345	3480 S POPLAR ST	3480	S	POPLAR	CARWASH MEDIUM-LINE	S-MX-3	4	S-MX-5A
FREEHEEL PROPERTIES	2150 W 29TH AVE STE 410	DENVER	CO	80211-3864	3540 S POPLAR ST	3540	S	POPLAR	OFFICE BLDG	S-MX-3	3	S-MX-3A
JFST LLC	3201 S TAMARAC	DENVER	CO	80231-	3201 S TAMARAC DR	3201	S	TAMARAC	OFFICE BLDG	B-3	5	S-MX-5A
TAMARAC SHOPPING CTR 17 A LLC	12411 VENTURA BLVD	STUDIO CITY	CA	91604-2407	3333 S TAMARAC DR	3333	S	TAMARAC	SHOPPETTE	B-3	5	S-MX-5A
CVS 10831 CO LLC	1 CVS DR	WOONSOCKET	RI	02895-	3515 S TAMARAC DR	3515	S	TAMARAC	OFFICE BLDG	S-MX-3	3	S-MX-3A

Owner Name	Owner Address	Owner City	Owner State	Owner Zip	Site Address	Site Number		Street	Use	Current Zone District	Exhibit Area	Proposed Zone District
CVS 10831 CO LLC	1 CVS DR	WOONSOCKET	RI	02895-	3525 S TAMARAC DR -	3525	S	TAMARAC	OFFICE BLDG	S-MX-3	3	S-MX-3A
CVS 10831 CO LLC	1 CVS DR	WOONSOCKET	RI	02895-	3545 S TAMARAC DR	3545	S	TAMARAC	OFFICE BLDG	S-MX-3	3	S-MX-3A
EAST WARREN AVE LLC	PO BOX 370145	DENVER	CO	80237-	3605 S TAMARAC DR	3605	S	TAMARAC	OFFICE BLDG	B-1	3	S-MX-3A
ABINITIO LLC	3615 S TAMARAC DR STE 200	DENVER	CO	80237-1400	3615 S TAMARAC DR	3615	S	TAMARAC	OFFICE BLDG	B-1	3	S-MX-3A
BINK'M COMPANY LLC	17404 W 53RD DR	GOLDEN	CO	80403-	3488 S WILLOW ST	3488	S	WILLOW	MEDICAL BLDG	S-CC-3X	6	S-MX-5A
G & T ENTERPRISES	3535 S YOSEMITE	DENVER	CO	80237-	3535 S YOSEMITE ST	3535	S	YOSEMITE	RESTAURANT	B-2	6	S-MX-5A
CUBESMART LP	PO BOX 320099	ALEXANDRIA	VA	22320-	3540 S YOSEMITE ST	3540	S	YOSEMITE	MISC IMPS-TIE	S-CC-3X	6	S-MX-5A
H & T LAND LLC	80 WILLOWLEAF	LITTLETON	CO	80127-	3545 S YOSEMITE ST	3545	S	YOSEMITE	CARWASH	PUD	6	S-MX-5A
WENDEN LLC	3555 S YOSEMITE	DENVER	CO	80237-	3555 S YOSEMITE ST	3555	S	YOSEMITE	RETAIL, SINGLE	B-2	6	S-MX-5A
E & A PROPERTIES LLC	3565 S YOSEMITE	DENVER	CO	80237-	3565 S YOSEMITE ST	3565	S	YOSEMITE	OFFICE BLDG	B-2	7	S-MX-3A
LPC YOSEMITE LLC	496 S BROADWAY	DENVER	CO	80209-	3575 S YOSEMITE ST	3575	S	YOSEMITE	RESTAURANT	B-2	7	S-MX-3A
CIRCLE K STORES INC	PO BOX 52085	PHOENIX	AZ	85072-	3595 S YOSEMITE ST	3595	S	YOSEMITE	GAS STATION	PUD	7	S-MX-3A

See Exhibit A

Area 1:

That the zoning classification of the area in the City and County of Denver described as follows or included within the following boundaries shall be and hereby is changed from

S-MX-5 UO-1, UO-2 to S-MX-5A UO-1, UO-2

GAISER HOLLY RIDGE 2ND FILING

Approximately the southerly 340' of Tract D

Including these parcels in their entirety:

0632307053000	6305 E HAMPDEN AVE
0632307052000	6325 E HAMPDEN AVE
0632307035000	6395 E HAMPDEN AVE

Area 2:

That the zoning classification of the area in the City and County of Denver described as follows or included within the following boundaries shall be and hereby is changed from

B-A-3 Waivers, B-3, R-MU-30, S-MX-3, and S-MX-5 to S-MX-5A

Approximately the southerly 473.1' of Section 32, Township 4 South, Range 67 West between the East line of South Locust Street and the West line of South Monaco Street Parkway

The area bounded by:

On the North: The South line of East Hampden Avenue

On the South: The North line of Block 10, **SOUTHMOOR PARK FILING NO. TWO**

On the East: The West line of South Monaco Street Parkway

On the West: The East line of Interstate 25

Including these parcels in their entirety:

0705200046000	6200 E HAMPDEN AVE MISC Owned by CDOT for I-25
0705200047000	6290 E HAMPDEN AVE -6410
0632300010000	6405 E HAMPDEN AVE
0632300016000	6435 E HAMPDEN AVE
0632300020000	6439 E HAMPDEN AVE -6445
0632300019000	6449 E HAMPDEN AVE -6491
0705200026000	6450 E HAMPDEN AVE
0632300008000	3460 S LOCUST ST
0632300021000	3495 S MONACO STREET PKWY
0705200053000	3551 S MONACO STREET PKWY
0705200050000	3601 S MONACO STREET PKWY MISC Owned by CDOT for I-25
0705200045000	3603 S MONACO STREET PKWY
0705200049000	3625 S MONACO STREET PKWY
0705200051000	3635 S MONACO STREET PKWY

0705200048000	3639 S MONACO STREET PKWY Owned by CDOT for I-25
0705200041000	3655 S MONACO STREET PKWY
0705200043000	3699 S MONACO STREET PKWY
0705200004000	3701 S MONACO STREET PKWY APPRX

Area 3:

That the zoning classification of the area in the City and County of Denver described as follows or included within the following boundaries shall be and hereby is changed from

B-1, B-3 Waivers, B-3, S-MX-2, S-MX-3, and P-1 Waivers to S-MX-3A

SOUTHMOOR PARK FILING NO. TWO

Block 1, Lots 1 to 10

Block 2, Lots 1 to 12

SOUTHMOOR PARK FILING NO. THREE

Block 1, Lot 11 except the southerly 91.09'

The area bounded by:

On the North: The South line of East Hampden Avenue

On the South: The North line of the **PINE RIDGE ESTATES** , and said North line extended easterly to the west line of South Tamarac Drive.

On the East: The West line of South Tamarac Drive

On the West: The East line of **SOUTHMOOR PARK FILING NO. THREE**

The area commencing at a point on the North line of East Hampden Avenue approximately 599' east of the east line of South Monaco Street Parkway; thence north approximately 175' to a point; thence east approximately 375' to a point; thence north to the south line of East Girard Avenue; thence east along the south line of East Girard Avenue to the west line of South Oneida Way; thence south along the west line of South Oneida Way to the north line of East Hampden Avenue; thence west along the north line of East Hampden Avenue to the point of beginning.

The area bounded by:

On the North: The south line of East Girard Avenue and the south line of The Morningside Subdivision.

On the South: The North line of East Hampden Avenue

On the East: The West line of South Poplar Street

On the West: The east line of South Oneida Way.

Including these parcels in their entirety:

0632400075000	6910 E GIRARD AVE
0705102035000	6500 E HAMPDEN AVE
0705102028000	6600 E HAMPDEN AVE
0705102029000	6630 E HAMPDEN AVE
0705102005000	6660 E HAMPDEN AVE
0705102030000	6740 E HAMPDEN AVE

0632400080000	6777 E HAMPDEN AVE
0705102023000	6780 E HAMPDEN AVE
0705102024000	6800 E HAMPDEN AVE
0632400081000	6825 E HAMPDEN AVE
0705102010000	6850 E HAMPDEN AVE
0632400082000	6895 E HAMPDEN AVE
0705101019000	6900 E HAMPDEN AVE
0705101021000	6900 E HAMPDEN AVE
0632400018000	6901 E HAMPDEN AVE
0632400019000	6909 E HAMPDEN AVE
0632400013000	7007 E HAMPDEN AVE
0632400085000	7045 E HAMPDEN AVE
0705101005000	7060 E HAMPDEN AVE
0632400090000	7075 E HAMPDEN AVE
0705101023000	7100 E HAMPDEN AVE
0632400060000	7101 E HAMPDEN AVE
0632400061000	7105 E HAMPDEN AVE
0632400043000	7115 E HAMPDEN AVE
0705101025999	7120 E HAMPDEN AVE MASTR
0705101022000	7150 E HAMPDEN AVE
0632400098000	7155 E HAMPDEN AVE
0705101015000	7180 E HAMPDEN AVE
0705101013000	7190 E HAMPDEN AVE
0632400031000	7195 E HAMPDEN AVE
0705110024000	7200 E HAMPDEN AVE
0704200035000	7300 E HAMPDEN AVE
0632400040000	2900 S OLEANDER CT
0632400093000	3425 S OLEANDER CT
0632400076000	3400 S ONEIDA WAY
0632400096000	3400 S ONEIDA WAY
0632400017000	3401 S ONEIDA WAY
0705101020000	3500 S ONEIDA WAY
0705110025000	3540 S POPLAR ST
0704200038000	3515 S TAMARAC DR
0704200018000	3525 S TAMARAC DR -3535
0704200039000	3545 S TAMARAC DR
0704200032000	3605 S TAMARAC DR
0704200033000	3615 S TAMARAC DR

Area 4:

That the zoning classification of the area in the City and County of Denver described as follows or included within the following boundaries shall be and hereby is changed from

S-MX-3, and S-MX-5 to S-MX-5A

The area commencing at a point at the intersection of the East line of South Poplar Street and the South line of **THE MORNINGSIDE SUBDIVISION**; thence easterly along the south line of **THE MORNINGSIDE SUBDIVISION** to the east line of Section 32, Township 4 South, Range 67 West; thence southerly along the east line of Section 32 approximately 62.51' to a point; thence east approximately 239.95' to a point; thence south to the north line of East Hampden Avenue; thence west along the North line of East Hampden Avenue to the east line of South Poplar Street; thence north along the east line of South Poplar Street to the point of beginning.

The areas in Reception #2014133889 recorded 11/3/2014 described as Parcel 3, Parcel 4, and Parcel 5.

Including these parcels in their entirety:

0632400050000	7225 E HAMPDEN AVE
0632400010000	7285 E HAMPDEN AVE
0632400083000	7289 E HAMPDEN AVE
0633300052000	7293 E HAMPDEN AVE
0633300084000	7305 E HAMPDEN AVE
0633300085000	7405 E HAMPDEN AVE
0633300101000	7555 E HAMPDEN AVE
0632400097000	3480 S POPLAR ST

Area 5:

That the zoning classification of the area in the City and County of Denver described as follows or included within the following boundaries shall be and hereby is changed from

B-3, and S-MX-5 to S-MX-5A

The area bounded by:

On the North: The south line of East Eastman Avenue

On the South: The north line of East Hampden Avenue

On the East: The west line of South Tamarac Drive

On the West: The east line of Goldsmith Gulch

Including these parcels in their entirety:

0633300091000	7600 E EASTMAN AVE
0633300106000	7777 E HAMPDEN AVE
0633300107000	7777 E HAMPDEN AVE
0633300104000	7785 E HAMPDEN AVE
0633300105000	7995 E HAMPDEN AVE
0633300083000	3201 S TAMARAC DR
0633300071000	3333 S TAMARAC DR

Area 6:

That the zoning classification of the area in the City and County of Denver described as follows or included within the following boundaries shall be and hereby is changed from

B-2, B-3, PUD #173, and S-CC-3X to S-MX-5A

The area bounded by:

On the North: A line approximately 213.27' north of the north line of East Hampden Avenue from the east line of South Willow Street extended easterly to the west line of the **BEAUMONT AT BRIDGE CREEK SUBDIVISION FILING NO. 1**

On the South: The north line of East Hampden Avenue

On the East: The west line of **BEAUMONT AT BRIDGE CREEK SUBDIVISION FILING NO. 1**

On the West: The east line of South Willow Drive

The area commencing at the intersection of the west line of South Yosemite Street and the north line of East Hampden Avenue; thence northerly along the west line of South Yosemite Street approximately 150' to a point; thence west at right angles approximately 150' to a point; thence southerly at right angles to a point on the north line of East Hampden Avenue; thence east along the north line of East Hampden Avenue to the point of beginning.

The area commencing at the intersection of the east line of South Yosemite Street and the north line of East Hampden Avenue; thence northerly along the east line of South Yosemite Street approximately 221.97' to a point; thence east at right angles approximately 422.42' to a point; thence northeasterly to a point approximately 368.96' north of the north line of East Hampden Avenue and approximately 590' east of the east line of South Yosemite Street; thence southerly to the North Line of East Hampden Avenue; thence west along the north line of East Hampden Avenue to the point of beginning.

The area commencing at the intersection of the west line of South Yosemite Street and the south line of East Hampden Avenue; thence west along the south line of East Hampden Avenue approximately 412' to a point; thence south approximately 510.07' to a point; thence east approximately 262' to a point; thence north approximately 15' to a point; thence east approximately 150' to a point on the West line of South Yosemite Street; thence north along the West line of South Yosemite Street approximately 495.07' to the point of beginning.

The area bounded by:

On the North: The south line of East Hampden Avenue

On the South: The south line of the **KENWOOD PARK**

On the East: The City and County of Denver boundary

On the West: The east line of South Yosemite Street

Including these parcels in their entirety:

0704100029000	8800 E HAMPDEN AVE
0704100035000	8810 E HAMPDEN AVE
0704100028000	8850 E HAMPDEN AVE
0704100081000	8888 E HAMPDEN AVE
0633400010000	8899 E HAMPDEN AVE
0703200031000	8900 E HAMPDEN AVE
0634300201000	8901 E HAMPDEN AVE
0634300203000	8921 E HAMPDEN AVE
0703200036000	8930 E HAMPDEN AVE
0703200037000	8940 E HAMPDEN AVE
0634300204000	8941 E HAMPDEN AVE
0703200023000	8960 E HAMPDEN AVE -8998
0634300205000	8961 E HAMPDEN AVE

0703200022000	8980 E HAMPDEN AVE
0703200033000	9000 E HAMPDEN AVE APPRX
0703200015000	9000 E HAMPDEN AVE APPRX
0703200011000	9050 E HAMPDEN AVE
0703200032000	9200 E HAMPDEN AVE
0703200018000	9250 E HAMPDEN AVE
0633400053000	3488 S WILLOW ST
0704100033000	3535 S YOSEMITE ST
0703200038000	3540 S YOSEMITE ST
0704100040000	3545 S YOSEMITE ST
0704100039000	3555 S YOSEMITE ST

Area 7:

That the zoning classification of the area in the City and County of Denver described as follows or included within the following boundaries shall be and hereby is changed from

B-2, and PUD #198 to S-MX-3A

The area commencing at a point on the west line of South Yosemite Street approximately 495' south of the south line of East Hampden Avenue; thence south along the west line of South Yosemite Street to a point on the north line of East Jefferson Avenue; thence west along the north line of East Jefferson Avenue approximately 412' to a point; thence north approximately 150' to a point; thence east approximately 262' to a point; thence north approximately 15' to a point; thence east approximately 150' to the point of beginning.

Including these parcels in their entirety:

0704100031000	3565 S YOSEMITE ST
0704100024000	3575 S YOSEMITE ST
0704100056000	3595 S YOSEMITE ST

Area 8:

That the zoning classification of the area in the City and County of Denver described as follows or included within the following boundaries shall be and hereby is changed from

B-3, B-3 Waivers, and S-CC-3X to S-MX-5A

The area commencing at the intersection of the east line of South Dayton Street and the south line of East Girard Avenue; thence east along the south line of East Girard Avenue to the west line of South Florence Street; thence southerly along the west line of South Florence Street to the north line of East Hampden Avenue; thence west along the north line of East Hampden Avenue to the east line of South Dayton Street; thence north along the east line of South Dayton Street to the point of beginning.

