

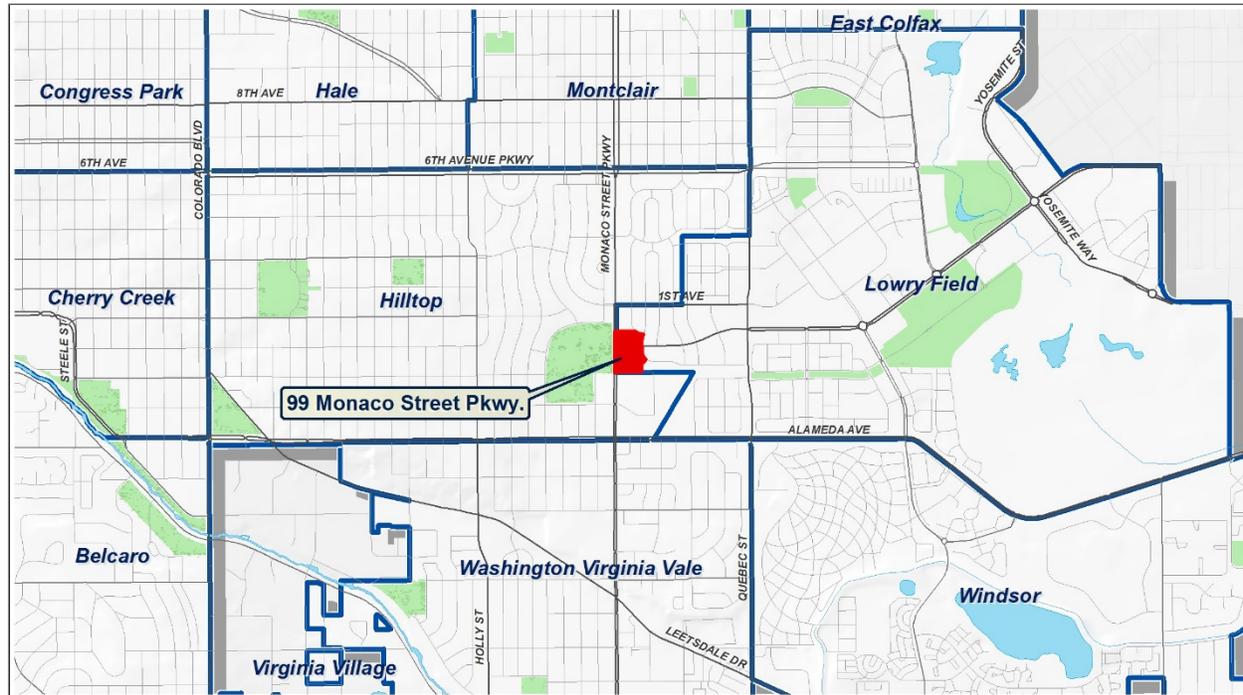
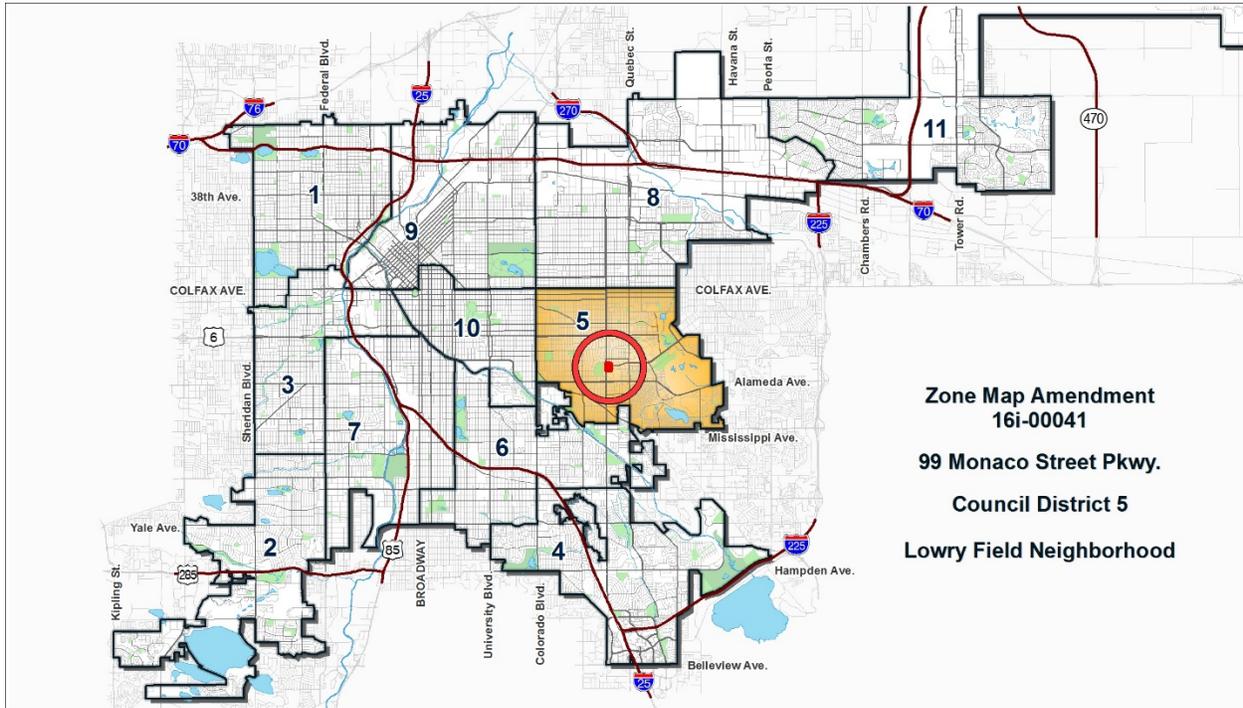
TO: Denver City Council
FROM: Theresa Lucero, Senior City Planner
DATE: September 22, 2016
RE: Official Zoning Map Amendment Application #2016I-00041
Approximately 99 Monaco Street Parkway
Rezoning from O-1 to G-MX-3

CPD Recommendation

Based on the criteria for review in the Denver Zoning Code, Staff recommends **approval** for Application #2016I-00041 for a rezoning from O-1 to G-MX-3.

Request for Rezoning

Application:	#2016I-00041
Location:	Approximately 99 Monaco Street Parkway
Neighborhood/Council District:	Lowry Field / City Council District #5
RNOs:	Crestmoor Park Neighborhood Association; Lowry Community Master Association; Lowry United Neighbors; Denver Neighborhood Association, Inc.; Inter-Neighborhood Cooperation
Area of Property:	Approximately 8.626 acres, 375,740 SF
Current Zoning:	O-1: (A Denver Zoning Code zone district with a limited use list that includes civic and public uses, limited group living, limited commercial and some industrial uses. No maximum height, except when within 175' of a protected zone district where the height is limited to 75'. The only form standards are for setbacks.)
Proposed Zoning:	G-MX-3: G eneral Urban Neighborhood Context – M ixed-Use – 3 story maximum height.
Property Owner(s):	Lowry Economic Redevelopment Authority (LRA) - a quasi-governmental, nonprofit entity created by the cities of Denver and Aurora in 1994 to redevelop the former Lowry Air Force Base
Owner Representative:	John Putnam, Kaplan Kirsch and Rockwell LLP



Summary of Rezoning Request

- The subject property (nearly 9 acres) is part of the larger 70-acre Buckley Annex property, which was the last remaining parcel of land to be transferred by the Department of Defense to the Lowry Economic Redevelopment Authority (LRA) at the former Lowry Air Force Base (1,866 acres). The subject property is vacant.
- The property owner is requesting a rezoning to entitle the land for future redevelopment of the site consistent with adopted City plans including the Buckley Annex General Development Plan approved in 2013. The LRA will be the master developer of the site, as it has been for the rest of Buckley Annex and Lowry, and will sell land to residential and commercial developers for vertical construction.
- The proposed rezoning for the subject site is for the G-MX-3 zone district, or General Urban Neighborhood Context – **M**ixed Use – **3** story maximum height of 45 feet.