The area commencing at the intersection of the east line of South Florence Street and the south line of East Girard Avenue; thence east along the south line of East Girard Avenue approximately 136'; thence S22°34'28"E approximately 299.10'; thence S89°51'00"E approximately 173.74'; thence N16°00'54"W approximately 82.7'; thence N66°55'20"E approximately 256.37' to the west line of South Galena Street; thence southerly along the west line of South Galena Street to the northerly line of East

Hampden Avenue; thence westerly along the north line of East Hampden Avenue to the east line of South Florence Street; thence north along the east line of South Florence Street to the point of beginning.

The area commencing at the intersection of the south line of East Hamilton Place and the east line of South Galena Street; thence easterly along the south line of East Hamilton Place approximately 248' to a point; thence southeasterly to a point on the north line of South Havana Street approximately 255' east of the east line of South Galena Street; thence westerly along the North line of South Havana Street to the east line of South Galena Street; thence northerly along the east line of South Galena Street to the point of beginning.

Including these parcels in their entirety:

0634500066000	3480 S GALENA ST APPRX
0634500065000	3480 S GALENA ST
0634500033000	9780 E GIRARD AVE
0634500041000	9850 E GIRARD AVE
0634500040000	9900 E GIRARD AVE
0634300198000	9725 E HAMPDEN AVE
0634300199000	9745 E HAMPDEN AVE
0634300200000	9755 E HAMPDEN AVE
0634500057000	9779 E HAMPDEN AVE
0634500027000	9865 E HAMPDEN AVE
0634500010000	9925 E HAMPDEN AVE
0634500029000	9955 E HAMPDEN AVE
0634500064000	10005 E HAMPDEN AVE
0634500062000	10101 E HAMPDEN AVE
0634500061000	10175 E HAMPDEN AVE

In addition thereto those portions of all abutting public rights-of-way, but only to the centerline thereof, which are immediately adjacent to the aforesaid specifically described area.

The City Council may approve a legislative map amendment if the proposed rezoning complies with specified criteria.

A. 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 the adoption of the City’s plan (DZC 12.4.10.7).

There are two adopted plans that apply to the subject area:

- *Comprehensive Plan 2040*
- *Blueprint Denver (2019)*

Comprehensive Plan 2040

The proposed legislative rezoning is consistent with many of the goals and strategies within the *Comprehensive Plan 2040*. More specifically, it furthers the following equity, community design, and climate related strategies:

- *Equitable, Affordable and Inclusive Goal 1* – Ensure all Denver residents have safe, convenient and affordable access to basic services and a variety of amenities (p. 28).
- *Strong and Authentic Neighborhoods Goal 2, Strategy C* – Create people-oriented places that embrace community character with thoughtful transitions, aspirational design and an engaging public realm (p. 34).
- *Environmentally Resilient Goal 8, Strategy A* – Promote infill development where infrastructure and services are already in place (p.54).
- *Environmentally Resilient Goal 8, Strategy C* – Focus growth by transit stations and along high- and medium- capacity transit corridors (p. 54).

The proposed map amendment will further the *Comprehensive Plan 2040’s* Equitable, Affordable and Inclusive Goal to ensure all Denver residents have safe, convenient and affordable access to basic services and a variety of amenities. The S-MX-3A and S-MX-5A allow for a variety of uses including public services, cultural, commercial, and residential. The list of permitted uses will provide basic services and amenities to the residents in the surrounding neighborhoods. In addition, the design standards in the proposed districts will promote greater walkability and accessibility to the uses established along the E. Hampden Ave. corridor.

Additionally, this proposed rezoning to S-MX-3A and S-MX-5A is consistent with the *Comprehensive Plan 2040’s* stated Strong and Authentic Neighborhoods Goal to create people oriented places that embrace community character with thoughtful transitions, aspirational design and an engaging public realm as the proposed zone districts design standards for transparency, active use, reduced visibility of parking and building entrance locations enable the creation of an active and human -scaled experience at the street level.

Moreover, the legislative map amendment will promote high quality mixed-use development at infill locations where infrastructure is already in place. Portions of the requested rezoning areas currently have FC 59 zone districts, by rezoning out of FC 59 to the S-MX-3A and S-MX-5A zone

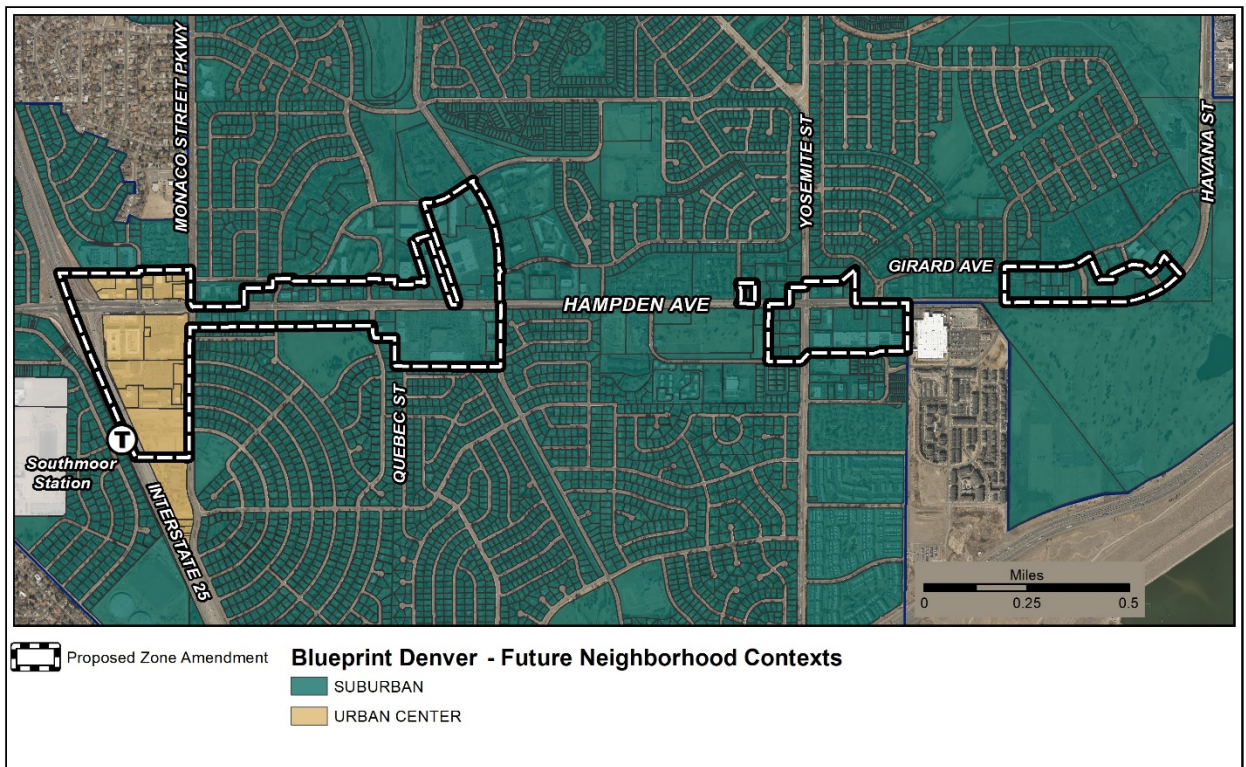
districts, we are enabling mixed-use development with better design standards and a variety of uses which allow for residents to “live, work and play” all in the same area, lessening resource consumption, therefore the rezoning is consistent with the strategy of *Comprehensive Plan 2040*.

The proposed rezoning to S-MX-3A and S-MX-5A is consistent with *Comprehensive Plan 2040*'s strategy of focusing growth near transit stations and along high and medium-capacity transit corridors. The subject area is comprised of the Southmoor RTD Station Area and Hampden Ave. from I-25 west to Galena St. is designated as a transit priority street-speed and reliability corridor. These transit priority streets “benefit from investments, such as transit-priority signals, that make transit faster and more reliable in mixed traffic lanes” (*Blueprint Denver*, p. 176). The S-MX-3A and S-MX-5A zone districts feature transit-supportive uses and more pedestrian-friendly design standards, promoting infill and growth in and around the Southmoor RTD Station Area and E. Hampden Ave. corridor.

Blueprint Denver (2019)

Blueprint Denver is Denver’s citywide, long range, land use and transportation plan, adopted by City Council in 2019 as a supplement to *Comprehensive Plan 2040*. The area of the proposed rezoning is predominantly identified as a Community Corridor in the Suburban Context, which are pedestrian-oriented, transit-supported community destinations where the plan recommends focusing growth over the next 20 years. The proposed rezoning will promote development that supports the complete neighborhood and transportation network vision in *Blueprint Denver*, including neighborhood context, place, street type and growth guidance.

Neighborhood Context



The proposed rezoning area is predominantly within the Suburban neighborhood context. *Blueprint Denver* describes Suburban as areas that, “represent(s) the most varied development in Denver’s neighborhoods. Homes in this context are largely single-unit but can also include higher intensity residential. Commercial development is focused along main corridors and centers bordering residential areas. Although this context is more auto-oriented than others, there should still be quality multimodal connectivity. The aspiration of the suburban context in Denver is different than traditional suburban development of the past. Especially compared to other parts of the metro area, Denver’s suburban areas are still more urban in nature and suburban places should reflect that” (p. 189).

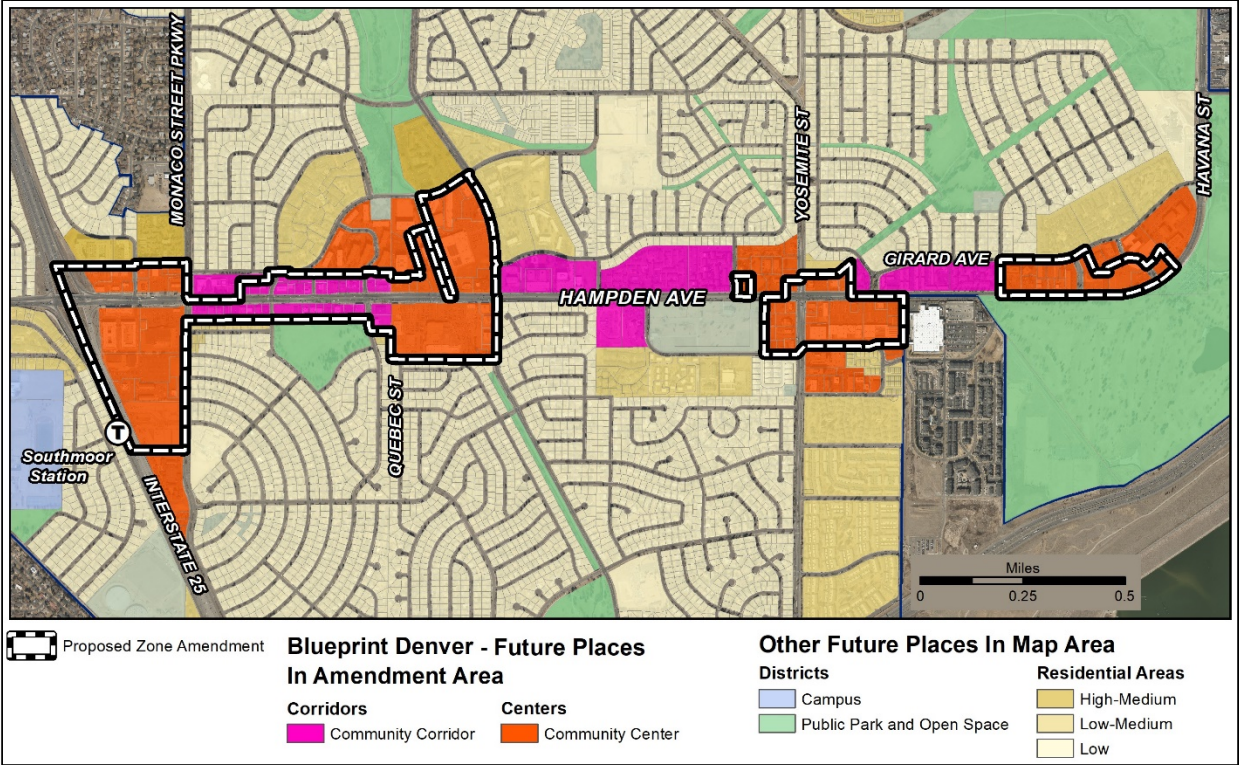
The request to rezone the majority of the subject areas to the S-MX-3A and S-MX-5A district will implement the aspirational vision of the suburban context in that the proposed districts are more urban in nature and the design standards support a vibrant, walkable area. The proposed rezoning is consistent with the overall intent of the neighborhood contexts map and the plan.

Additionally, it should be noted that the westernmost portion of the rezoning area is shown in *Blueprint Denver* to be within the Urban Center neighborhood context primarily due to its proximity to the Southmoor light-rail station. *Blueprint Denver* describes Urban Center as “dense and vibrant areas that support residents and visitors. This context contains high intensity residential and significant employment areas. Development typically contains a high mix of uses, with good street activation and connectivity. Residents living in this context are well served by high-capacity transit and have access to ample amenities and entertainment options. (p. 251)

The request is to rezone the entirety of the area into the suburban context. The Plan offers the following guidance for applying the plan to rezonings in terms of neighborhood context stating, “When a new zone district is proposed for a site, the neighborhood contexts map and description should be used to guide which zone districts are appropriate. The mapping of neighborhood context is at the citywide scale, so the boundaries of the contexts may be interpreted with limited flexibility if the request furthers the goals of *Blueprint Denver* and is consistent with the overall intent of the neighborhood contexts map” (p. 66).

The request to rezone the Southmoor station area to a Suburban neighborhood context where the context is mapped as Urban Center is consistent with the intent of the plan as the district still allows for a good mix of uses and allowable building forms that contribute to a high level of street activation. The proposed S-MX-3A and S-MX-5A districts will implement a vibrant, walkable area as envisioned with the Urban Center future context. The proposed rezoning is consistent with the overall intent of the neighborhood contexts map and the plan.

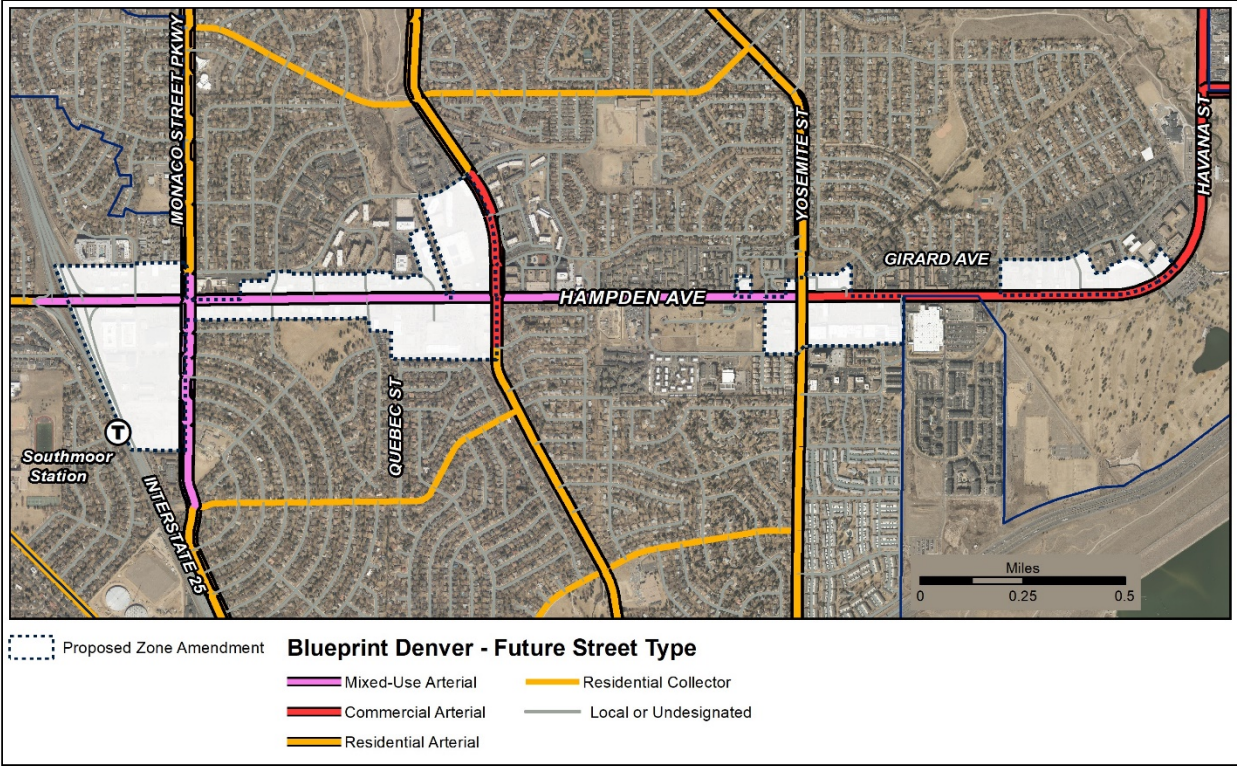
Future Places



The proposed rezoning area is designated as a mixture of Community Center and Community Corridor in the Suburban Context and the western portion between I-25 and S. Monaco Street (Southmoor Station area) as a Community Center within the Urban Center context. Blueprint Denver describes a Suburban Community Center as, “They should have an active street level presence and provide a mix of uses...heights are generally up to 5 stories” (p.194). Community Corridors are described as to have “buildings have a distinctly linear orientation but may provide an opportunity for infill in large setbacks that area result of historic suburban development. Heights are generally up to 5 stories” (p.196).

The proposed S-MX-3A and S-MX-5A districts are consistent with the Community Center and Corridor Future Places description because they allow for a variety of office, commercial and residential uses with design standards that require buildings to be sited closer to the street thus enabling an active street level presence.

Future Street Type



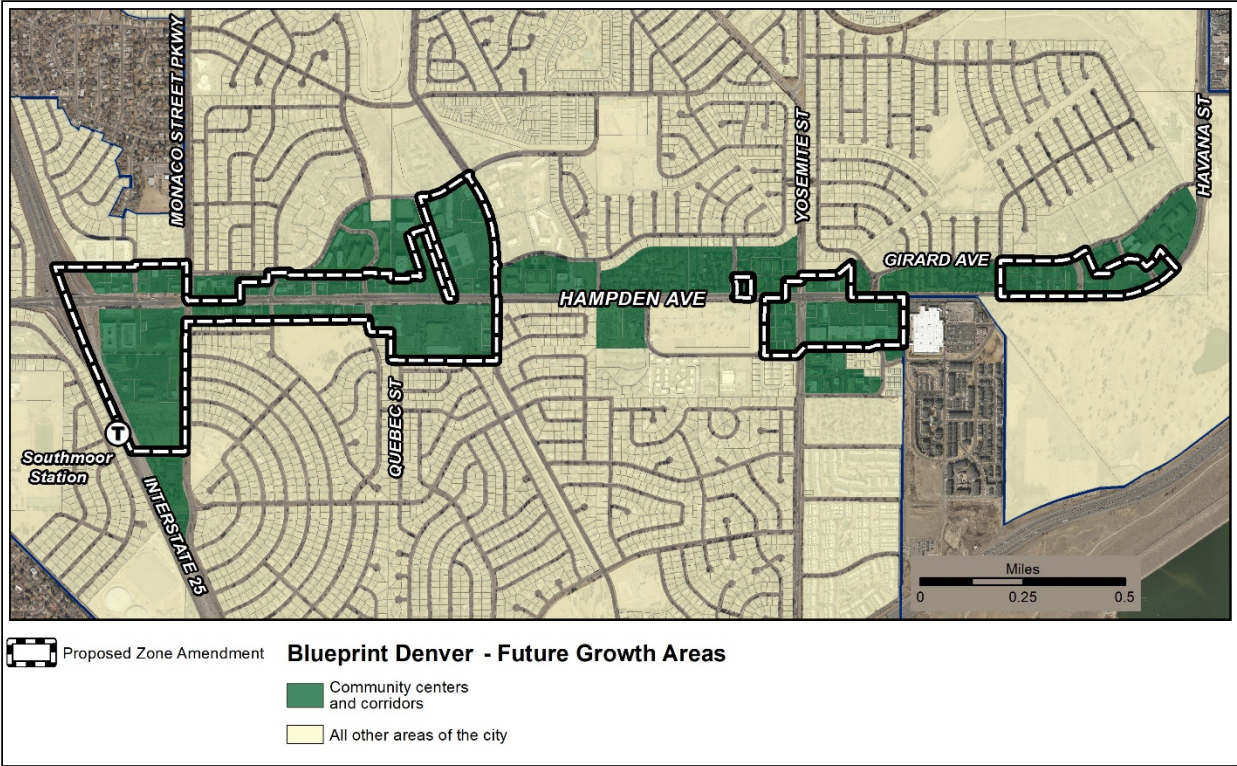
In *Blueprint Denver*, street types work together with the future place to evaluate the appropriateness of the intensity of the adjacent development (p. 67). Hampden Avenue, from Interstate-25 moving east to Yosemite, and Monaco Street are classified as Mixed Use Arterials. Arterial streets are designed for the highest amount of through movement and the lowest degree of property access. Streets designated as Mixed Use provide a “varied mix of uses including retail, office, residential and restaurants. Buildings are pedestrian-oriented, typically multi-story, usually with high building coverage with a shallow front setback. A street wall is present, but may vary” (p. 159).

Hampden Avenue, from Yosemite moving east to Havana Street, Tamarac Drive, and Havana Street are designated as Commercial Arterials. According to *Blueprint Denver*, “commercial streets typically contain commercial uses including shopping centers, auto services and offices. Buildings are often set back with on-site parking” (p. 159).

Yosemite Street is designated as a Residential Arterial, which contemplates “primarily residential uses, but may also include schools, civic uses, parks, small retail nodes and other similar uses. Buildings on residential streets usually have a modest setback. The depth of the setback varies by neighborhood context” (p. 160).

The proposed S-MX-3A and S-MX-5A districts are consistent with the Future Street Types designation because they allow for a variety of commercial and some residential uses and the sites are generally served by arterial and collector streets.

Growth Strategy

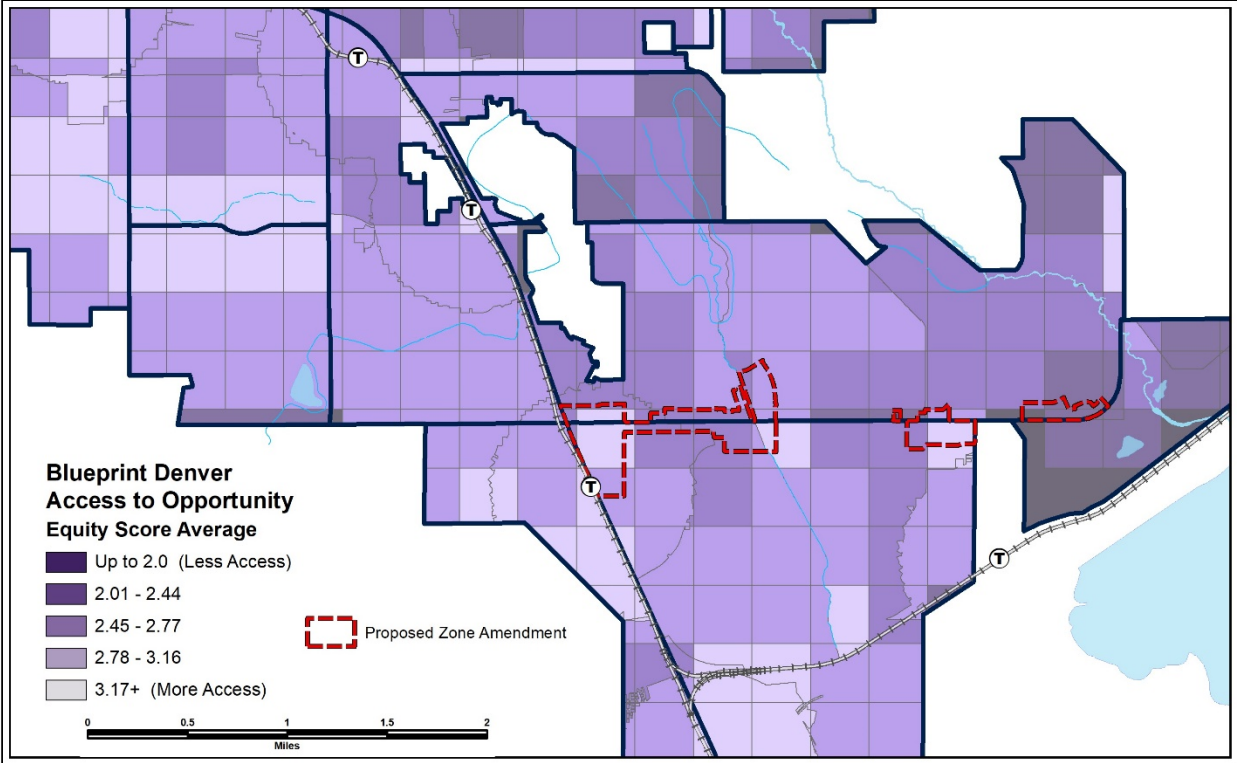


Blueprint Denver's growth strategy map is a version of the future places map, showing the aspiration for distributing future growth in Denver (p. 51). The subject properties are part of the “Community Centers and Corridors” growth area. These areas anticipate 20% of new employment growth and 25% of new housing growth in the city by 2040 (p. 51). Community Centers and Corridors are “where underutilized infill redevelopment sites can be repurposed” (p. 48-49). The proposed map amendment to S-MX-3A and S-MX-5A will focus pedestrian-oriented, mixed-use growth to an area where it has been determined to be most appropriate. Therefore, the requested zone districts are consistent with the *Blueprint Growth Strategy*.

Equity Concepts

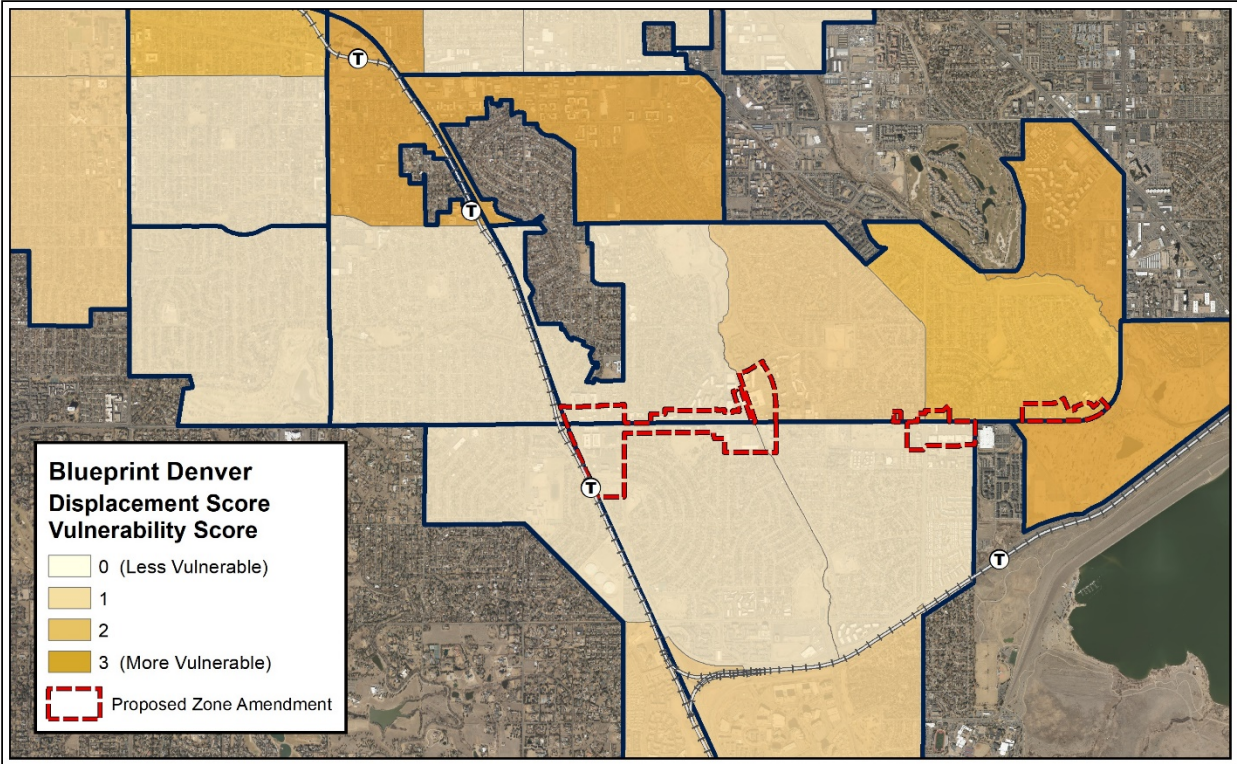
Blueprint Denver contains three equity concepts to help guide change to benefit everyone. Each equity concept has associated measurements that helps inform considerations for large-scale city-led map amendments.

Access to Opportunity



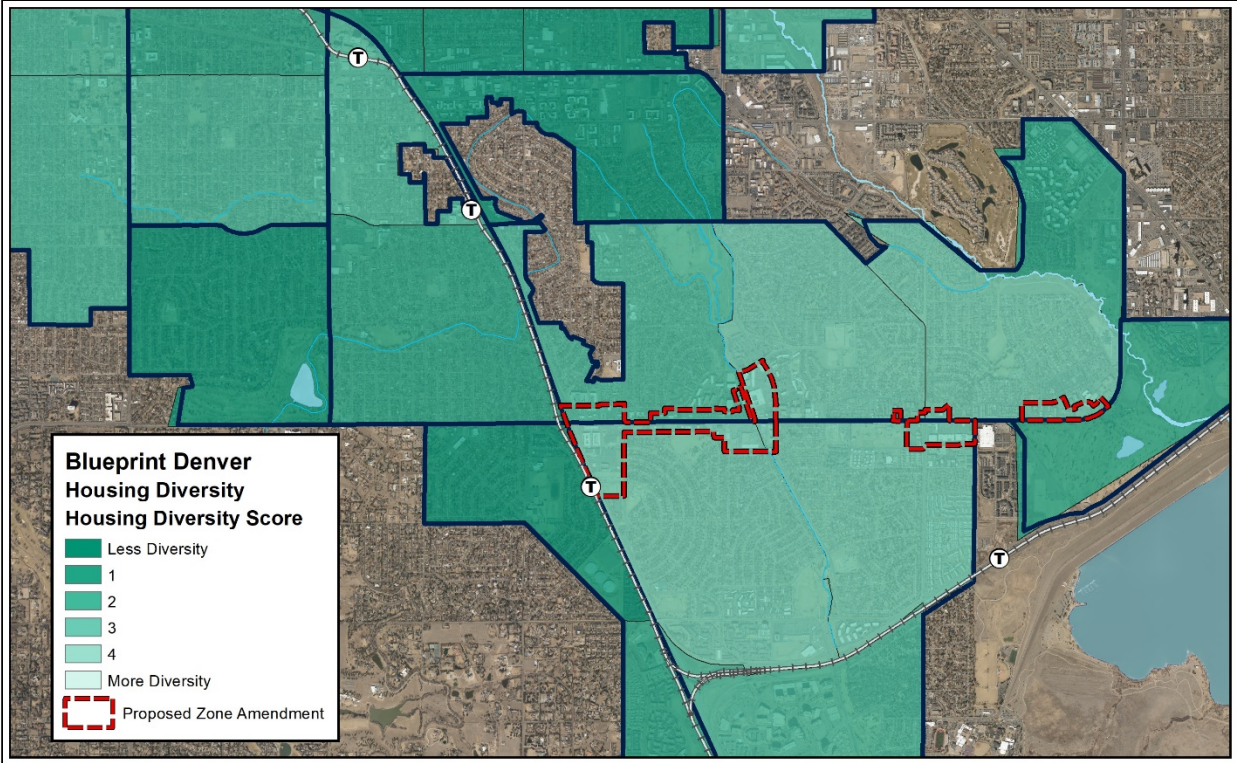
In Blueprint Denver 2019, Access to Opportunity seeks to create “more equitable access to quality-of-life amenities, health and quality education” (p. 30). It measures an area’s Access to Opportunity through Denver’s Department of Public Health and Environment’s neighborhood equity index, access to high-capacity transit, and access to centers and corridors. Overall, the subject sites have average access to opportunity with scores ranging from 2-4 out of 5. Additional details on scoring can be found in separate, attached exhibits. The proposed S-MX-3A and S-MX-5A are mixed-use, pedestrian-oriented districts that help improve the area’s walkability through enhanced building siting standards. This legislative rezoning may not create direct impacts that result in an improvement of these indicators. However, improvement of built form standards will promote improved health outcomes and facilitate improved redevelopment outcomes.