Summary Background

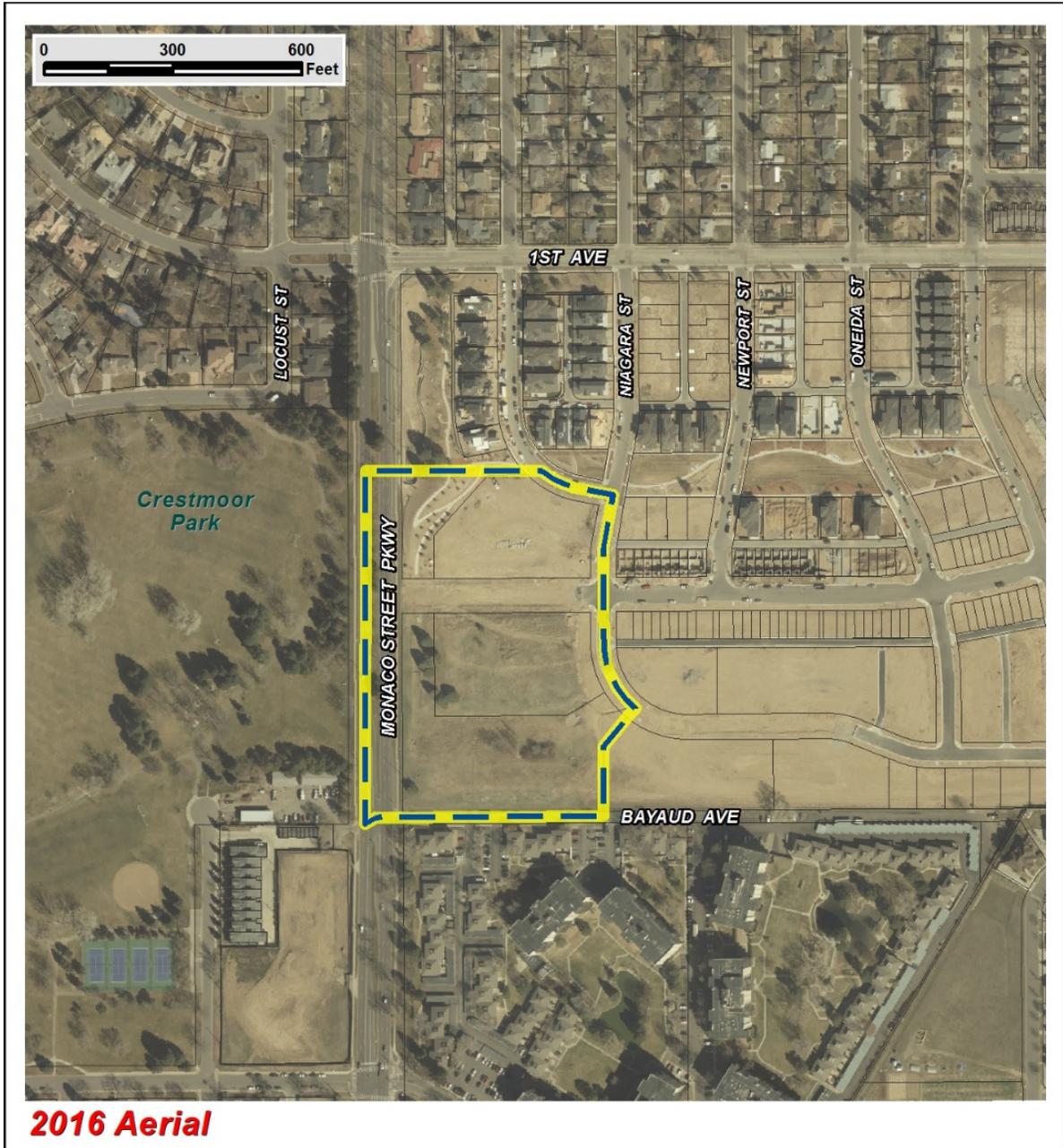
The following is a summary of the Buckley Annex history.

- 1970s - 2005 - The subject property was home to the Defense Finance and Accounting Services and the Air Reserve Personnel Center (DFAS/ARPC), with some 3,000 employees
- 1993 – Lowry Reuse Plan created and adopted by the City with the underlying assumptions that the DFAS/ARPC land uses would remain on the Buckley Annex property
- 2000 – Denver’s Comprehensive Plan 2000 adopted and Lowry Reuse Plan re-adopted as a Plan supplement by the city with the (DFAS/ARPC) land uses shown to continue on Buckley Annex
- 2002 – Blueprint Denver adopted by the city
- 2005 – Department of Defense-Air Force announced closure of DFAS/ARPC land uses on Buckley Annex (the subject site)
- 2008 – Buckley Annex Redevelopment Plan completed by LRA as required by the Department of Defense (not adopted by the city)
 - LRA created Buckley Annex Redevelopment Plan following an iterative and public planning process involving city staff and residents.
 - As described in the Redevelopment Plan “The Department of Defense recognizes a local redevelopment authority as the entity responsible for creating a redevelopment plan for closed facilities before property is transferred for development. The Office of Economic Adjustment (OEA) designated the LRA to manage the public process for the Redevelopment Plan and ultimately deliver a plan that balances the needs of the community, the Air Force and future developers.”
 - The Redevelopment Plan for Buckley Annex was submitted to the Secretary of Defense and the Secretary of Housing and Urban Development.
 - The Redevelopment Plan provided a framework for land use and transportation including residential areas, mixed use areas, building height limitations, a new, connected street grid, and parks and open spaces.
- 2011 – Buckley Annex property completely vacated by the Air Force

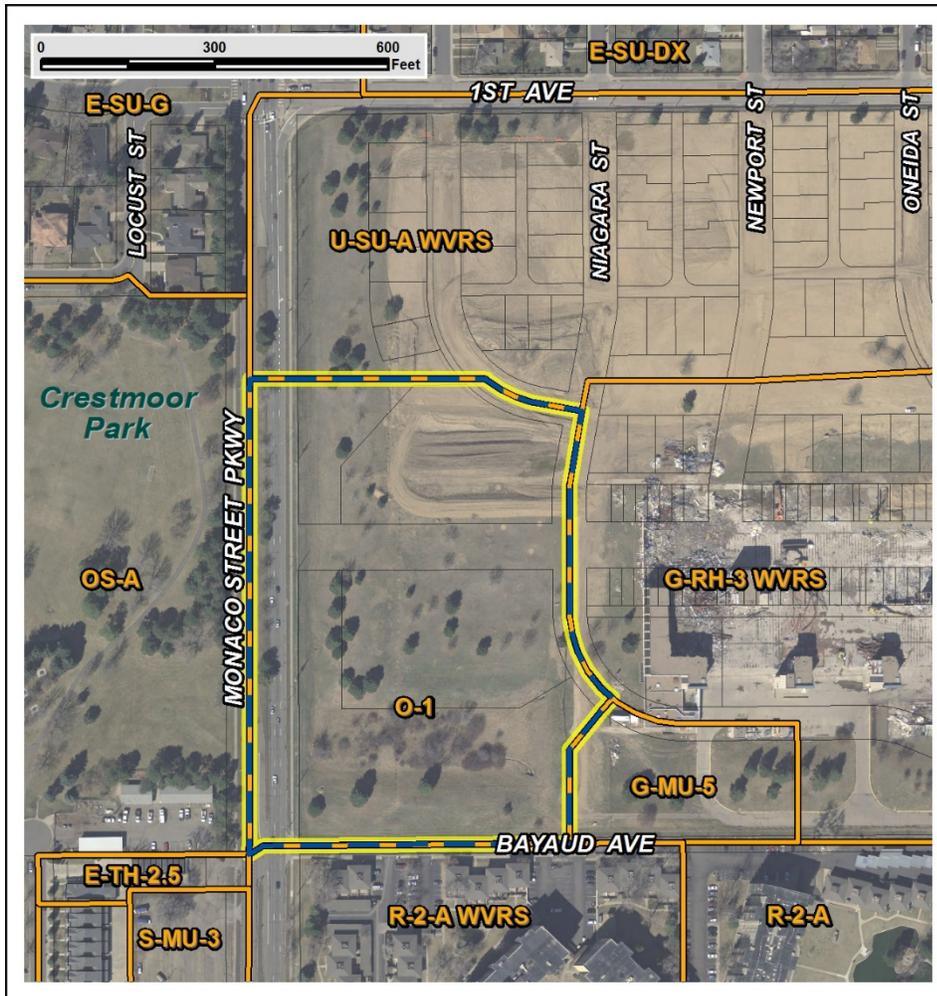
- 2012 – Air Force completed transfer of the Buckley Annex property to the LRA
- 2013 – Buckley Annex General Development Plan adopted by the City pursuant to DZC Section 12.4.12 and recorded (Reception Number 2013077511). Planning Board had recommended approval with one condition to the Development Review Committee (DRC) consisting of staffs from Community Planning and Development, Parks and Recreation, and Public Works. The condition recommended by Planning Board consisted of removing a 35-foot setback on Quebec Street. The DRC accepted the condition and approved a minor amendment to the approved GDP (reception #2014118498).

Existing Context

	Existing Zoning	Existing Land Use	Existing Building Form/Scale	Existing Block, Lot, Street Pattern
Subject Site	O-1	Vacant	No Structures	Modified grid pattern of streets and generally rectangular blocks.
North	U-SU-A with waivers	Single-Family Residential under development	2.5-story single-family residential	
South	R-2-A with waivers	Multi-unit Residential	Existing 2-7-story Townhouses & Apartments	
East	G-RH-3 with waivers and G-MU-5	Rowhomes under development	3-story Rowhomes	
West	OS-A	City Park	No Structures	