Vulnerability to Displacement



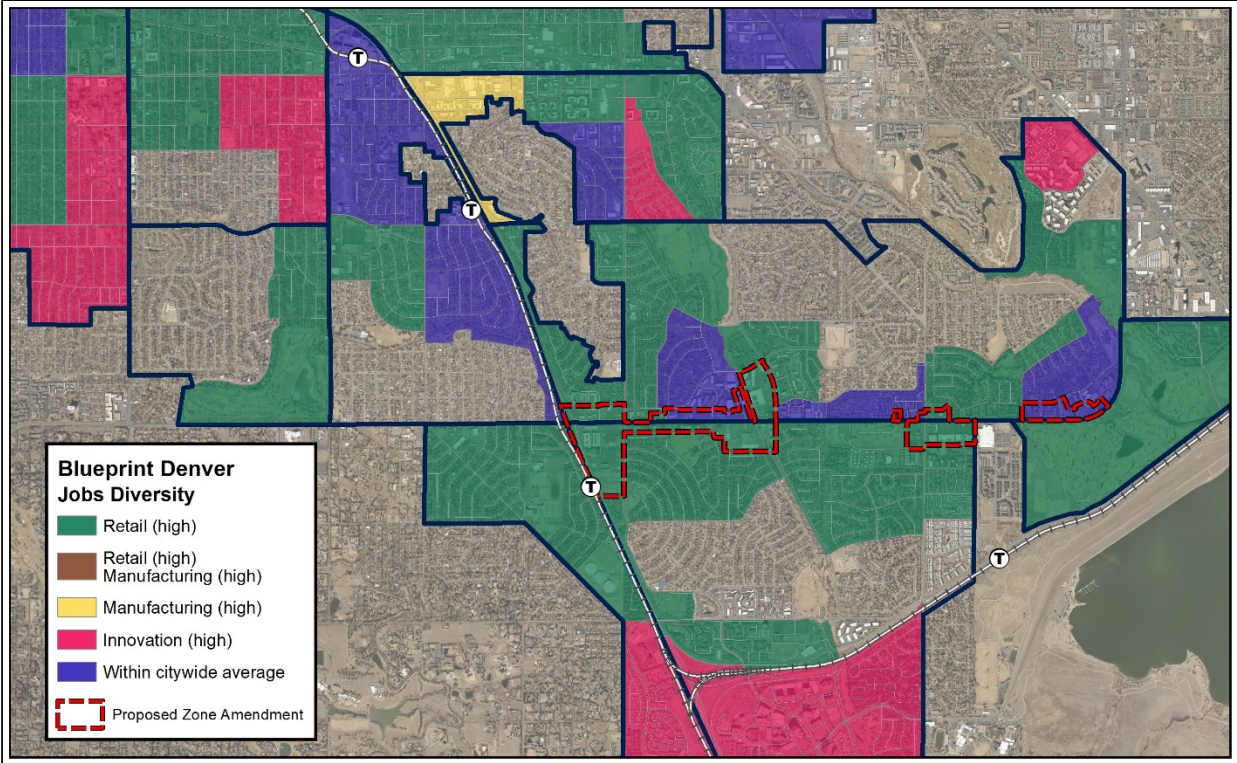
Vulnerability to Displacement compares three variables in a census tract to Denver as a whole. The three variables include, the percent of residents with less than a bachelor’s degree, percent of renter-occupied units, and the median household income. This concept is used to stabilize “residents and businesses who are vulnerable to involuntary displacement due to increasing property values and rents” (p. 30). Most of the properties included in the rezoning scored a 0 or 1 out of 3 making the area not vulnerable or slightly vulnerable to displacement. Only two of the census tracts scored a 2 out of 3 making those areas somewhat vulnerable to displacement. These areas are the segment of the rezoning north of E. Hampden Ave. between S. Dayton Street and just west of S. Galena Street. This area is more vulnerable because it has a larger percentage of residents with less than a college degree and a lower household income than Denver as a whole. Rezoning the subject properties to S-MX-3A and S-MX-5A is not anticipated to increase the residents’ vulnerability to displacement along the Hampden corridor because it is targeted at rezoning existing commercial properties to allow for better design outcomes and pedestrian accessibility. Generally, the proposed rezoning will not increase height entitlement for these properties and as such, is not anticipated to significantly increase property values. Therefore, the rezoning will maintain the existing metrics, if it does not improve them, especially for the most vulnerable parts of the corridor (E. Hampden Ave between S. Dayton and S. Galena).

Housing Diversity



As a *Blueprint Denver* Equity Concept, housing diversity refers to an area being able to offer residents a variety of housing options to accommodate households of different ages, sized and incomes. Housing Diversity examines the diversity of housing for an area by evaluating housing diversity, home size diversity, tenure diversity, housing costs, and the number of affordable housing units (Blueprint Denver Appendix C, p. 13). On a scale from 0 to 5, 5 being the most diverse, most census tracts included in the rezoning scored a 3, somewhat diverse. The proposed rezoning to S-MX-3A and S-MX-5A is targeted for existing commercial properties along Hampden Avenue, and it should not change the existing metrics because it will mainly improve design outcomes along the E. Hampden corridor. However, the metrics associated with housing diversity could improve if redevelopment were to occur and include residential development. Multi-unit residential uses are permitted in the S-MX-3A and S-MX-5A districts and could improve the diversity of renters to owners, for example.

Jobs Diversity



Access to a range of quality jobs enables people of different incomes and education levels to find employment and wealth building opportunities. To measure jobs diversity, the city looks at the number of jobs available and how the variety of these jobs compares to the variety of jobs citywide. Generally, the subject properties along Hampden are dissimilar to the city’s overall job mix as there is more of an emphasis here on retail (shown in green). One exception would be the northwest corner of Hampden St. and S. Yosemite St. and the properties north of Hampden and east of S. Dayton St., these areas have a job mix that is similar to the city’s overall job mix (purple on map). While it is expected that some areas of the city will have more jobs than others or a more prevalent job types, such as retail, patterns of predominant job types suggest that these areas may benefit from other job types so that residents in that area have additional options if there is a slowdown in retail sales. The S-MX-3A and S-MX-5A allow for a variety of commercial uses such as office which could promote more innovation jobs and strengthen the overall job mix of the area.

Other Applicable *Blueprint Denver* Policy Recommendations

Blueprint Denver provides recommendations related to properties that retained zoning from the Former Chapter 59 zoning code. *LUBF General, Policy 3, Strategy A - Rezone properties from the Former Chapter 59 zoning code so that the entire city is covered by the DZC, including continuing to incentivize owners to come out of the old code* (p. 73). The proposed rezoning has properties currently with FC 59 zoning that will be rezoned to S-MX-3A or S-MX-5A, a standard zone district in the Denver Zone Code and is consistent with *Blueprint Denver*.

Additionally, *Blueprint Denver* encourages better design outcomes for suburban and urban edge contexts. *LUBF Design Quality & Preservation, Policy 5, Strategy A – Revise large build-to and setback ranges currently allowed in mixed use/commercial zone districts in the suburban and urban edge contexts. Although these contexts should have some flexibility beyond the more urban contexts, building placement in mixed-use areas should still provide an active, pedestrian-friendly environment that is accessible through all modes of transportation* (p. 103). The proposed zone districts, S-MX-3A and S-MX-5A, have setbacks and build-to that require buildings to be closer to the street and do not allow parking between the primary street and the building. This will help create pedestrian-friendly places along Hampden Ave. and within the suburban neighborhood context.

B. Uniformity of District Regulations and Restrictions

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

The proposed map amendment would rezone all properties within the defined area currently zoned S-MX-3, -5, and Former Chapter 59 to either S-MX-3A or S-MX-5A and would thus result in uniform regulations across the area with regards to the individual zone district. No waivers or conditions are requested.

C. Public Health, Safety and General Welfare

The proposed official map amendment furthers the public health, safety and general welfare of the City (DZC 12.4.10.7.C).

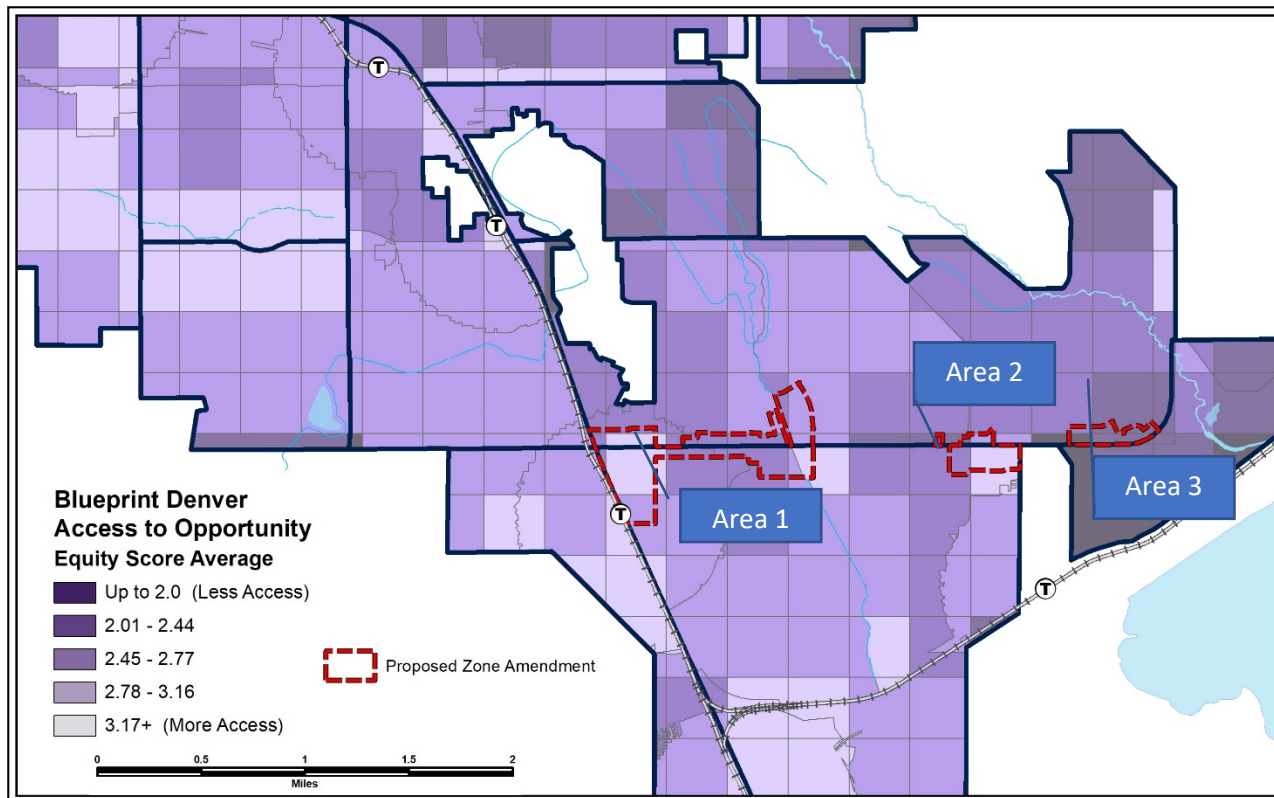
The City has adopted multiple plans in the interest of public health, safety and the general welfare including *Comprehensive Plan 2040* and *Blueprint Denver*. As described in detail above, the legislative rezoning furthers the goals, policies and strategies in these City plans, and thus by implementing them furthers the health, safety and welfare of the City. Moreover, bringing the properties with Former Chapter 59 zoning into the Denver Zoning Code furthers the general welfare of the city and furthers *Blueprint Denver’s* goals to “Rezone properties from the Former Chapter 59 zoning code so that the entire city is covered by the DZC” (p. 73). This rezoning would help achieve that result.

In addition to furthering the public health and safety by implementing the City’s adopted plans, the proposed rezoning furthers the general public health, safety and welfare of Denver residents, land owners and businesses by implementing zone districts that contain enhanced design standards that reinforce the desired character of the Hampden corridor and encourage better built form outcomes fostering a more pedestrian-oriented character.

Blueprint Denver – Equity Concepts Analysis Framework

The following is intended to serve as a more detailed framework for evaluation of the Blueprint Denver Equity Concepts. For more details on the methodology for the specific indicators of the equity concepts, please see *Blueprint Denver* Appendix C: Equity Concepts Methodology.

The legislative rezoning is comprised of three large areas. Please see below.

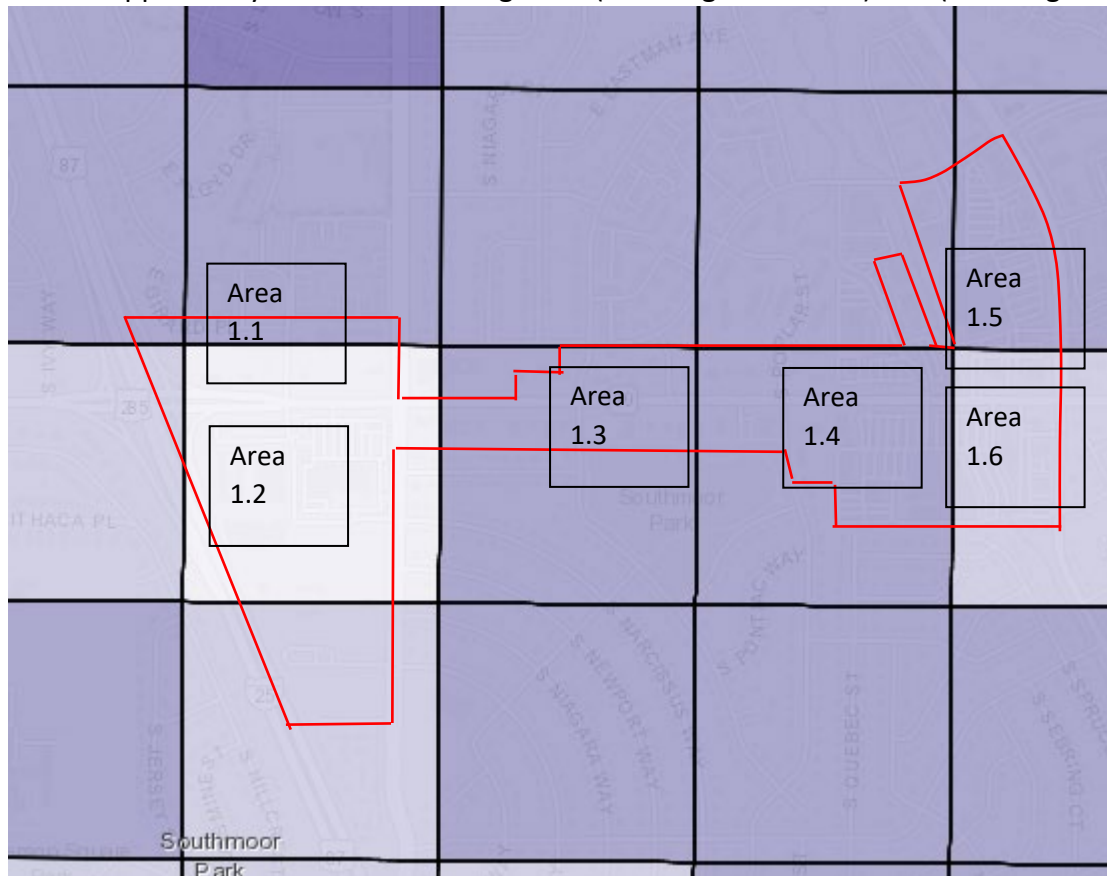


Next, each area is broken up into sub-areas (typically using census tracts) for the purpose of reporting out equity concept data points.

Improving Access to Opportunity

Creating more equitable access to quality-of-life amenities, health and quality education.

Access to opportunity is scored on a range of 1 (meaning less access) to 5 (meaning more access)



Indicator of Equity	Area 1.1	Area 1.2	Area 1.3	Area 1.4	Area 1.5	Area 1.6
DDPHE Equity Index	<p>Social Determinants of Health: 4, More Equitable (14% of 25-year-olds and older without a high school degree; 1% of families below the federal poverty line)</p> <p>Built Environment: 2, Less Equitable (29% of housing units within ¼ mile walk of a Park; 30% of residents within ¼ mile walk to full service grocery store)</p> <p>Access to Healthcare: 2, Less Equitable (21% of women that receive no prenatal care during the first trimester of pregnancy)</p> <p>Child Obesity: 3, Somewhat Equitable</p>	<p>Social Determinants of Health: 4, More Equitable (14% of 25-year-olds and older without a high school degree; 1% of families below the federal poverty line)</p> <p>Built Environment: 2.5, Less Equitable (40% of housing units within ¼ mile walk of a Park; 31% of residents within ¼ mile walk to full service grocery store)</p> <p>Access to Healthcare: 3, Somewhat Equitable (19% of women that receive no prenatal care during the first trimester of pregnancy)</p>	<p>Social Determinants of Health: 4, More Equitable (14% of 25-year-olds and older without a high school degree; 1% of families below the federal poverty line)</p> <p>Built Environment: 2, Less Equitable (29% of housing units within ¼ mile walk of a Park; 30% of residents within ¼ mile walk to full service grocery store)</p> <p>Access to Healthcare: 2, Less Equitable (21% of women that receive no prenatal care during the first trimester of pregnancy)</p> <p>Child Obesity: 3, Somewhat Equitable</p>	<p>Social Determinants of Health: 4, More Equitable (14% of 25-year-olds and older without a high school degree; 1% of families below the federal poverty line)</p> <p>Built Environment: 2.5, Less Equitable (40% of housing units within ¼ mile walk of a Park; 31% of residents within ¼ mile walk to full service grocery store)</p> <p>Access to Healthcare: 3, Somewhat Equitable (19% of women that receive no prenatal care during the first trimester of pregnancy)</p>	<p>Social Determinants of Health: 3.5, Somewhat Equitable (16% of 25-year-olds and older without a high school degree; 7% of families below the federal poverty line)</p> <p>Built Environment: 2, Less Equitable (29% of housing units within ¼ mile walk of a Park; 30% of residents within ¼ mile walk to full service grocery store)</p> <p>Access to Healthcare: 2, Less Equitable (21% of women that receive no prenatal care during the first trimester of pregnancy)</p>	<p>Social Determinants of Health: 4, More Equitable (14% of 25-year-olds and older without a high school degree; 1% of families below the federal poverty line)</p> <p>Built Environment: 2.5, Less Equitable (40% of housing units within ¼ mile walk of a Park; 31% of residents within ¼ mile walk to full service grocery store)</p> <p>Access to Healthcare: 3, Somewhat Equitable (19% of women that receive no prenatal care during the first trimester of pregnancy)</p>

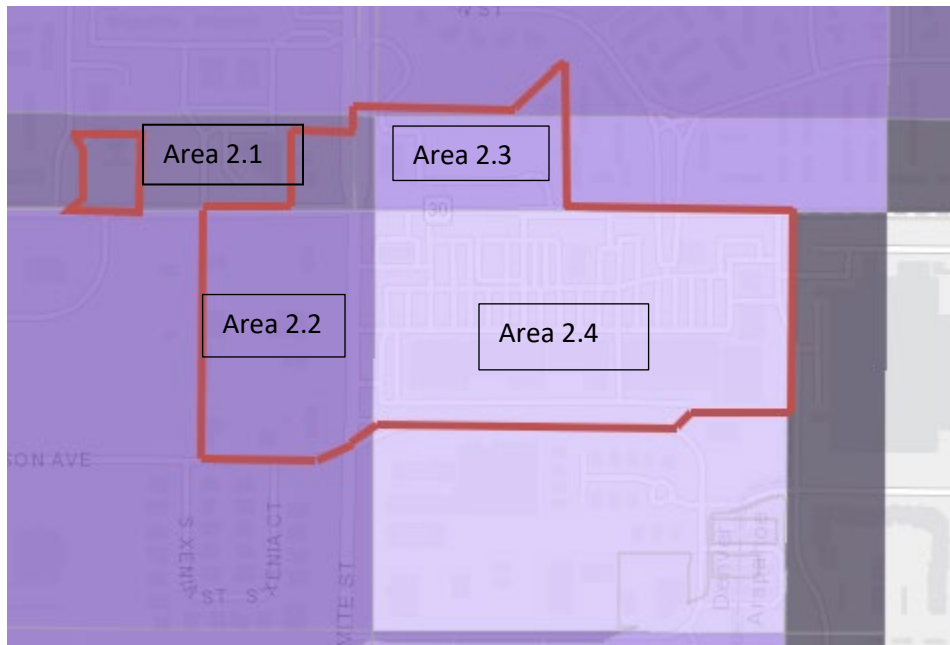
	(14% of children and youth are obese) Life Expectancy: 4, More Equitable (Life expectancy is 82 years) Total DDPHE Equity Index 3.1	Child Obesity: 3, Somewhat Equitable (13% of children and youth are obese) Life Expectancy: 4, More Equitable (Life expectancy is 81 years) Total DDPHE Equity Index 3.7	(14% of children and youth are obese) Life Expectancy: 4, More Equitable (Life expectancy is 83 years) Total DDPHE Equity Index 3.1	Child Obesity: 3, Somewhat Equitable (13% of children and youth are obese) Life Expectancy: 4, More Equitable (Life expectancy is 81 years) Total DDPHE Equity Index 3.7	Child Obesity: 3, Somewhat Equitable (14% of children and youth are obese) Life Expectancy: 4, More Equitable (Life expectancy is 81 years) Total DDPHE Equity Index 3.1	Child Obesity: 3, Somewhat Equitable (13% of children and youth are obese) Life Expectancy: 4, More Equitable (Life expectancy is 81 years) Total DDPHE Equity Index 3.7
Access to Transit	1, has access to transit	1, Access to Transit	0, No access to transit	0, No Access to Transit	0, No access to transit	0, no access to transit
Access to Centers and Corridors	Avg: 2, 25-49% of area is covered by walk, bike, and driveshed to center or corridor (Local 1, Community 1, Regional 5)	Avg: 5, 100% of the area is covered by a walk, bike, or driveshed to a center or corridor. (Local 5, Community 5, Regional 5)	Avg: 3, 50-74% of the area is covered by a walk, bike, or driveshed to a center or corridor. (Local 1, Community 4, Regional 5)	Avg: 2, 25-49% of the area is covered by a walk, bike, or driveshed to a center or corridor. (Local 1, Community 1, Regional 5)	Avg: 4, 50-74% of the area is covered by a walk, bike, or driveshed to a center or corridor. (Local 1, Community 5, Regional 5)	4, 50-74% of the area is covered by a walk, bike, or driveshed to a center or corridor. (Local 1, Community 5, Regional 5)
Average Access to Opportunity	2.5, Average Access	3.6, Above Average Access	2.8, Average Access	3, Average Access	3, Average Access	3, Average Access

Moving on, this equity concept framework below is evaluating the improving access to opportunity equity concept of the “second area” primarily comprised of properties surrounding the intersection of S. Yosemite and E. Hampden Ave. This area is broken up into four sub-areas.

Improving Access to Opportunity – Area 2

Creating more equitable access to quality-of-life amenities, health and quality education.

Access to opportunity is scored on a range of 1 (meaning less access) to 5 (meaning more access)



Indicator of Equity	Area 2.1	Area 2.2	Area 2.3	Area 2.4
DDPHE Equity Index	Social Determinants of Health: 3.5, Somewhat Equitable (16% of 25-year-olds and older without a high school degree; 7% of families below the federal poverty line) Built Environment: 2, Less Equitable (29% of housing units within ¼ mile walk of a Park; 30% of residents within ¼ mile walk to full service grocery store) Access to Healthcare: 2, Less Equitable (21% of women that receive no prenatal care during the first trimester of pregnancy) Child Obesity: 3, Somewhat Equitable (14% of children and youth are obese) Life Expectancy: 4, More Equitable (Life expectancy is 81 years)	Social Determinants of Health: 3.5, Somewhat Equitable (16% of 25-year-olds and older without a high school degree; 7% of families below the federal poverty line) Built Environment: 2, Less Equitable (29% of housing units within ¼ mile walk of a Park; 30% of residents within ¼ mile walk to full service grocery store) Access to Healthcare: 2, Less Equitable (21% of women that receive no prenatal care during the first trimester of pregnancy) Child Obesity: 3, Somewhat Equitable (14% of children and youth are obese) Life Expectancy: 4, More Equitable (Life expectancy is 81 years)	Social Determinants of Health: 3, Somewhat Equitable (24% of 25-year-olds and older without a high school degree; 11% of families below the federal poverty line) Built Environment: 2, Less Equitable (29% of housing units within ¼ mile walk of a Park; 30% of residents within ¼ mile walk to full service grocery store) Access to Healthcare: 2, Less Equitable (21% of women that receive no prenatal care during the first trimester of pregnancy) Child Obesity: 3, Somewhat Equitable (14% of children and youth are obese) Life Expectancy: 3, More Equitable (Life expectancy is 79 years)	Social Determinants of Health: 4, More Equitable (18% of 25-year-olds and older without a high school degree; 1% of families below the federal poverty line) Built Environment: 2.5, Less Equitable (40% of housing units within ¼ mile walk of a Park; 31% of residents within ¼ mile walk to full service grocery store) Access to Healthcare: 3, Somewhat Equitable (19% of women that receive no prenatal care during the first trimester of pregnancy) Child Obesity: 3, Somewhat Equitable (13% of children and youth are obese) Life Expectancy: 5, Most Equitable (Life expectancy is 83 years)
Access to Transit	0, has no access to transit	0, has no Access to Transit	0, No access to transit	0, No Access to Transit
Access to Centers and Corridors	Avg: 3, 50-74% of area is covered by walk, bike, and driveshed to	Avg: 2, 25-49% of the area is covered by a walk, bike, or	Avg: 5, 100% of the area is covered by a walk, bike, or driveshed to a center or	Avg: 5, 100% of the area is covered by a walk, bike, or



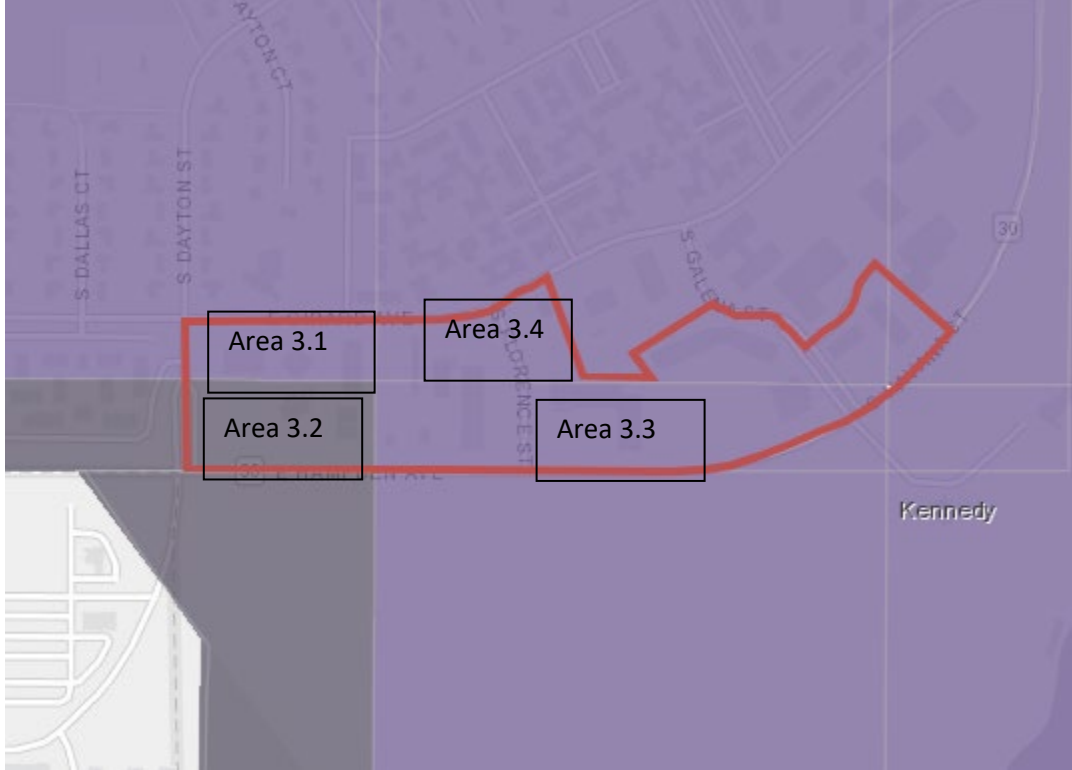
	center or corridor (Local 1, Community, 4, Regional 5)	driveshed to a center or corridor. (Local 1, Community 1, Regional 5)	corridor. (Local 5, Community 5, Regional 5)	driveshed to a center or corridor. (Local 5 Community 5, Regional 5)
Average Access to Opportunity	3, Average Access	2, Below Average Access	3, Average Access	4, Above Average Access

The legislative rezoning is comprised of three large areas. As the areas are so large, this equity concept framework is evaluating the "third" primarily comprised of commercial properties east of S. Dayton Street on E. Hampden Ave to just east of S. Galena Street. Please see maps below:

Improving Access to Opportunity – Area 3

Creating more equitable access to quality-of-life amenities, health and quality education.

Access to opportunity is scored on a range of 1 (meaning less access) to 5 (meaning more access)



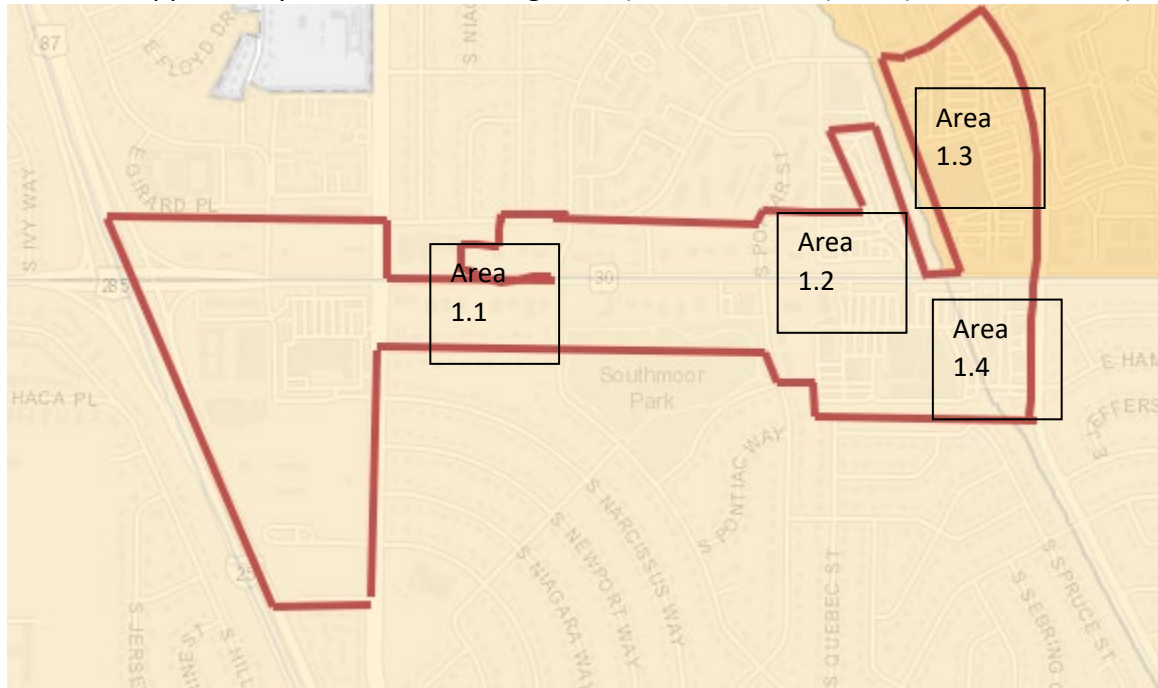
Indicator of Equity	Area 3.1	Area 3.2	Area 3.3	Area 3.4
DDPHE Equity Index	<p>Social Determinants of Health: 3, Somewhat Equitable (24% of 25-year-olds and older without a high school degree; 11% of families below the federal poverty line)</p> <p>Built Environment: 2, Less Equitable (29% of housing units within ¼ mile walk of a Park; 30% of residents within ¼ mile walk to full service grocery store)</p>	<p>Social Determinants of Health: 3, Somewhat Equitable (24% of 25-year-olds and older without a high school degree; 11% of families below the federal poverty line)</p> <p>Built Environment: 2, Less Equitable (29% of housing units within ¼ mile walk of a Park; 30% of</p>	<p>Social Determinants of Health: 3, Somewhat Equitable (24% of 25-year-olds and older without a high school degree; 11% of families below the federal poverty line)</p> <p>Built Environment: 2, Less Equitable</p>	<p>Social Determinants of Health: 3, Somewhat Equitable (24% of 25-year-olds and older without a high school degree; 11% of families below the federal poverty line)</p> <p>Built Environment: 2, Less Equitable (29% of housing units within ¼ mile walk of a Park; 30% of</p>

	<p>Access to Healthcare: 2, Less Equitable (21% of women that receive no prenatal care during the first trimester of pregnancy)</p> <p>Child Obesity: 3, Somewhat Equitable (14% of children and youth are obese)</p> <p>Life Expectancy: 3, More Equitable (Life expectancy is 79 years)</p>	<p>residents within ¼ mile walk to full service grocery store)</p> <p>Access to Healthcare: 2, Less Equitable (21% of women that receive no prenatal care during the first trimester of pregnancy)</p> <p>Child Obesity: 3, Somewhat Equitable (14% of children and youth are obese)</p> <p>Life Expectancy: 3, More Equitable (Life expectancy is 79 years)</p>	<p>(29% of housing units within ¼ mile walk of a Park; 30% of residents within ¼ mile walk to full service grocery store)</p> <p>Access to Healthcare: 2, Less Equitable (21% of women that receive no prenatal care during the first trimester of pregnancy)</p> <p>Child Obesity: 3, Somewhat Equitable (14% of children and youth are obese)</p> <p>Life Expectancy: 3, More Equitable (Life expectancy is 79 years)</p>	<p>residents within ¼ mile walk to full service grocery store)</p> <p>Access to Healthcare: 2, Less Equitable (21% of women that receive no prenatal care during the first trimester of pregnancy)</p> <p>Child Obesity: 3, Somewhat Equitable (14% of children and youth are obese)</p> <p>Life Expectancy: 3, Somewhat Equitable (Life expectancy is 79 years)</p>
Access to Transit	0, has no access to transit	0, has no Access to Transit	0, No access to transit	0, No Access to Transit
Access to Centers and Corridors	Avg: 3, 50-74% of area is covered by walk, bike, and driveshed to center or corridor (Local 1, Community, 3, Regional 5)	Avg: 0, 0-25% of the area is covered by a walk, bike, or driveshed to a center or corridor. (Local 0, Community 0, Regional 0)	Avg: 2, 25-49% of the area is covered by a walk, bike, or driveshed to a center or corridor. (Local 1, Community 1, Regional 5)	Avg: 2, 25-49% of the area is covered by a walk, bike, or driveshed to a center or corridor. (Local 1, Community 1, Regional 5)
Average Access to Opportunity	2, Below Average Access	1, Low Access	2, Below Average Access	2, Below Average Access

Reducing Vulnerability to Displacement – Area 1

Creating more equitable access to quality-of-life amenities, health and quality education.