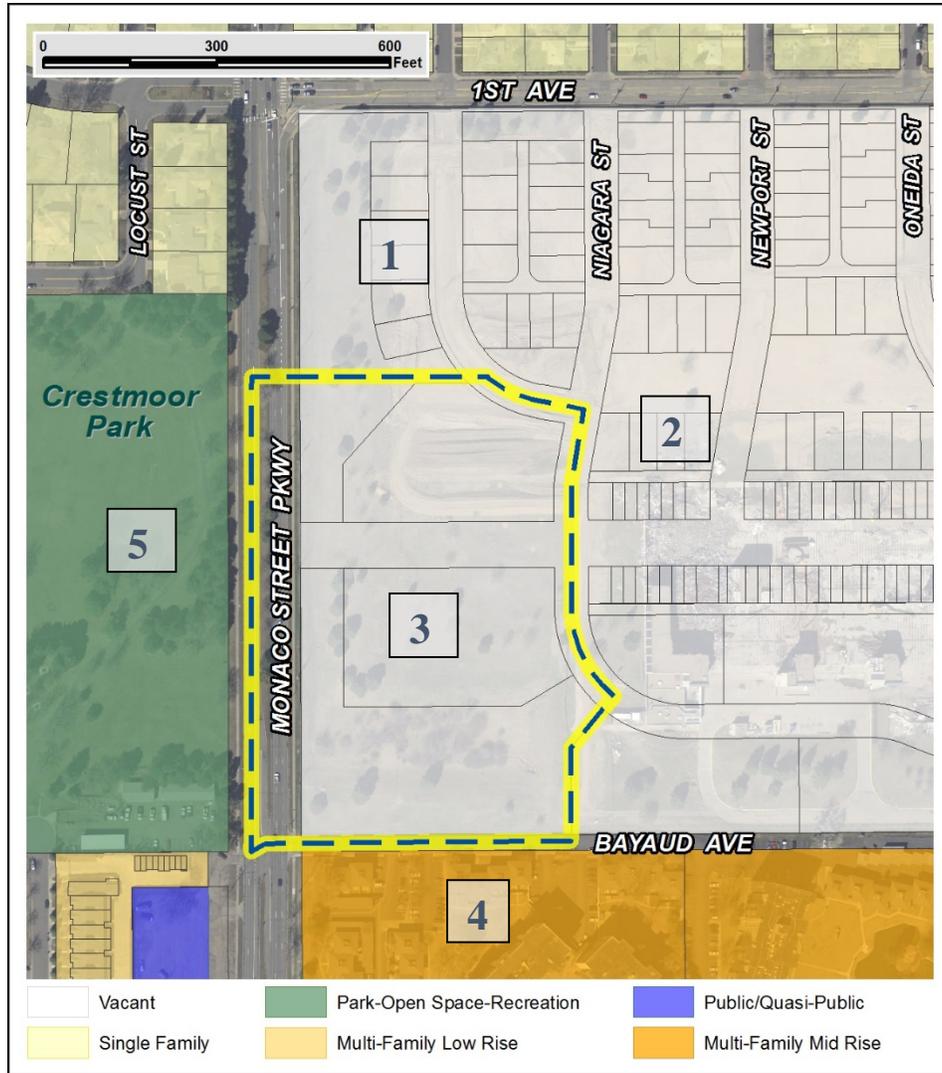


1. Existing Zoning



The O-1 zone district has a limited use list that includes civic and public uses, limited group living, limited commercial and some industrial uses. There is no maximum height, except when within 175' of a protected zone district where the height is limited to 75'. The only form standards are for setbacks.

2. Existing Land Use



Numbers on map correspond to photos on the following page.

1- Single unit, 2-story, north of subject property



2 New construction east of subject property



3 Subject Property



4. 2-7-story Multi-unit south of subject property



5 City park west of the subject property



Summary of City Review

The map amendment was referred to potentially affected city agencies and departments for comment. A summary of agency referral responses follows:

Public Works – City Surveyor: Approved, with no comments.

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

Development Services, Wastewater – Approved with the following comments. There is no objection to the rezone, however applicant should be under notice that Public Works will not approve any development of this property without assurance that there is sufficient sanitary and storm sewer capacity. A sanitary study and drainage study may be required. These studies may result in a requirement for the developer to install major infrastructure improvements or a limit to development if current infrastructure is insufficient. Approval of this rezone on behalf of Wastewater does not state, or imply, public storm/sanitary infrastructure can, or cannot, support the proposed zoning.

Environmental Health – Approved with the following comments: DEH is not aware of environmental concerns that would impact the rezoning and does not object to the request. However, nearby locations were remediated due to petroleum hydrocarbon contamination in soil. The Lowry Redevelopment Authority should be contacted if soil contamination is encountered during redevelopment.

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, DEH 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.

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).

Scope & Limitations: DEH performed a limited search for information known to DEH regarding environmental conditions at the subject site. This review was not intended to conform to ASTM standard practice for Phase I site assessments, nor was it designed to identify all potential environmental conditions. In addition, the review was not intended to assess environmental conditions for any potential right-of-way or easement conveyance process. The City and County of Denver provides no representations or warranties regarding the accuracy, reliability, or completeness of the information provided.

Public Review Process

Several notices are sent to registered neighborhood organizations throughout the rezoning process. The following summarizes the specific dates public notice have been sent:

- On May 10, 2016, CPD staff provided informational notice of the completed rezoning application to affected members of City Council and registered neighborhood organizations within 200 feet of the subject property according to Section 12.3.4.5.A.1 of the Denver Zoning Code.
- For the Planning Board public hearing the property was legally posted with a sign for a period of 15 days announcing the August 3, 2016 Denver Planning Board public hearing, and written notification of the hearing was sent to all affected registered neighborhood organizations within 200 feet of the subject property and City Council members. During the hearing Planning Board voted unanimously (7-0) to recommend approval.
- Following Planning Board review, the rezoning application will be referred to the Land Use, Transportation and Infrastructure (LUTI) Committee of the City Council for review. The LUTI Committee is a public meeting with electronic notification sent to affected members of City Council and affected registered neighborhood organizations. The Committee meeting was scheduled on August 16, 2016.
- Following LUTI Committee review, the rezoning application is referred to the full City Council for final action after a public hearing on second reading. The City Council Public hearing is scheduled for September 26, 2016. Electronic notification of the hearing was sent to affected members of City Council and affected registered neighborhood organizations and notification signs were posted on the property 21 days prior to the hearing.

Public Comments

To date, of this staff report, seven comment letters have been received (see attached letters). All of the letters express support for the rezoning.

Criteria for Review / Staff Evaluation

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

- a) **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
- b) **DZC Section 12.4.10.8**
 - 1. Justifying Circumstances (also referenced in Section 12.4.10.1)
 - 2. Consistency with Neighborhood Context Description, Zone District Purpose and Intent Statements

a) DZC Section 12.4.10.7

1. Consistency with Adopted Plans

The following adopted plans apply to this property:

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

- Blueprint Denver (2002)
- Buckley Annex General Development Plan (2013)

Denver Comprehensive Plan 2000

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

- Environmental Sustainability chapter, Objective 2 Stewardship of Resources, Strategy 2-F: “**Conserve land by promoting infill development with Denver at sites where services and infrastructure are already in place**” (p. 39).
- Environmental Sustainability chapter, Objective 2 Stewardship of Resources, Strategy 2-F: “**Conserve land by designing mixed-use communities and reducing sprawl, so that residents can live, work and play within their own neighborhoods**” (p.39).
- Environmental Sustainability chapter, Objective 4 The Environment and the Community, Strategy 4-A: “**Promote the development of sustainable communities and centers of activity where shopping, jobs, recreation and schools are accessible by multiple forms of transportation, providing opportunities for people to live where they work**” (p. 41).
- Land Use chapter, Objective 1 Citywide Land Use and Transportation Plan, Strategy 1-A: “**Develop a Citywide Land Use and Transportation Plan that anticipates growth and development patterns through 2020. Consider future needs for housing, commerce and industry, parks recreation and open space, transportation, community facilities, and other identified land-use needs**” (p.57).
- Land Use chapter, Objective 1 Citywide Land Use and Transportation Plan, Strategy 1-H: “**Encourage development of housing that meets the increasingly diverse needs of Denver’s present and future residents in the Citywide Land Use and Transportation Plan**” (p. 58).
- Land Use chapter, Objective 3 Residential Neighborhoods and Business Centers, Strategy 3-B: “**Encourage quality infill development that is consistent with the character of the surrounding neighborhood; that offers opportunities for increased density and more amenities; and that broadens the variety of compatible uses**” (p. 60).
- Land Use chapter, Objective 4 Land Use and Transportation, Strategy 4-B: “**Ensure that land-use policies and decisions support a variety of mobility choices, including light rail, buses, paratransit, walking and bicycling, as well as convenient access for people with disabilities**” (p. 60).
- Mobility chapter, Objective 3 Accommodating New Development, Strategy 3C: “**Provide safe and convenient pedestrian and bicycle facilities within urban centers and new development areas**” (p. 77).
- Mobility chapter, Objective 4 Accommodating New Development, Strategy 4-E: “**Continue to promote mixed-use development, which enables people to live near work, retail and services**” (p. 78).
- Denver’s Legacies chapter, Objective 3 Compact Urban Development, Strategy 3-A: “**Identify areas in which increased density and new uses are desirable and can be accommodated**” (p. 90).
- Denver’s Legacies chapter, Objective 4 Strong Connections, Strategy 4-A: “**Preserve, enhance and extend the pattern and character of the primary street system, including the prevailing grid, interconnected parkways, detached sidewalks and tree lawns**” (p. 99).

- Housing, Objective 2, Strategy 2-D: “***As part of the city-wide planning process, identify vacant land and study the feasibility of assembling parcels for infill housing***” (p. 114).
- Neighborhoods chapter, Objective 1 A City of Neighborhoods, Strategy 1-E: “***Modify land-use regulations to ensure flexibility to accommodate changing demographics and lifestyles. Allow, and in some places encourage, a diverse mix of housing types and affordable units, essential services, recreation, business and employment, home-based businesses, schools, transportation and open space networks***” (p. 150).

The proposed rezoning is consistent with Comprehensive Plan 2000 Environmental Sustainability and Neighborhoods objectives and strategies because the mixed use zone district allows infill development to occur where services and infrastructure are already in place to serve the new development, and the new development will conserve land and preserve air quality by allowing new residents to live near shopping, jobs, recreation and schools where driving can be replaced by walking or bicycling. In addition, the new mixed use zoning will enable the construction of new housing and neighborhood serving retail.

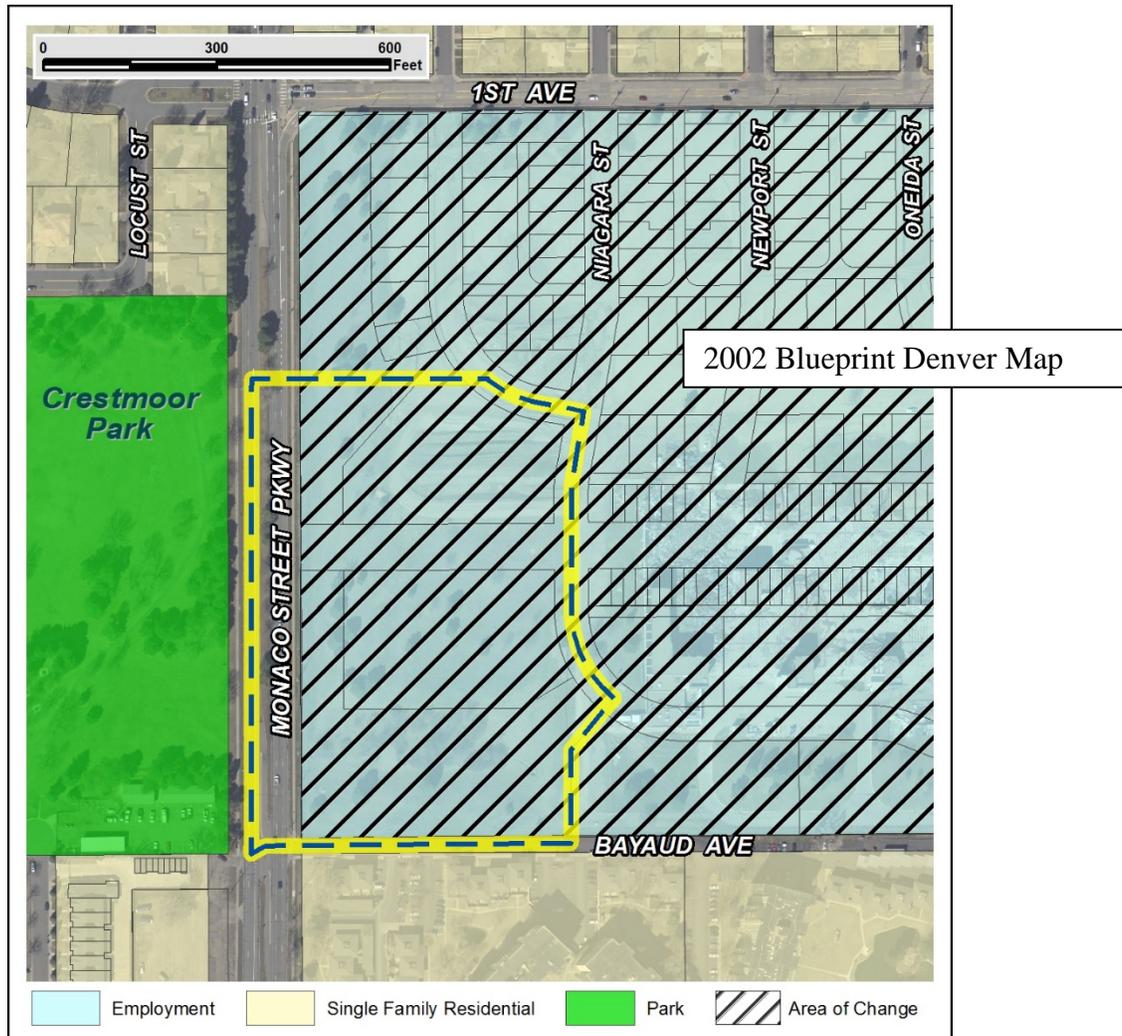
The proposed rezoning is consistent with Comprehensive Plan 2000 Land Use objectives and strategies because the mixed use zoning will broaden the variety of compatible land uses, will accommodate the City’s growth with a full range of needed land uses such as housing, parks, transportation, and community facilities that are in character with surrounding existing neighborhoods. The proposed zoning will enable new infill development to meet the needs of Denver’s present and future residents with the opportunity to provide new housing and neighborhood serving amenities.

The proposed rezoning is consistent with Comprehensive Plan 2000 Legacies and Mobility objectives and strategies because the multi-unit zoning will increase the opportunity for a variety of land uses on vacant property where new growth can be accommodated and, where the traditional Denver street pattern can be extended. In addition, the proposed system of new automobile, pedestrian and bicycle facilities increase the opportunity for new mobility choices and connections.

The proposed rezoning is consistent with Comprehensive Plan 2000 Housing objectives and strategies because the mixed use zone district will enable the development of infill, housing and add to the mix of housing types serving the City’s residents.

Blueprint Denver – 2002

The proposed rezoning is consistent with Blueprint Denver. According to the 2002 Blueprint Denver Plan Map this site is designated an Area of Change and has a future concept land use of Employment. As to the Employment land use concept, the Plan was adopted prior to the 2011 closure of the Air Force land uses and therefore gives limited guidance, although the mixture of land uses will allow some employment opportunity.



Blueprint Denver Area of Change

On the Blueprint Denver Map, the subject site is designated as an Area of Change. In general, Areas of Change are where change is occurring, or is desirable. A key strategy of Blueprint Denver is to direct growth to Areas of Change (p.19), and by directing growth to these areas, striving to preserve the community’s established neighborhoods (p.20). Areas of Change provide Denver with the opportunity to focus growth in a way that benefits the city as a whole (p. 127). Further, Blueprint Denver suggests a regulatory strategy for Areas of Change: “The base strategy for encouraging development is to allow sufficient development intensity and appropriate mixes of uses so that planned land uses will be economically feasible” (p. 128).

The Blueprint Denver Plan text identifies specific goals for Lowry as an Area of Change (p. 22). Specifically, the Plan describes that large vacant development sites as a whole offer “... the potential to create new neighborhoods that embody the best characteristics of Denver’s traditional residential areas.” Blueprint Denver also proposes strategies for this type of Area of Change, including (p. 22):

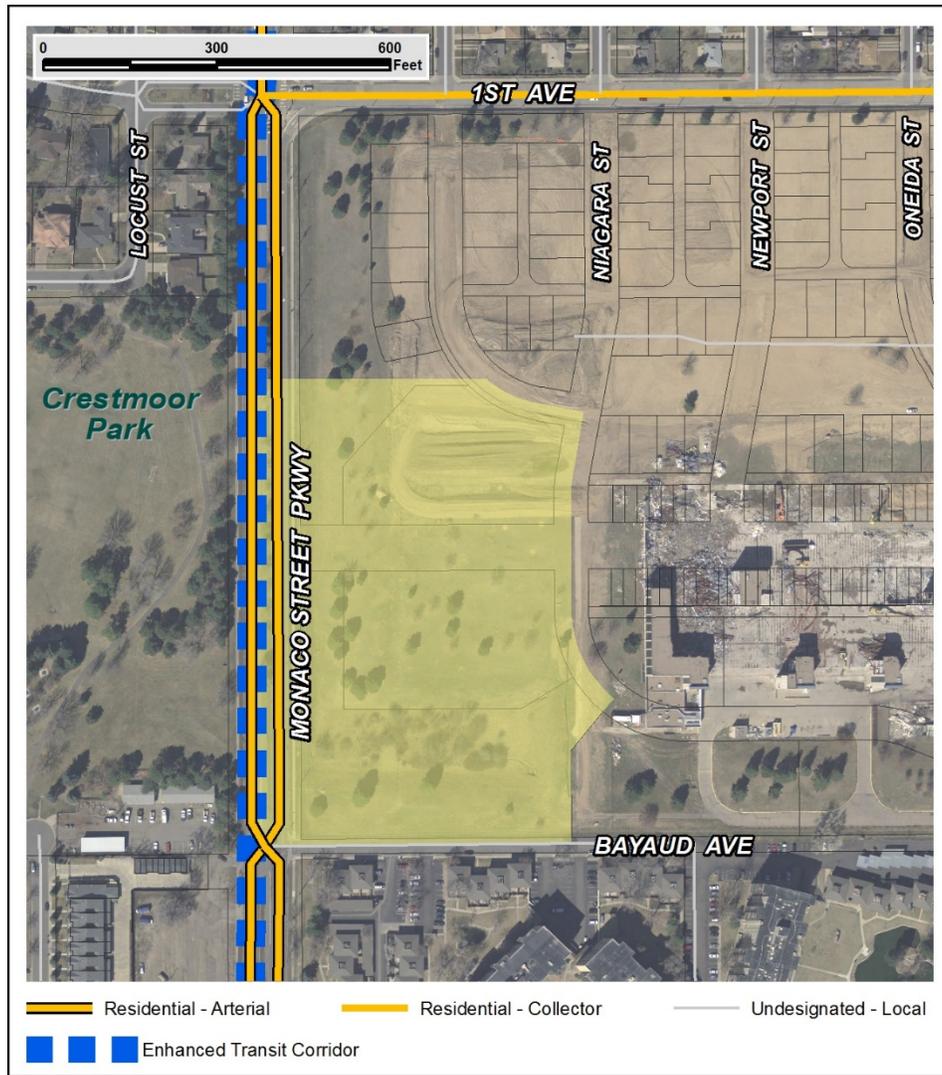
- Coordinated Master Planning

- Urban character
- Pedestrian and transit supportive design and development standards
- Mixed land uses - retail and employment near residential neighborhoods
- Diversity of housing type, size and cost
- Multi-modal streets
- Street grid / connectivity
- Transit Service and access
- Reduce land used for parking with shared parking and structured parking
- Extensions of Denver's urban legacies
- Adequate parks and open space

The proposed rezoning is consistent with Blueprint's Area of Change planning goals and strategies because the proposed G-MX-3 zone district enables the redevelopment of vacant property in Buckley Annex. The proposed redevelopment plan reinforces urban development patterns with a mixture of land uses, diversity of housing types and costs, multi-modal streets, connectivity of the street grid, and adequate new parks and open space. In addition, the mixture of land uses will increase economic activity and will create a new neighborhood that includes characteristics of Denver's traditional neighborhoods.

Blueprint Denver Future Land Use - Employment

According to Blueprint Denver, the subject site has a future land use concept of Employment. The Employment land use concept describes areas containing mainly commercial or industrial uses with attention to design, screening and buffering when employment districts are near residential areas (p. 39). In 2002 when Blueprint Denver was adopted, Buckley Annex was an office employment center. With the 2011 closure of operations of the Air Reserve Personnel Center and Denver Center of the Defense Finance and Accounting Services by the federal government, the opportunity to redevelop the 70-acre vacant redevelopment area was created. The proposed G-MX-3 rezoning provides the entitlement for new mixed use land uses that are compatible with the remainder of Buckley Annex.