Access to opportunity is scored on a range of 0 (less vulnerable) to 3 (more vulnerable)



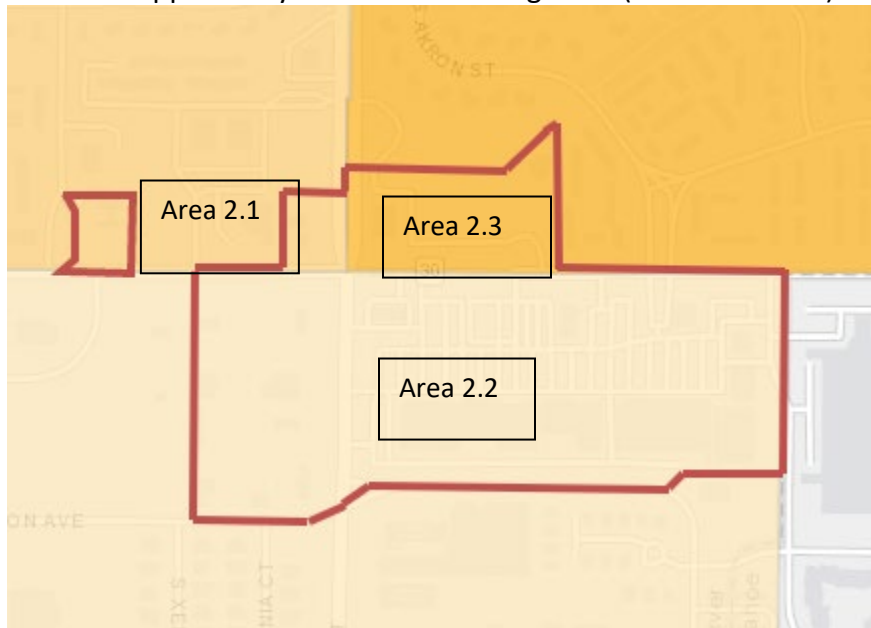
Indicator of Vulnerability to Displacement	Area 1.1	Area 1.2	Area 1.3	Area 1.4
Percent of population with less than a college degree	0, Not Vulnerable (47% of 25-year-olds and older with less than a college degree which is lower than Denver's Average of 52%)	0, Not Vulnerable (43% of 25-year-olds and older with less than a college degree which is lower than Denver's Average of 52%)	0, Not Vulnerable (47% of 25-year-olds and older with less than a college degree which is lower than Denver's Average of 52%)	0, Not Vulnerable (51% of 25-year-olds and older with less than a college degree which is lower than Denver's Average of 52%)
Percent of renter-occupied units	0, Not Vulnerable (31% renters which is lower than Denver's average of 50%)	0, Not Vulnerable (49% renters which is lower than Denver's average of 50%)	1, Vulnerable (60% renters which is higher than Denver's average of 50%)	0, Not Vulnerable (39% renters which is lower than Denver's average of 50%)

Median Household Income	0, Not Vulnerable (\$66,462 median household income, more than Denver's median household income which is \$63,793)	0, Not Vulnerable (\$68,333 median household income, more than Denver's median household income which is \$63,793)	0, Not Vulnerable (\$65,549 median household income, more than Denver's median household income which is \$63,793)	0, Not Vulnerable (\$64,865 median household income, more than Denver's median household income which is \$63,793)
Total Indicators of Vulnerability to Displacement	0, Not Vulnerable	0, Not Vulnerable	1, slightly Vulnerable	0, Not Vulnerable

Reducing Vulnerability to Displacement – Area 2

Creating more equitable access to quality-of-life amenities, health and quality education.

Access to opportunity is scored on a range of 0 (less vulnerable) to 3 (more vulnerable)



Indicator of Vulnerability to Displacement	Area 2.1	Area 2.2	Area 2.3
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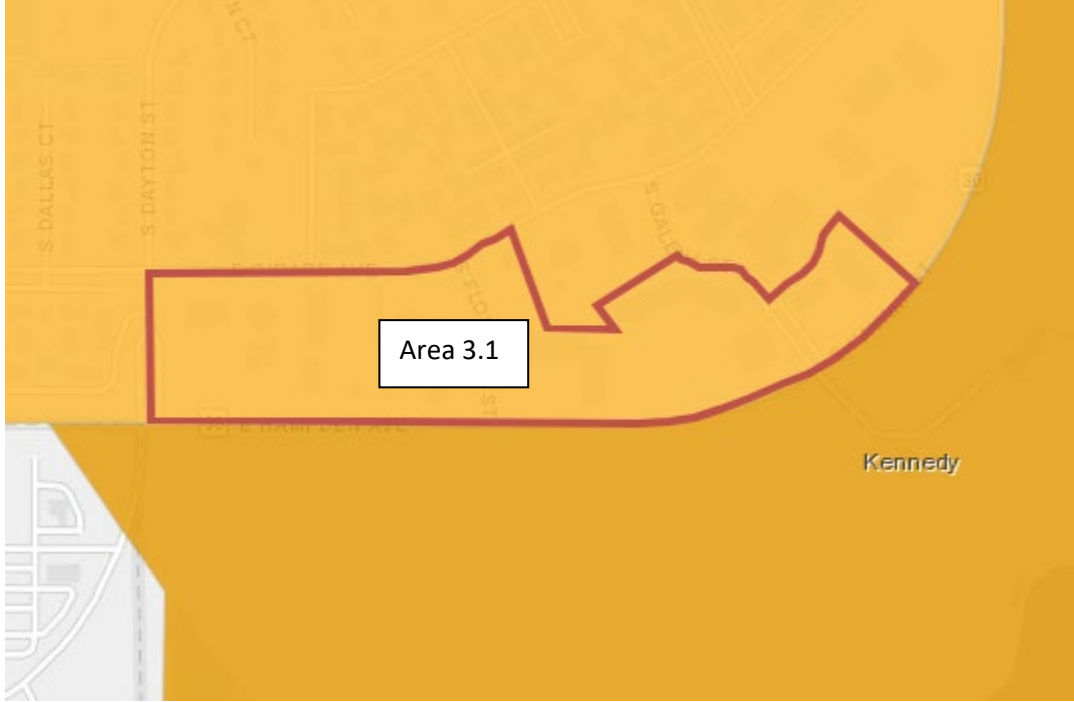


Percent of population with less than a college degree	0, Not Vulnerable (47% of 25-year-olds and older with less than a college degree which is lower than Denver's Average of 52%)	0, Not Vulnerable (51% of 25-year-olds and older with less than a college degree which is lower than Denver's Average of 52%)	1, Vulnerable (62% of 25-year-olds and older with less than a college degree which is lower than Denver's Average of 52%)
Percent of renter-occupied units	1, Vulnerable (60% renters which is lower than Denver's average of 50%)	0, Not Vulnerable (39% renters which is lower than Denver's average of 50%)	0, Not Vulnerable (48% renters which is higher than Denver's average of 50%)
Median Household Income	0, No Vulnerable (\$65,549 median household income, less than Denver's median household income which is \$63,793)	0, Not Vulnerable (\$64,865 median household income, less than Denver's median household income which is \$63,793)	1, Vulnerable (\$55,284 median household income, less than Denver's median household income which is \$63,793)
Total Indicators of Vulnerability to Displacement	1, Slightly Vulnerable	0, Not Vulnerable	2, Somewhat Vulnerable

Reducing Vulnerability to Displacement – Area 3

Creating more equitable access to quality-of-life amenities, health and quality education.

Access to opportunity is scored on a range of 0 (less vulnerable) to 3 (more vulnerable)

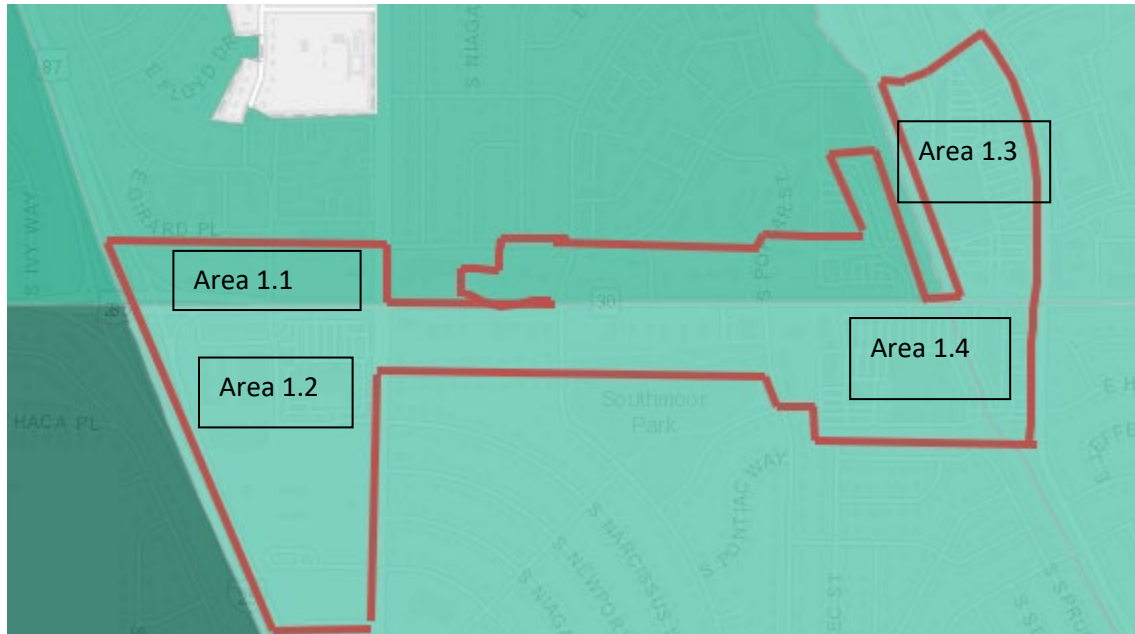


Indicator of Vulnerability to Displacement	Area 3.1
Percent of population with less than a college degree	1, Vulnerable (62% of 25-year-olds and older with less than a college degree which is lower than Denver's Average of 52%)
Percent of renter-occupied units	0, Not Vulnerable (48% renters which is lower than Denver's average of 50%)
Median Household Income	1, Vulnerable (\$55,284 median household income, less than Denver's median household income which is \$63,793)

Expanding Housing Diversity – Area 1

Creating more equitable access to quality-of-life amenities, health and quality education.

Housing Diversity is scored on a range of 0 (less diverse) to 5 (More diverse)



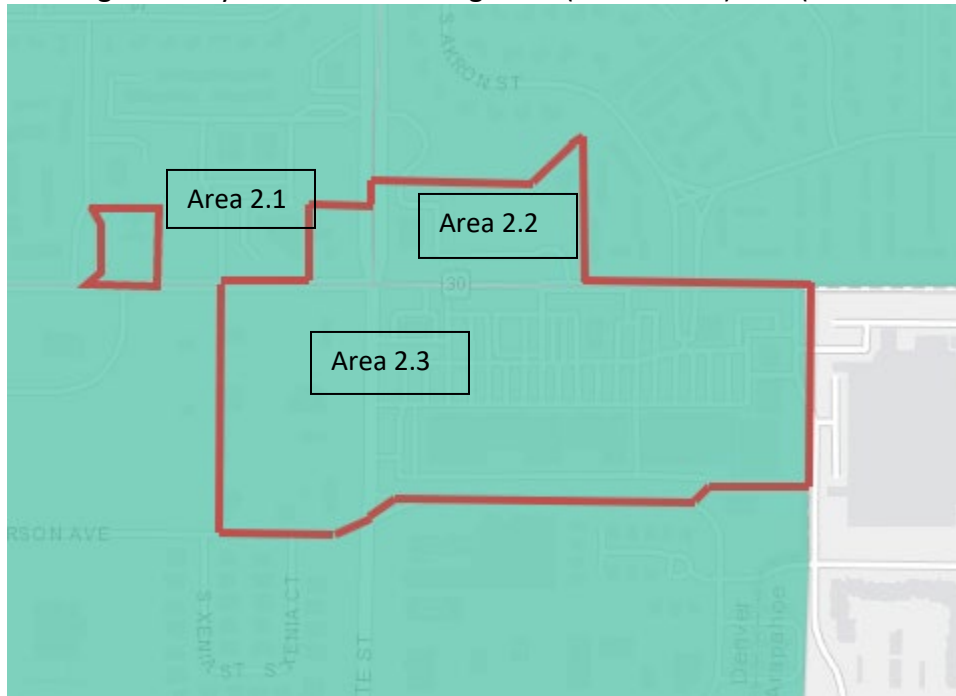
Indicator of Housing Diversity	Area 1.1	Area 1.2	Area 1.3	Area 1.4
Percent of middle-density housing	0, Not Diverse (18% of housing with 2-19 units compared to Denver which as 19% middle density housing)	0, Not Diverse (20% of housing with 2-19 units compared to Denver which as 19% middle density housing)	1, Diverse (25% of housing with 2-19 units compared to Denver which as 19% middle density housing)	1, Diverse (28% of housing with 2-19 units compared to Denver which as 19% middle density housing)
Home size diversity	1, Diverse (mixed ratio of housing unit counts)	1, Diverse (mixed ratio of housing unit counts)	1, Diverse (mixed ratio of housing unit counts)	1, Diverse (mixed ratio of housing unit counts)

Ownership compared to rental	0, Not Diverse (69% owners and 31% renters compared to Denver's 50% owners and 50% renters)	1, Diverse (51% owners and 49% renters compared to Denver's 50% owners and 50% renters)	0, Not Diverse (39% owners and 60% renters compared to Denver's 50% owners and 50% renters)	0, Not Diverse (61% owners and 39% renters compared to Denver's 50% owners and 50% renters)
Housing Costs	1, Diverse (Housing cost ratio is mixed – ratio of housing affordable earning up to 80% AMI and over 120% AMI)	1, Diverse (Housing cost ratio is mixed – ratio of housing affordable earning up to 80% AMI and over 120% AMI)	1, Diverse (Housing cost ratio is mixed – ratio of housing affordable earning up to 80% AMI and over 120% AMI)	1, Diverse (Housing cost ratio is mixed – ratio of housing affordable earning up to 80% AMI and over 120% AMI)
Number of income restricted units	0, Not Diverse (subject site census tracts have less (0) than the citywide average of 163 units per census tract)	0, Not Diverse (subject site census tracts have less (134) than the citywide average of 163 units per census tract)	0, Not Diverse (subject site census tracts have less (0) than the citywide average of 163 units per census tract)	0, Not Diverse (subject site census tracts have less (64) than the citywide average of 163 units per census tract)
Total Indicators of Vulnerability to Displacement	2, Less Diverse	3, Somewhat Diverse	3, Somewhat Diverse	3, Somewhat Diverse

Expanding Housing Diversity – Area 2

Creating more equitable access to quality-of-life amenities, health and quality education.