Blueprint Denver Future Street Classifications

There is no Blueprint Denver future street classification for the streets within Buckley Annex because the streets are just now being built. The General Development Plan anticipates, and the subsequent Boulevard One Subdivision filings dedicate the extension of a Lowry Boulevard, a 3-lane collector street, between Quebec Street and Monaco Street Parkway. Nearby streets with Blueprint Denver future street classifications include Monaco Street Parkway, a Residential Arterial and an Enhanced Transit Corridor, 1st Avenue, a Residential Collector, and Bayaud Avenue south of the subject site that is classified as an Undesignated Local Street. Residential Arterial streets emphasize mobility over access, Collector streets balance mobility and land access and Local streets are tailored to local access. Blueprint Denver recommends evaluating Enhanced Transit Corridors for enhanced bus transit services and supporting transit-oriented development with incentives like shared or reduced parking and a mix of transit-supportive land uses. The proposed G-MX-3 zone district is consistent with these street classifications.

The Lowry Reuse Plan – 1993, 2000

The Lowry Reuse Plan adopted in 1993 did not anticipate a change from the Air Force land uses on the Buckley Annex site including the subject property. It specifically stated in its “Planning Assumptions” that “The Defense Finance Accounting Service and Air Reserve Personnel Center (DFAS/ARPC) and the 21st Space Command Squadron will continue to operate in cantonment facilities at Lowry after closure” (p. 3-1). However, in 2005, the Air Force announced that it would close these facilities. Since the Lowry Reuse Plan did not anticipate any land uses other than Air Force ones on the subject property, it offers little guidance on future land use for the subject property, and the Plan does not address the changed circumstances now present on the site.

Buckley Annex General Development Plan - 2013

Denver Zoning Code Section 12.4.12.15 states that City Council may approve an official map amendment application for property located within an approved GDP area, taking into consideration the GDP. In May 2013, the City approved a General Development Plan for the entire 70-acre Buckley Annex site. The GDP followed an iterative and public process. It was approved by the Development Review Committee in May, 2013, based upon a recommendation by the Planning Board after a public hearing on April 3, 2013. As an adopted City plan, after a public process, it provides guidance, pursuant to DZC Section 12.4.10.15, in determining the appropriate zone district for the plan area.

The subject property for this rezoning application is within the *Neighborhood Center West* subarea of the GDP. This subarea description states:

“Intent: *The current character along Monaco Parkway is respected through a 35 feet setback, the preservation of the existing storm water basin and the addition of landscaping. Non-residential space located at the intersection of Lowry Boulevard and Monaco Parkway will be oriented with primary frontage and entries along Lowry Boulevard. Secondary frontage and signage is allowable along Monaco Parkway.*

Land Use: *Mixed Use (Residential, Retail, Office, Civic)*

Height: *Maximum 5 stories. 3 stories maximum along Monaco Parkway.*

Urban Design:

- *Across Monaco Parkway from Crestmoor Neighborhood, building and signs will be setback 35 feet from right-of-way with landscaping and an improved sidewalk along Monaco Parkway in accordance with Monaco’s existing status as a designated “Parkway”.*
- *Build-to lines and pedestrian entrances along Lowry Boulevard.”*

On the following map the red circle identifies the location of the *Neighborhood Center West* subarea and the subject property on the GDP Proposed Land Use sheet.



The G-MX-3 district allows low density residential and commercial land uses with building form standards that promote safe, active pedestrian-scaled diverse areas with on-street pedestrian entrances and transparency requirements. These land uses and building form standards implement the GDP land use and urban design recommendations.

2. Uniformity of District Regulations and Restrictions

The proposed rezoning to G-MX-3 will result in the uniform application of the G-MX-3 zone district throughout the city.

3. Public Health, Safety and General Welfare

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

b) DZC Section 12.4.10.8

1. Justifying Circumstance

Denver Zoning Code Section 12.4.10.8.A.4 states a rezoning may be justified when the land or its surrounding environs has changed or is changing to such a degree that it is in the public interest to encourage a redevelopment of the area or to recognize the changed character of the area.

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

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

Neighborhood Context: The requested G-MX-3 zone district is within the General Urban Neighborhood Context. This neighborhood context is generally characterized by multi-unit residential uses in a variety of building forms. Single-unit and two-unit residential uses are also found in a mix of residential forms. Commercial uses occur in a variety of building forms and may contain a mixture of uses in the same structure. Residential uses are primarily located on local and residential arterial streets, and commercial uses are primarily located on mixed use arterial and main streets. The context normally consists of a regular pattern of blocks shaped by a grid street pattern, detached sidewalks, and the presences of alleys. Buildings typically have consistent orientation and setbacks. There is a high level of pedestrian and bicycle use with an access to the multi-modal transportation system.

Zone District General Purpose: Mixed use zone districts within this neighborhood context promote safe, active and pedestrian-scaled areas. The building form standards, design standards and land uses work together to enhance the convenience, ease and enjoyment of transit, walking, shopping and public gathering within the neighborhood.

Zone District Specific Intent: Specifically, the G-MX-3 zone district is a mixed use district allowing the general building form with the tallest allowed structure having a maximum height of 3 stories, and 45 feet.

The proposed rezoning is consistent with the above intent language. The G-MX-3 zone district standards allows land uses and building forms that promote a level of density anticipated by city planning documents. Additionally, the requested zoning implements the land use and urban design vision for set forth in the Buckley Annex GDP. And finally, the subject property will be served by a new 3-lane collector street with the extension of Lowry Boulevard between Quebec Street and Monaco Street Parkway.

CPD Recommendation

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

Attachments

1. Application and Legal Description
2. Comment Letters (7)

Zone Map Amendment (Rezoning) - Application

PROPERTY OWNER INFORMATION*		PROPERTY OWNER(S) REPRESENTATIVE**	
<input type="checkbox"/> CHECK IF POINT OF CONTACT FOR APPLICATION		<input type="checkbox"/> CHECK IF POINT OF CONTACT FOR APPLICATION	
Property Owner Name		Representative Name	
Address		Address	
City, State, Zip		City, State, Zip	
Telephone		Telephone	
Email		Email	
<p>*If More Than One Property Owner: All standard zone map amendment applications shall be initiated by all the owners of at least 51% of the total area of the zone lots subject to the rezoning application, or their representatives authorized in writing to do so. See page 3.</p>		<p>**Property owner shall provide a written letter authorizing the representative to act on his/her behalf.</p>	
<p>Please attach Proof of Ownership acceptable to the Manager for each property owner signing the application, such as (a) Assessor's Record, (b) Warranty deed or deed of trust, or (c) Title policy or commitment dated no earlier than 60 days prior to application date.</p>			
SUBJECT PROPERTY INFORMATION			
Location (address and/or boundary description):			
Assessor's Parcel Numbers:			
Area in Acres or Square Feet:			
Current Zone District(s):			
PROPOSAL			
Proposed Zone District:			
Does the proposal comply with the minimum area requirements specified in DZC Sec. 12.4.10.3:	<input type="checkbox"/> Yes	<input type="checkbox"/> No	

REVIEW CRITERIA	
<p>General Review Criteria: The proposal must comply with all of the general review criteria DZC Sec. 12.4.10.13</p>	<p><input type="checkbox"/> Consistency with Adopted Plans: The proposed official map amendment is consistent with the City's adopted plans, or the proposed rezoning is necessary to provide land for a community need that was not anticipated at the time of adoption of the City's Plan</p> <p>Please provide an attachment describing relevant adopted plans and how proposed map amendment is consistent with those plan recommendations; or, describe how the map amendment is necessary to provide for an unanticipated community need.</p> <p><input type="checkbox"/> Uniformity of District Regulations and Restrictions: The proposed official map amendment results in regulations and restrictions that are uniform for each kind of building throughout each district having the same classification and bearing the same symbol or designation on the official map, but the regulations in one district may differ from those in other districts.</p> <p><input type="checkbox"/> Public Health, Safety and General Welfare: The proposed official map amendment furthers the public health, safety, and general welfare of the City.</p>
<p>Additional Review Criteria for Non-Legislative Rezoning: The proposal must comply with both of the additional review criteria DZC Sec. 12.4.10.14</p>	<p>Justifying Circumstances - One of the following circumstances exists:</p> <p><input type="checkbox"/> The existing zoning of the land was the result of an error.</p> <p><input type="checkbox"/> The existing zoning of the land was based on a mistake of fact.</p> <p><input type="checkbox"/> The existing zoning of the land failed to take into account the constraints on development created by the natural characteristics of the land, including, but not limited to, steep slopes, floodplain, unstable soils, and inadequate drainage.</p> <p><input type="checkbox"/> The land or its surroundings has changed or is changing to such a degree that rezoning that it is in the public interest to encourage a redevelopment of the area to recognize the changed character of the area</p> <p><input type="checkbox"/> It is in the public interest to encourage a departure from the existing zoning through application of supplemental zoning regulations that are consistent with the intent and purpose of, and meet the specific criteria stated in, Article 9, Division 9.4 (Overlay Zone Districts), of this Code.</p> <p>Please provide an attachment describing the justifying circumstance.</p> <p><input type="checkbox"/> The proposed official map amendment is consistent with the description of the applicable neighborhood context, and with the stated purpose and intent of the proposed Zone District.</p> <p>Please provide an attachment describing how the above criterion is met.</p>

REQUIRED ATTACHMENTS

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

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

ADDITIONAL ATTACHMENTS

Please identify any additional attachments provided with this application:

- Written Authorization to Represent Property Owner(s)

Please list any additional attachments:

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

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

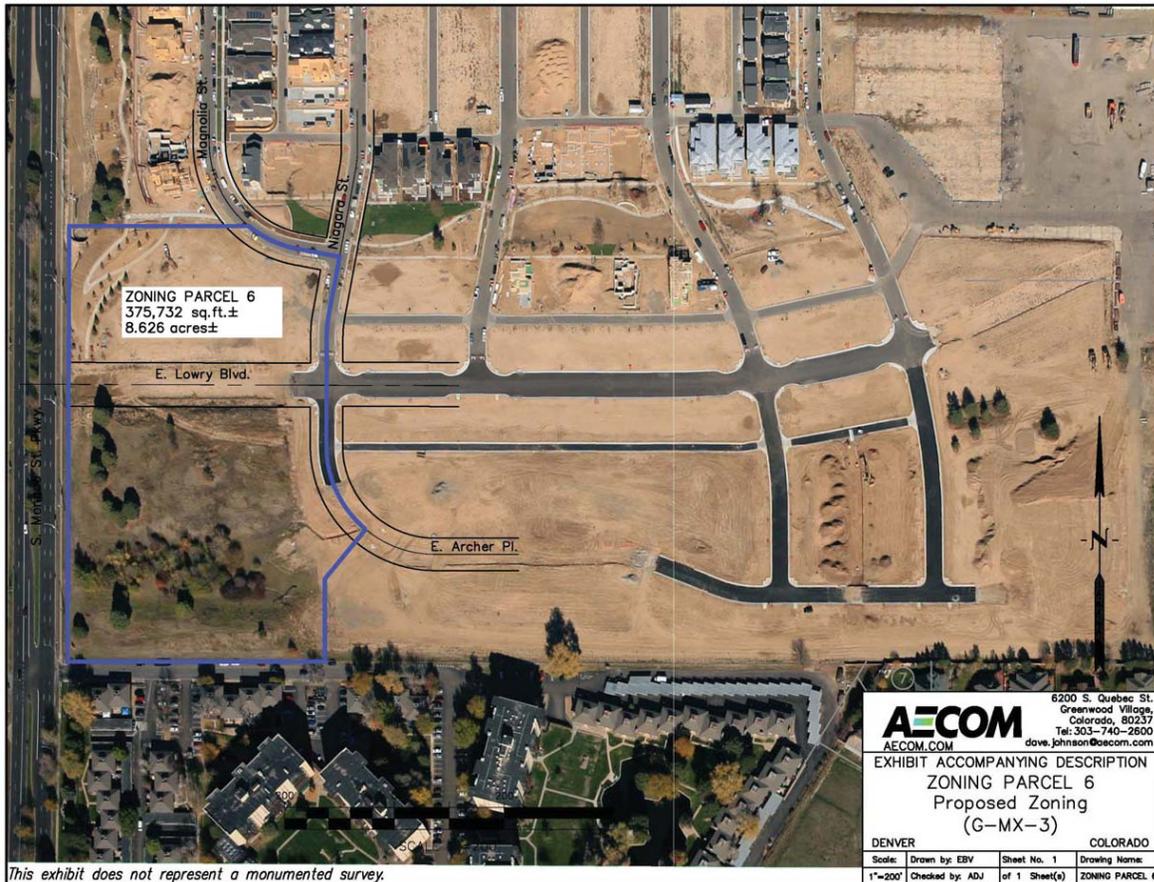
Property Owner Name(s) (please type or print legibly)	Property Address City, State, Zip Phone Email	Property Owner Interest % of the Area of the Zone Lots to Be Rezoned	Please sign below as an indication of your consent to the above certification statement (must sign in the exact same manner as title to the property is held)	Date	Indicate the type of ownership documentation provided: (A) Assessor's record, (B) warranty deed or deed of trust, (C) title policy or commitment, or (D) other as approved	Property owner representative written authorization? (YES/NO)
EXAMPLE John Alan Smith and Josie Q. Smith	123 Sesame Street Denver, CO 80202 (303) 555-5555 sample@sample.gov	100%	<i>John Alan Smith</i> <i>Josie Q. Smith</i>	01/01/12	(A)	NO
Lowry Redevelopment Authority	99 Monaco Parkway Denver, CO 80230 303-343-0276 Monty.Force@lowryredevelopment.org	100%	<i>Monty Force</i>	1/23/15	(B)	YES

Last updated: June 20, 2014

Return completed form to rezoning@denvergov.org

Boulevard One
G-MX-3 Zoning Application Appendices

Applicant: Lowry Redevelopment Authority



(Location: Refer to the location graphic below)

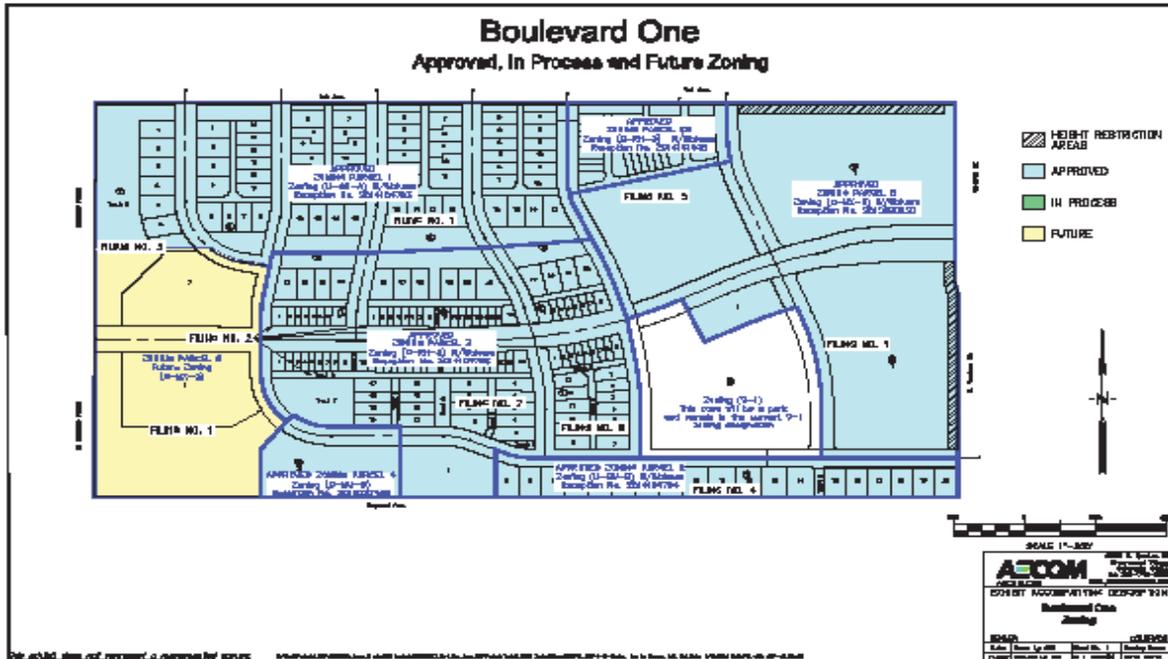
Approximately 99 Monaco Parkway

Application No.

Current Zoning: O-1

Proposed Zoning: G-MX-3

Site Size: 8.826± acres or 375,732± square feet



Property Owner
Lowry Economic Redevelopment Authority
 7290 East First Avenue
 Denver, Colorado 80230

Authorized Representative:
 John Putnam
 Kaplan Kirsch & Rockwell, LLP
 1675 Broadway, Suite 2300
 Denver, Colorado 80202
jputnam@kaplankirsch.com
 (303) 825-7000

Included as part of this submittal are the following documents:

- Exhibit A:** How Rezoning Meets General Review Criteria
- Exhibit B:** How Rezoning Meets Additional Review Criteria for Non-Legislative Rezoning
- Exhibit C.1:** Parcel Legal Descriptions and Graphic Exhibits
- Exhibit C.2:** Surrounding Zoning
- Exhibit D:** Letter of Authorization
- Exhibit E:** Community Outreach
- Exhibit F:** Responses to Public Comments

Note: Proof of Ownership (Recorded Deed Submitted Separately)

Exhibit A

How Rezoning Meets General Review Criteria

Section 12.4.10.7 of the Zoning Code authorizes the City Council to approve an official map amendment if the proposed rezoning meets the following 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.” Zoning Code, Section 12.4.10.7(A).

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.” Zoning Code, Section 12.4.10.7(B).

C. Public Health, Safety and General Welfare

“The proposed official map amendment furthers the public health, safety and general welfare of the City.” Zoning Code, Section 12.4.10.7(C).

For the reasons set forth below, the proposed rezoning is consistent with these criteria:

1. The proposed rezoning is consistent with the City’s adopted plans, as required by Section 12.4.10.7(A).

a. Consistency with Comprehensive Plan 2000

Comprehensive Plan 2000, a Vision for Denver and Its People, sets forth broad goals to guide planning efforts in three areas: (a) Our Long-Term Physical Environment; (b) Our Long-Term Human Environment; and (c) Metropolitan Cooperation. The Comprehensive Plan addresses a number of issue area categories in each of these spheres. Within each issue area category, the Comprehensive Plan identifies Changes, Challenges and Opportunities; and Objectives and Strategies.

The proposed G-MX-3 zoning for Parcel 6 will satisfy numerous Plan 2000 goals for Our Long-Term Physical Environment, as set forth in detail below. (Justifications for consistency are provided in *italics*.)