Housing Diversity is scored on a range of 0 (less diverse) to 5 (More diverse)



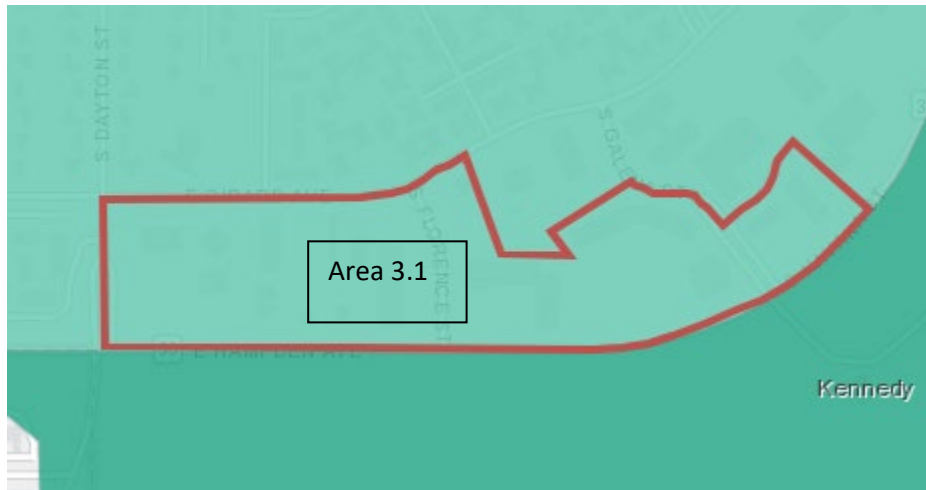
Indicator of Housing Diversity	Area 2.1	Area 2.2	Area 2.3
Percent of middle-density housing	1, Diverse (25% of housing with 2-19 units compared to Denver which as 19% middle density housing)	1, Diverse (27% of housing with 2-19 units compared to Denver which as 19% middle density housing)	1, Diverse (51% of housing with 2-19 units compared to Denver which as 19% middle density housing)
Home size diversity	1, Diverse (mixed ratio of housing unit counts)	1, Diverse (mixed ratio of housing unit counts)	1, Diverse (mixed ratio of housing unit counts)

Ownership compared to rental	0, Not Diverse (40% owners and 60% renters compared to Denver's 50% owners and 50% renters)	0, Not Diverse (61% owners and 39% renters compared to Denver's 50% owners and 50% renters)	1, Diverse (52% owners and 48% renters compared to Denver's 50% owners and 50% renters)
Housing Costs	1, Diverse (Housing cost ratio is mixed – ratio of housing affordable earning up to 80% AMI and over 120% AMI)	1, Diverse (Housing cost ratio is mixed – ratio of housing affordable earning up to 80% AMI and over 120% AMI)	0, Not Diverse (Housing cost ratio is mixed – ratio of housing affordable earning up to 80% AMI and over 120% AMI)
Number of income restricted units	0, Not Diverse (subject site census tracts have less (0) than the citywide average of 163 units per census tract)	0, Not Diverse (subject site census tracts have less (64) than the citywide average of 163 units per census tract)	0, Not Diverse (subject site census tracts have less (17) than the citywide average of 163 units per census tract)
Total Indicators of Vulnerability to Displacement	3, Somewhat Diverse	3, Somewhat Diverse	3, Somewhat Diverse

Expanding Housing Diversity – Area 3

Creating more equitable access to quality-of-life amenities, health and quality education.

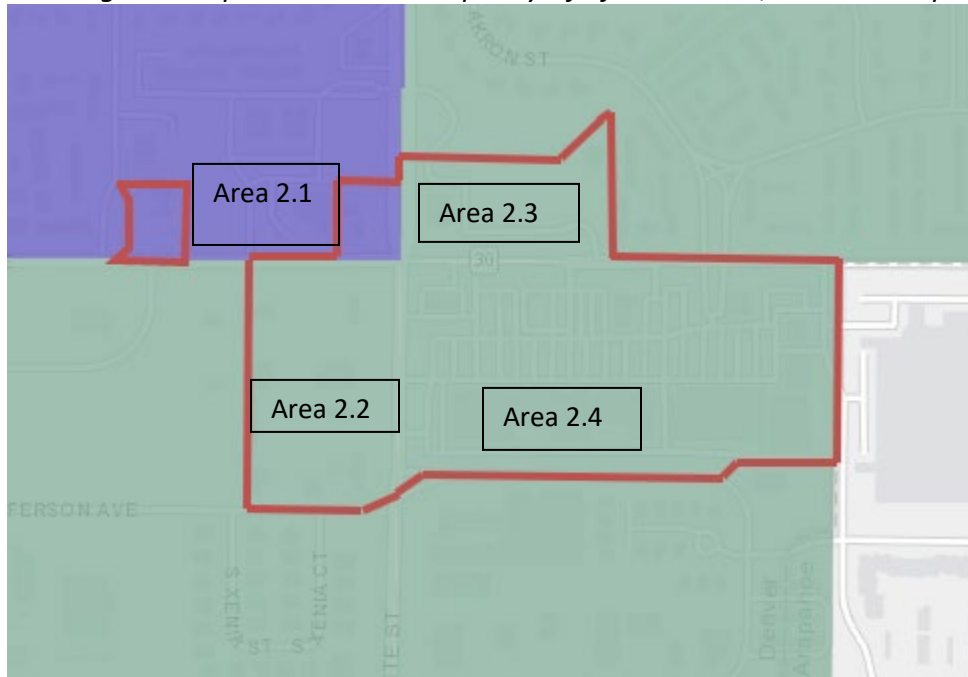
Housing Diversity is scored on a range of 0 (less diverse) to 5 (More diverse)



	Area 1	Area 2	Area 3	Area 4	Area 5
Total Jobs	540 jobs (predominantly retail)	2,649 jobs (predominantly retail)	966 jobs (mix is similar to City's overall job mix)	688 jobs (predominantly retail)	1,668 jobs (predominantly retail)
Retail	85% (More than the Citywide average of 54%)	84% (More than the Citywide average of 54%)	55% (More than the Citywide average of 54%)	81% (More than the Citywide average of 54%)	86% (More than the Citywide average of 54%)
Innovation	15% (Less than the Citywide average of 36%)	14% (Less than the Citywide average of 36%)	45% (More than the Citywide average of 36%)	12% (Less than the Citywide average of 36%)	14% (Less than the Citywide average of 36%)
Manufacturing	0.2% (Less than the Citywide average of 11%)	1% (Less than the Citywide average of 11%)	0.2% (Less than the Citywide average of 11%)	8% (Less than the Citywide average of 11%)	0.3% (Less than the Citywide average of 11%)

Expanding Jobs Diversity – Area 2

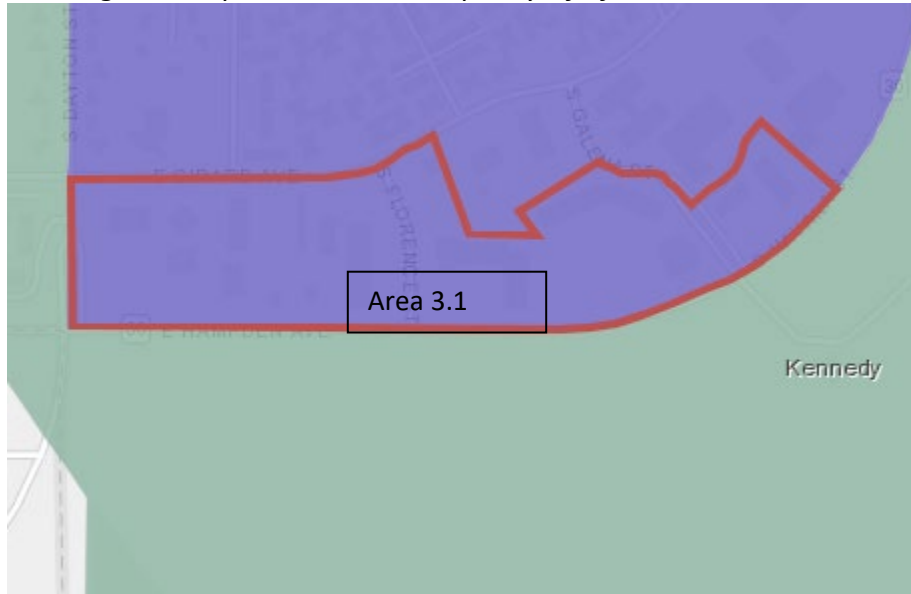
Creating more equitable access to quality-of-life amenities, health and quality education.



	Area 2.1	Area 2.2	Area 2.3	Area 2.4
Total Jobs	302 jobs (similar mix to city as a whole)	688 jobs (predominantly retail)	145 jobs (predominantly retail)	1,585 jobs (predominantly retail)
Retail	53% (Less than the Citywide average of 54%)	81% (More than the Citywide average of 54%)	86% (More than the Citywide average of 54%)	76% (More than the Citywide average of 54%)
Innovation	42% (More than the Citywide average of 36%)	12% (Less than the Citywide average of 36%)	12% (Less than the Citywide average of 36%)	22% (Less than the Citywide average of 36%)
Manufacturing	5% (Less than the Citywide average of 11%)	8% (Less than the Citywide average of 11%)	3% (Less than the Citywide average of 11%)	2% (Less than the Citywide average of 11%)

Expanding Jobs Diversity – Area 3

Creating more equitable access to quality-of-life amenities, health and quality education.



	Area 3.1
Total Jobs	1,102 jobs (similar mix to city's overall job mix)
Retail	60% (More than the Citywide average of 54%)
Innovation	32% (Less than the Citywide average of 36%)
Manufacturing	8% (Less than the Citywide average of 11%)

Primary Building Form Standards in Existing and Proposed Districts Table - Area 1

Design Standards	S-MX-5, UO-1, UO-2 (existing)	S-MX-3 (existing)	S-MX-2 (existing)	R-MU-30 (existing)	B-3 (existing)	B-3 with Waivers (existing)	B-3 with Waivers (existing)	B-1 (existing)	P-1 with Waivers (existing)	S-MX-3A (proposed)	S-MX-5A (proposed)
Primary Building Forms Allowed	Drive Thru Services, Drive Thru Restaurants, General, Shopfront	Drive Thru Services, Drive Thru Restaurants, Shopfront	Drive Thru Services, Drive Thru Restaurants, General Shopfront	NA	NA	NA	NA	NA	NA	General, Shopfront	General, Shopfront
Stories/Heights (max)	3 / 45' (Drive Thru forms); 5/70' (other permitted forms)	3 / 45'	2 / 30'	NA / 140'	NA / 75' when within 175' of a protected	NA / 75' when within 175' of a protected	NA / 75' when within 175' of a protected	NA / 75' when within 175' of a protected	NA (only permits parking of vehicles and right	3 / 45'	5 / 70'
Floor Area Ratio	NA	NA	NA	NA	1:1	1:1	1:1	1:1	NA	NA	NA
Primary Build-To Percentages (min)	NA (drive thru services); 50% (General); 75% (Shopfront)	NA (drive thru services); 50% (General); 75% (Shopfront)	NA (drive thru services); 50% (General);	NA	NA	NA	NA	NA	NA	60% (General); 75% (Shopfront)	60% (General); 75% (Shopfront)
Primary Build-To Ranges	NA (drive thru services); 0'-80' or 0'-150' (for General form GFA greater than 20,000); 0'-5 (Shopfront)	NA (drive thru services); 0'-80' or 0'-150' (for General form GFA greater than 20,000); 0'-5 (Shopfront)	NA (drive thru services); 0'-80' or 0'-150' (for General form GFA greater than 20,000); 0'-5	NA	NA	NA	NA	NA	NA	0' - 20' (General); 0' - 5' (Shopfront)	0' - 20' (General); 0' - 5' (Shopfront)

Design Standards	S-MX-5, UO-1, UO-2 (existing)	S-MX-3 (existing)	S-MX-2 (existing)	R-MU-30 (existing)	B-3 (existing)	B-3 with Waivers (existing)	B-3 with Waivers (existing)	B-1 (existing)	P-1 with Waivers (existing)	S-MX-3A (proposed)	S-MX-5A (proposed)
Primary Setbacks (min)	0'	0'	0'	10' (single and two unit uses); 0'	5'	5'	5'	10'	20'	0'	0'
Surface Parking between building and Primary Street/Side Street	Allowed/Allowed; Not Allowed/Not Allowed (Shopfront)	Allowed/Allowed; Not Allowed/Not Allowed (Shopfront)	Allowed/Allowed; Not Allowed/Not Allowed (Shopfront)	Allowed/Allowed	Allowed/Allowed	Allowed/Allowed	Allowed/Allowed	Allowed/Allowed	Site can be all parking	Not Allowed/Allowed	Not Allowed/Allowed

Primary Building Form Standards in Existing and Proposed Districts Table - Area 2

Design Standards	S-CC-3x (existing)	B-2 (existing)	B-3 (existing)	PUD 173 (existing)	PUD 198 (existing)	S-MX-3A (proposed)	S-MX-5A (proposed)
Primary Building Forms Allowed	Drive Thru Services, Drive Thru Restaurants, General	NA	NA	NA	NA	General, Shopfront	General, Shopfront
Stories/Heights (max)	3 / 45'	NA / 75' when within 175' of a protected district	NA / 75' when within 175' of a protected district	1 / 18'	1 / 19'	3 / 45'	5 / 70'
Floor Area Ratio	NA	1:1	1:1	NA	.77:1	NA	NA
Primary Build-To Percentages (min)	NA	NA	NA	NA	NA	60% (General); 75% (Shopfront)	60% (General); 75% (Shopfront)
Primary Build-To Ranges	NA	NA	NA	NA	NA	0' - 20' (General); 0' - 5' (Shopfront)	0' - 20' (General); 0' - 5' (Shopfront)
Primary Setbacks (min)	0'	5'	5'	85'	41'	0'	0'
Surface Parking between building and Primary Street/Side Street	Allowed/Allowed	Allowed/Allowed	Allowed/Allowed	No Parking Required	No Parking Required	Not Allowed/Allowed	Not Allowed/Allowed

Primary Building Form Standards in Existing and Proposed Districts Table - Area 3

Design Standards	S-CC-3x	B-3	B-3 with Waivers	S-MX-3A (proposed)	S-MX-5A (proposed)
Primary Building Forms Allowed	Drive Thru Services, Drive Thru Restaurants, General	NA	NA	General, Shopfront	General, Shopfront
Stories/Heights (max)	3 / 45'	NA / 75' when within 175' of a protected district	NA / 75' when within 175' of a protected district	3 / 45'	5 / 70'
Floor Area Ratio	NA	1:1	1:1	NA	NA
Primary Build-To Percentages (min)	NA	NA	NA	60% (General); 75% (Shopfront)	60% (General); 75% (Shopfront)
Primary Build-To Ranges	NA	NA	NA	0' - 20' (General); 0' - 5' (Shopfront)	0' - 20' (General); 0' - 5' (Shopfront)
Primary Setbacks (min)	0'	5'	5'	0'	0'
Surface Parking between building and Primary Street/Side Street	Allowed/Allowed	Allowed/Allowed	Allowed/Allowed	Not Allowed/Allowed	Not Allowed/Allowed