Environment Chapter

Objective 2 – Stewardship of Resources

Strategy 2-F: Conserve land by:

- Promoting infill development within Denver at sites where services and infrastructure are already in place.
 - *Boulevard One presents the rare opportunity to develop a comprehensively planned community on a large site that is already located within the City’s urban grid of streets, utilities and public services. The development of Boulevard One will establish a cohesive neighborhood and the community will be integrally linked and be compatible with existing surrounding development.*
- Designing mixed-use communities and reducing sprawl, so that residents can live, work and play within their own neighborhoods.
 - *The proposed G-MX-3 zoning for Parcel 6, combined with zoning already approved for other parts of Boulevard One (U-SU-A, U-SU-B, C-MX-5, and G-RH-3 with waivers, and G-MU-5), will facilitate development of the kind of mixed-use, sustainable community envisioned in Strategy 2-F. The mixed uses allowed by both the G-MX-3 zoning and the other zone districts already approved for Boulevard One, will reduce urban sprawl by providing housing, employment and recreational amenities and services all in proximity with one another.*

Objective 4 – The Environment and the Community

Strategy 4-A: Promote the development of sustainable communities and centers of activity where shopping, jobs, recreation and schools are accessible by multiple forms of transportation, providing opportunities for people to live where they work.

- *The proposed G-MX-3 zoning for Parcel 6, combined with zoning already approved for other parts of Boulevard One, will facilitate development of the kind of mixed-use community envisioned in Strategy 4-A. It will provide for sustainable activity along Monaco Parkway, with excellent transit access and walkable/bikeable access to the rest of Lowry and other surrounding neighborhoods.*

Strategy 4-D: Promote convenient public transit for the community, including buses, light rail and other alternatives to single-occupancy vehicles.

- *Boulevard One, including Parcel 6, is served by multiple RTD bus routes (3, 3x, 6, 65, 73) along Monaco Parkway, Quebec Street, Alameda Avenue and Lowry Boulevard. There are 13 transit stops within a short walk of future homes and offices in Boulevard One, including Parcel 6.*

- *The street design for all of Boulevard One incorporates motor vehicles, bicycles and pedestrians in order to encourage the use of alternatives to single-occupancy vehicles.*

- *Buckley Annex General Development Plan (“GDP”) (approved April 4, 2013) Sheets 7 and 9, copied below, show the detached sidewalks, bike lanes, multi-modal street designs and other elements that will create a walkable, bikeable neighborhood with close connections to transit, jobs, shopping, housing, schools and other needs.*

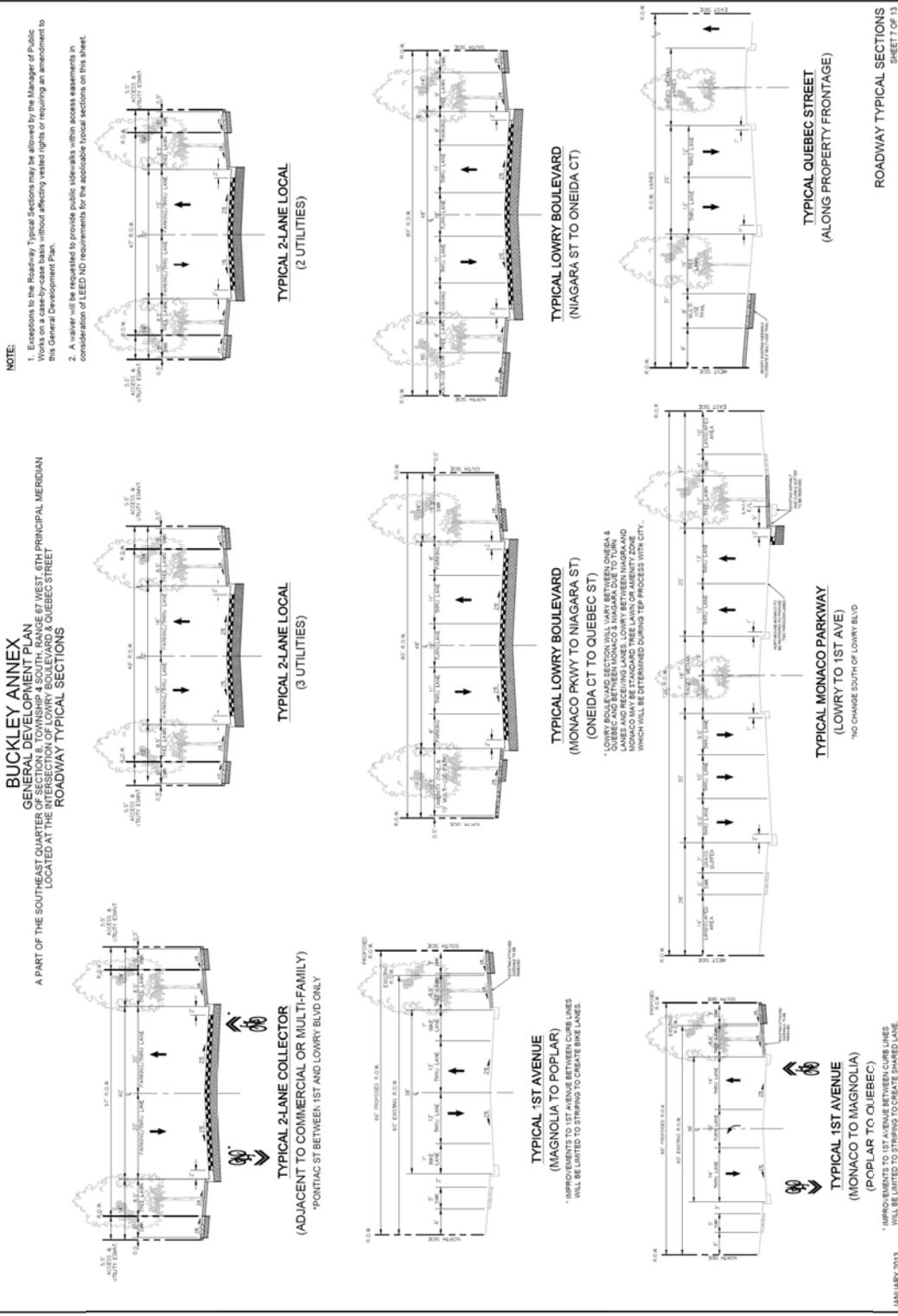


Figure 1: Roadway Typical Sections from Buckley Annex GDP Page 7

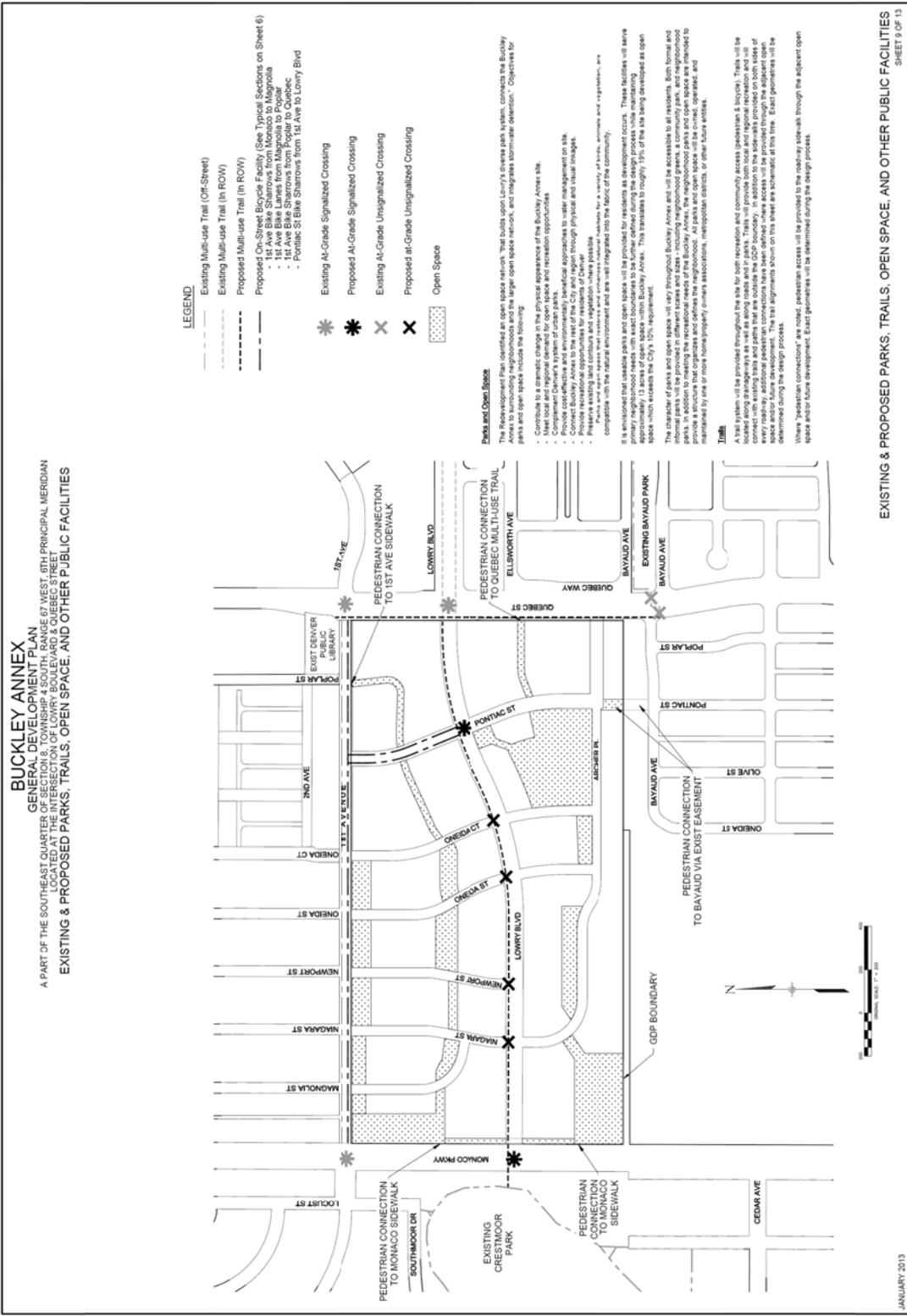


Figure 2: Trails, Bike Lanes and Similar Facilities from Buckley Annex GDP Page 9

Strategy 4-E: Use neighborhood development, such as Stapleton, as projects that incorporate principles of sustainable development at the community level. Use these neighborhoods as models to encourage sustainable development throughout the city over time.