Existing Context Table - Subject Properties

Exhibit Area	Site Address	Existing Zoning	Existing Land Use	Existing Building Form/Scale	Existing Block, Lot, Street Pattern
1	7600 E EASTMAN AVE	B-3	Office Building	5-story office building setback from the street	Block patterns are irregular with curvilinear streets and no alley access.
3	3480 S GALENA ST	S-CC-3X	SHOPPETTE	Single-story strip mall with surface parking	
3	3480 S GALENA ST APPRX	S-CC-3X	SHOPPETTE	Single-story strip mall with surface parking	
1	6910 E GIRARD AVE	B-3	CARWASH SMALL-COIN OPER	Single-story self service car wash setback from the street	
3	9780 E GIRARD AVE	S-CC-3X	OFFICE BLDG	Single-story office building	
3	9850 E GIRARD AVE	S-CC-3X	APT MID-RISE>9 UNT,1-9STY	3-story apartment complex with surface parking	
3	9900 E GIRARD AVE	S-CC-3X	APT LOW-RISE>9UNT, WALK UP	3-story apartment complex with surface parking	
1	6200 E HAMPDEN AVE MISC	R-MU-30	RETAIL W/RESID	4-story apartment complex with ground floor retail	
1	6290 E HAMPDEN AVE -6410	R-MU-30	RETAIL W/RESID	4-story apartment complex with ground floor retail	
1	6305 E HAMPDEN AVE	S-MX-5 UO-1, UO-2	Retail	Single-story retail with surface parking	
1	6325 E HAMPDEN AVE	S-MX-5 UO-1, UO-2	Restaurant	Single-Story restauant with surface parking	
1	6395 E HAMPDEN AVE	S-MX-5 UO-1, UO-2	Restaurant	Single-story drive thru coffee shop with surface parking	
1	6405 E HAMPDEN AVE	B-A-3 WAIVERS	FINANCIAL BLDG	Two-story bank with drive thru services and surface parking	
1	6435 E HAMPDEN AVE	B-A-3 WAIVERS	MINI-DISCOUNT	Single-story retail with surface parking	
1	6439 E HAMPDEN AVE -6445	B-A-3 WAIVERS	RESTAURANT	Single-story restaurant with surface parking	
1	6449 E HAMPDEN AVE -6491	B-A-3 WAIVERS	RETAIL, MULTI	Single-story retail with surface parking	
1	6450 E HAMPDEN AVE	S-MX-5	SHOPPING CENTER BLDG	Two-story office building with surface parking	
1	6500 E HAMPDEN AVE	S-MX-3	OFFICE BLDG	Two-story bank with drive thru services	

Exhibit Area	Site Address	Existing Zoning	Existing Land Use	Existing Building Form/Scale	Existing Block, Lot, Street Pattern
1	6600 E HAMPDEN AVE	S-MX-3	OFFICE BLDG	Two-story office building with parking below the building	Block patterns are irregular with curvilinear streets and no alley access.
1	6630 E HAMPDEN AVE	S-MX-3	OFFICE BLDG	Two-story office building with surface parking	
1	6660 E HAMPDEN AVE	S-MX-3	OFFICE BLDG	Two-story office building with surface parking	
1	6740 E HAMPDEN AVE	S-MX-3	OFFICE BLDG	Three-story office building with surface parking	
1	6777 E HAMPDEN AVE	S-MX-2	MEDICAL BLDG	Single-story veterinary clinic with surface parking	
1	6780 E HAMPDEN AVE	S-MX-3	OFFICE BLDG	Single-story office building with surface parking	
1	6800 E HAMPDEN AVE	S-MX-3	OFFICE BLDG	Two-story office building with parking below the building	
1	6825 E HAMPDEN AVE	S-MX-2	MEDICAL BLDG	Two-story medical office building with surface parking	
1	6850 E HAMPDEN AVE	S-MX-3	MEDICAL BLDG	Two-story medical office building with surface parking	
1	6895 E HAMPDEN AVE	S-MX-2	MEDICAL BLDG	Single-story urgent care facility with surface parking	
1	6900 E HAMPDEN AVE	S-MX-3 and B-3 WAIVERS	OFFICE BLDG	Single-story bank with surface parking	
1	6900 E HAMPDEN AVE	S-MX-3	MEDICAL BLDG	Single-story bank with surface parking	
1	6901 E HAMPDEN AVE	B-3	AUTO SERVICE	Single-story auto repair and tire shop with surface parking	
1	6909 E HAMPDEN AVE	B-3	RETAIL, MULTI	Single-story retail with surface parking	
1	7007 E HAMPDEN AVE	B-3	OFFICE BLDG	Single-story office building	
1	7045 E HAMPDEN AVE	B-3	GAS STATION	Single-story gas station	
1	7075 E HAMPDEN AVE	B-3	FRANCHISE REST	Single-story drive thru restaurant with surface parking	
1	7100 E HAMPDEN AVE	S-MX-3	OFFICE BLDG	Single-story office building with surface parking	

Exhibit Area	Site Address	Existing Zoning	Existing Land Use	Existing Building Form/Scale	Existing Block, Lot, Street Pattern
1	7101 E HAMPDEN AVE	B-3	MISC IMPS-TIE BACK	Surface Parking	Block patterns are irregular with curvilinear streets and no alley access.
1	7105 E HAMPDEN AVE	B-3	RESTAURANT	Single-story restaurant with surface parking	
1	7115 E HAMPDEN AVE	B-3	RETAIL, MULTI	Single-story retail and restaurant with surface parking	
1	7120 E HAMPDEN AVE # 101	S-MX-3	MEDICAL CONDO	Single-story medical building with surface parking	
1	7120 E HAMPDEN AVE # 102	S-MX-3	MEDICAL CONDO	Single-story medical building with surface parking	
1	7150 E HAMPDEN AVE	S-MX-3	OFFICE BLDG	Two-story medical office building with surface parking	
1	7155 E HAMPDEN AVE	B-3	FRANCHISE REST	Single-story restaurant with surface parking	
1	7180 E HAMPDEN AVE	S-MX-3	MISC IMPS-TIE BACK	Surface Parking	
1	7190 E HAMPDEN AVE	S-MX-3	MINI-DISCOUNT	Single-story pharmacy with drive thru services	
1	7195 E HAMPDEN AVE	B-3	RETAIL, SINGLE	Single-story retail store with surface parking	
1	7200 E HAMPDEN AVE	S-MX-3	OFFICE BLDG	Two-story office building with surface parking	
1	7225 E HAMPDEN AVE	S-MX-3	RETAIL, MULTI	Single-story auto repair and retail with surface parking	
1	7285 E HAMPDEN AVE	S-MX-3	GAS STATION	Single-story gas station	
1	7289 E HAMPDEN AVE	S-MX-3	RETAIL, SINGLE	Single-story retail store with surface parking	
1	7293 E HAMPDEN AVE	S-MX-3	FINANCIAL BLDG	Single-story bank with drive thru and surface parking	
1	7300 E HAMPDEN AVE	B-3 and P-1 WAIVERS	SHOPPING CENTER BLDG	Single-story retail and restaurant with surface parking	
1	7305 E HAMPDEN AVE	S-MX-3	MISC. SITE IMPROVEMENTS	Surface Parking	
1	7405 E HAMPDEN AVE	S-MX-3	MISC. SITE IMPROVEMENTS	Surface Parking	
1	7555 E HAMPDEN AVE	S-MX-5	OFFICE BLDG	Six-story office building with surface parking	

Exhibit Area	Site Address	Existing Zoning	Existing Land Use	Existing Building Form/Scale	Existing Block, Lot, Street Pattern
1	7777 E HAMPDEN AVE	B-3	SHOPPING CENTER BLDG	Single-story retail with surface parking	Block patterns are irregular with curvilinear streets and no alley access.
1	7777 E HAMPDEN AVE	B-3	SHOPPING CENTER BLDG	Single-story retail with surface parking	
1	7785 E HAMPDEN AVE	S-MX-5	FRANCHISE REST	Single-story drive thru restaurant with surface parking	
1	7995 E HAMPDEN AVE	S-MX-5	OFFICE BLDG	Two-story bank building with drive thru and surface parking	
2	8800 E HAMPDEN AVE	B-2	RESTAURANT	Single-story restaurant with surface parking	
2	8810 E HAMPDEN AVE	B-2	OFFICE BLDG	Single-story office with surface parking	
2	8850 E HAMPDEN AVE	B-2	MISC IMPS-TIE BACK	Surface Parking	
2	8888 E HAMPDEN AVE	B-2	FRANCHISE REST	Single-story drive thru restaurant	
2	8899 E HAMPDEN AVE	S-CC-3X	GAS STATION	Single-story gas station	
2	8900 E HAMPDEN AVE	B-3	GAS STATION	Single-story gas station	
2	8901 E HAMPDEN AVE	B-2	FINANCIAL BLDG	Single-story bank with surface parking	
2	8921 E HAMPDEN AVE	B-2	RESTAURANT	Single-story restaurant with surface parking	
2	8930 E HAMPDEN AVE	S-CC-3X	MINI-STORAGE	Three-story mini storage building	
2	8940 E HAMPDEN AVE	S-CC-3X	AUTO SERVICE	Single-story auto repair with surface parking	
2	8941 E HAMPDEN AVE	B-2	KENNELS-MEDIUM	Single-story veterinary clinic with surface parking	
2	8960 E HAMPDEN AVE -8998	B-3	SHOPPING CENTER BLDG	Single-story retail with surface parking	
2	8961 E HAMPDEN AVE	B-2	VCNT LAND	Vacant Land	
2	8980 E HAMPDEN AVE	B-3	SHOPPING CENTER BLDG	Single-story bank with drive thru and surface parking	
2	9000 E HAMPDEN AVE APPRX	B-3	SHOPPING CENTER BLDG	Single-story retail store with surface parking	
2	9000 E HAMPDEN AVE APPRX	B-3	VCNT LAND	Vacant Land	
2	9050 E HAMPDEN AVE	B-3	FRANCHISE REST	Single-story restaurant with surface parking (but has now closed)	

Exhibit Area	Site Address	Existing Zoning	Existing Land Use	Existing Building Form/Scale	Existing Block, Lot, Street Pattern
2	9200 E HAMPDEN AVE	B-3	SHOPPING CENTER BLDG	Single-story retail with surface parking	Block patterns are irregular with curvilinear streets and no alley access.
2	9250 E HAMPDEN AVE	B-3	MEDICAL BLDG	Single-story medical building with surface parking	
3	9725 E HAMPDEN AVE	B-3 WAIVERS	OFFICE BLDG	Four-story office building with surface parking	
3	9745 E HAMPDEN AVE	B-3 WAIVERS	OFFICE BLDG	Four-story office building with surface parking	
3	9755 E HAMPDEN AVE	B-3 WAIVERS	RESTAURANT	Single-story restaurant with surface parking	
3	9779 E HAMPDEN AVE	S-CC-3X	AUTO DEALER LARGE	Single-story automotive dealership with surface parking	
3	9865 E HAMPDEN AVE	S-CC-3X	FRANCHISE REST	Single-story restaurant with surface parking	
3	9925 E HAMPDEN AVE	S-CC-3X	FRANCHISE REST	Single-story restaurant with drive thru and surface parking	
3	9955 E HAMPDEN AVE	S-CC-3X	SHOPPETTE	Single-story retail with surface parking	
3	10005 E HAMPDEN AVE	B-3	SHOPPETTE	Single-story retail with surface parking	
3	10101 E HAMPDEN AVE	B-3	SHOPPETTE	Single-story retail with surface parking	
3	10175 E HAMPDEN AVE	B-3	RESTAURANT	Single-story restaurant with surface parking	
1	3460 S LOCUST ST	B-A-3 WAIVERS	RESTAURANT	Single-story restaurant with surface parking	
1	3495 S MONACO STREET PKWY	B-A-3 WAIVERS	GAS STATION	Single-story gas station	
1	3551 S MONACO STREET PKWY	S-MX-5	SHOPPING CENTER BLDG	Single-story retail with surface parking	
1	3601 S MONACO STREET PKWY MISC	B-3	VCNT LAND	Vacant Land	
1	3603 S MONACO STREET PKWY	B-3	VCNT LAND	Vacant Land	
1	3625 S MONACO STREET PKWY	B-3	FRANCHISE REST	Single-story restaurant with surface parking	
1	3635 S MONACO STREET PKWY	B-3	THEATER LARGE	Three-story movie theater with surface parking	
1	3639 S MONACO STREET PKWY	B-3	VCNT LAND	Vacant Land	

Exhibit Area	Site Address	Existing Zoning	Existing Land Use	Existing Building Form/Scale	Existing Block, Lot, Street Pattern
1	3655 S MONACO STREET PKWY	B-3	MEDICAL BLDG	Single-story medical building with surface parking	Block patterns are irregular with curvilinear streets and no alley access.
1	3699 S MONACO STREET PKWY	B-3	MIXED USE-HOTEL/RESD	Three-story hotel with surface parking	
1	3701 S MONACO STREET PKWY APPRX	S-MX-3	MISC. SITE IMPROVEMENTS	RTD Southmoor Park and Ride	
1	2900 S OLEANDER CT	B-3	MISC IMPS-TIE BACK	Surface Parking	
1	3425 S OLEANDER CT	B-3	RETAIL, MULTI	Two-story retail with surface parking	
1	3400 S ONEIDA WAY	B-1	OFFICE BLDG	Two-story office and retail building with surface parking	
1	3400 S ONEIDA WAY	B-3	MISC. SITE IMPROVEMENTS	Surface Parking	
1	3401 S ONEIDA WAY	S-MX-3	MEDICAL BLDG	Single-story medical building with surface parking	
1	3500 S ONEIDA WAY	S-MX-3	FINANCIAL BLDG	Single-story bank with surface parking	
1	3480 S POPLAR ST	S-MX-3	CARWASH MEDIUM-LINE ATTND	Two-story car wash	
1	3540 S POPLAR ST	S-MX-3	OFFICE BLDG	Two-story office building with surface parking	
1	3201 S TAMARAC DR	B-3	OFFICE BLDG	Single-story office building with surface parking	
1	3333 S TAMARAC DR	B-3	SHOPPETTE	Single-story retail center with surface parking	
1	3515 S TAMARAC DR	S-MX-3	OFFICE BLDG	Two-story office building with underground parking and surface parking	
1	3525 S TAMARAC DR -3535	S-MX-3	OFFICE BLDG	Three-story office building with underground parking and surface parking	
1	3545 S TAMARAC DR	S-MX-3	OFFICE BLDG	Three-story office building with underground parking and surface parking	
1	3605 S TAMARAC DR	B-1	OFFICE BLDG	Single-story office building with surface parking	

Exhibit Area	Site Address	Existing Zoning	Existing Land Use	Existing Building Form/Scale	Existing Block, Lot, Street Pattern
1	3615 S TAMARAC DR	B-1	OFFICE BLDG	Single-story office building with surface parking	Block patterns are irregular with curvilinear streets and no alley access.
2	3488 S WILLOW ST	S-CC-3X	MEDICAL BLDG	Single-story medical building with surface parking	
2	3535 S YOSEMITE ST	B-2	RESTAURANT	Single-story restaurant with surface parking	
2	3540 S YOSEMITE ST	S-CC-3X	MISC IMPS-TIE BACK	Stormwater Management	
2	3545 S YOSEMITE ST	PUD	CARWASH SMALL-COIN OPER	Single-story car wash	
2	3555 S YOSEMITE ST	B-2	RETAIL, SINGLE	Single-story retail building with surface parking	
2	3565 S YOSEMITE ST	B-2	OFFICE BLDG	Single-story retail building with surface parking	
2	3575 S YOSEMITE ST	B-2	RESTAURANT	Single-story restaurant with surface parking	
2	3595 S YOSEMITE ST	PUD	GAS STATION	Single-story gas station	

Existing Context Table - Surrounding Properties

Exhibit Area		Existing Zoning	Existing Land Use	Existing Building Form/Scale	Existing Block, Lot, Street Pattern
1	North	S-SU-F, R-2-A, B-1-A WVRS, OS-A	Single-unit residential, multi-unit residential, park and open space, public/quasi public	Two-story townhomes and single-unit homes	Block patterns are irregular with curvilinear streets and no alley access.
1	South	S-SU-F, R-2-A, S-RH-2.5, OS-A	Single-unit residential, multi-unit residential, and park and open space	Two-story townhomes and single-unit homes	
1	East	S-MU-12, S-SU-F, R-3 WVRS*	Single-unit residential, multi-unit residential, and park and open space	Four-story apartment building	
1	West	S-SU-D, S-SU-F, S-RH-2.5	Single-unit residential and multi-unit residential	Two-story townhomes and single-unit homes	
2	North	S-SU-F, S-CC-3x	Single-unit residential and vacant land	Single and two-story single-unit homes	
2	South	S-SU-D, S-CC-3x	Single-unit residential and office	Two-story single unit homes and three-story office buildings	
2	East	R-2-A, Arapahoe County	Multi-unit residential and retail	Two-story townhomes and single-story retail with surface parking	
2	West	OS-B, R-2-A	Cemetary, multi-unit residential	Cemetary and two-story townhomes	
3	North	R-2-A WVRS	Multi-unit residential	Two-story apartment complex	
3	South	OS-A	Golf Course	Public Golf Course	
3	East	OS-A	Golf Course	Public Golf Course	
3	West	R-2-A	Multi-unit residential	Two-story apartment complex	