- *The proposed rezoning, because of its mixed use nature, will encourage sustainable development at the community level as a continuation of the Lowry neighborhood development. The master planning of the site allows for orderly, coherent development over time. The proposed rezoning will complete the last piece of the coherent Lowry vision.*
- *The compact development pattern accommodated by the proposed rezoning will allow for sustainable approaches to living and transportation through condominiums and options for transportation modes other than single-occupancy vehicles. Proximity of housing, recreation, work, and retail provides sustainable living opportunities.*

Land Use Chapter

Objective 1 – Citywide Land Use and Transportation Plan

Strategy 1-C: Encourage densities and mixes of uses that support walking, biking and the use of public transportation in existing, redeveloping and new areas. Reinforce urban centers and create the land use and transportation foundation for new urban centers.

- *Boulevard One, including Parcel 6, will be developed in accordance with this strategy. The mixed use nature and medium density of the Boulevard One project, which contemplates sitewide development of 800 residential units and up to 200,000 square feet of commercial development, will support walking, biking and the use of public transportation. The proposed G-MX-3 zoning for Parcel 6 is another step in facilitating development of Boulevard One. Figure 3 illustrates Boulevard One infill project with proposed zoning and uses. The G-MX-3 rezoning of Parcel 6 along Lowry Boulevard and Monaco Parkway is critical for enabling the mixed-use vision of Boulevard One.*

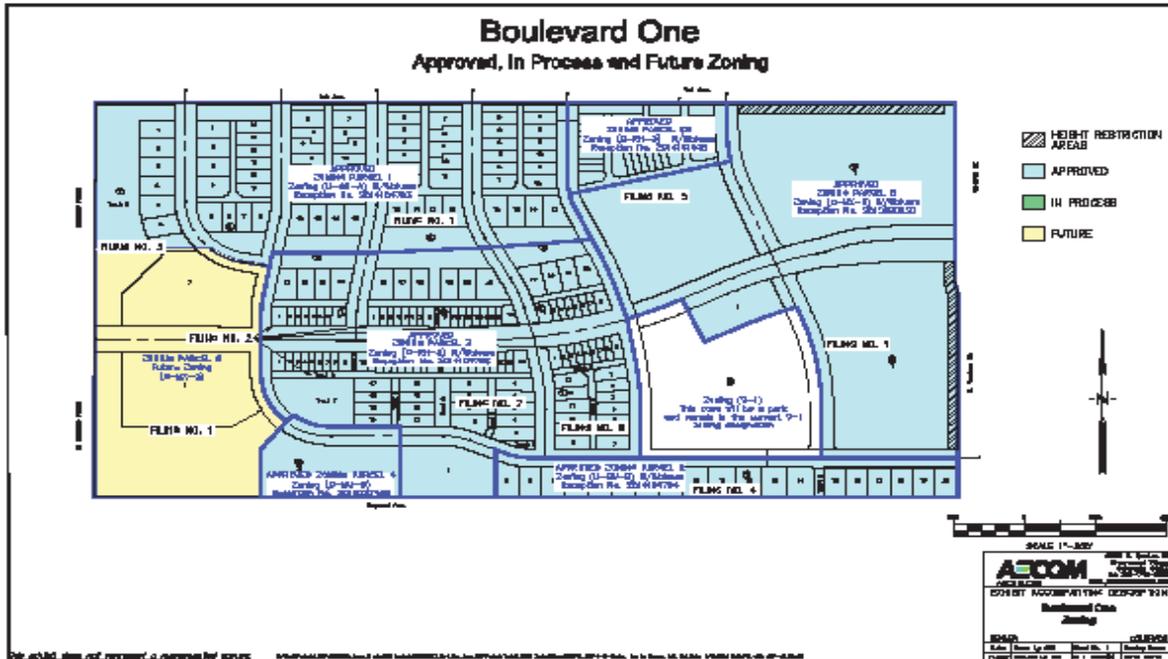


Figure 3: Boulevard One Existing and Proposed Zoning

Objective 1, Strategy 3-B: Encourage quality infill development that is consistent with the character of the surrounding neighborhood; that offers opportunities for increased density and more amenities; and that broadens the variety of compatible uses.

- *Boulevard One will be a quality infill development that is consistent with and complementary to the surrounding neighborhood. The proposed rezoning to G-MX-3 for Parcel 6 will offer opportunities for increased density and more amenities due to its mixed use nature while promoting compatibility with existing neighborhoods to the west and south.*
- *The extensive design requirements associated with G-MX-3 zoning while promoting compatibility with existing neighborhoods to the west and south (including build to requirements, street activation, and structured parking and parking at the rear of buildings) will encourage quality development for Parcel 6. In addition, the Boulevard One Design Guidelines contain requirements that will assure that future development will be compatible with the quality and character of the surrounding neighborhoods.*
- *Figure 4 and Table 1 show the proposed density and density of surrounding uses to demonstrate the compatibility with the Comprehensive Plan and with surrounding land uses. Boulevard One as a whole is in the middle of the range of surrounding densities. In addition, the approved residential zones in Boulevard One keep lower densities closer to lower-density adjacent areas.*

occupancy vehicle.

- *The proposed rezoning to G-MX-3 will facilitate mixed-uses by providing a variety of uses and transit access within a short walk of residents in and outside of Parcel 6.*

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

- *Boulevard One Parcel 6 residents, visitors and employees will benefit from the five routes and six existing RTD bus stops located adjacent to Boulevard One, and 13 total stops in the area within walking distance. The residential units that will be developed within Boulevard One, including Parcel 6, will support RTD rider patronage.*
- *The G-MX-3 siting and design requirements promote an environment that invites and safely accommodates bicyclists and pedestrians in addition to vehicular circulation. In addition, G-MX-3 standards also are intended to ensure new development contributes positively to established residential neighborhood and character, and improves the transition between commercial development and adjacent residential neighborhoods.*

#

- *The GDP for Boulevard One contains an approved transportation study that demonstrates that the proposed transportation network in conjunction with existing infrastructure is compatible with the proposed development and sufficient to service the site, including Parcel 6.*
- *The proposed rezoning will not cause significant traffic impacts. The rigorous traffic analysis conducted for the Buckley Annex GDP assumed that the proposed redevelopment of the entire Buckley Annex site, including the proposed rezoning covered in this Application, would provide 800 total residential units, as well as up to 200,000 square feet of commercial uses, including office and retail. Utilizing this build out, the study estimated that these activities would generate approximately 9,500 vehicle trips per day. This volume is the same volume of traffic that was generated by the former Defense Finance and Accounting Services (DFAS) facility. The traffic analysis also assessed the effects of this traffic on signalized intersections in the area. It found that the proposed redevelopment of Buckley Annex would be within acceptable levels of service for these intersections.*

Mobility Chapter

Objective 1 – Diverse Mobility Options

Strategy 1-C: Identify areas throughout the city where transportation policies should reflect pedestrian priorities. These include areas such as schools, child-care centers, civic institutions,

business centers, shopping districts and parks.

- *The proposed G-MX-3 zoning for Parcel 6 will achieve the pedestrian priorities objective because the grouping and disposition of mixed uses and G-MX-3 siting and design requirements will encourage easy pedestrian access between residences, workplaces, shopping and services. Boulevard One already is located within walking distance of several schools (e.g., Lowry Elementary, Montclair International School, Stanley Primary British School, and the Denver Language School) and the existing Lowry Town Center.*

Objective 3 – Accommodating New Development

Strategy 3-C: Provide safe and convenient pedestrian and bicycle facilities within urban centers and new development areas.

- *The proposed development of Boulevard One, as contemplated by the GDP and including Parcel 6, includes multi-modal streets that anticipate active, safe and convenient use by pedestrians, bicyclists and motor vehicles alike. The G-MX-3 siting and design requirements facilitate pedestrian and bicycle activity.*

Objective 4 – Changing Travel Behavior

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

- *The G-MX-3 zone district is intended to promote safe, active, and pedestrian-scaled, diverse areas through general building forms that clearly define and activate the public street edge.*

Objective 8 – Walking and Bicycling

Strategy 8-A: Ensure safe and convenient access and accommodation of bicycle riders, pedestrians and transit riders.

Strategy 8-B: Ensure that sidewalks are continuous along all major Denver streets and that they provide pedestrians and transit riders with direct access to commercial areas, education facilities, recreational facilities and transit stops.

- *The proposed G-MX-3 zoning for Parcel 6, together with the pedestrian connections and bicycle lanes and facilities required by the Buckley Annex GDP, will accomplish these strategies. The Buckley Annex GDP also calls for continuous sidewalks within all of Boulevard One.*

Legacies Chapter

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

urban design features.

Objective 2 – New Development, Traditional Character

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

- *Boulevard One, including Parcel 6, is subject to design guidelines that are based on Denver's traditional development patterns to allow for compact residential development and easy pedestrian access.*
- *The Lowry redevelopment has been successfully applying design guidelines based on Denver traditional development patterns for 20 years and will continue this record of positive change.*

Objective 3 – Compact Urban Development

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

- *Blueprint Denver identifies Boulevard One as an Area of Change, contemplating increased density and new uses; the Buckley Annex GDP has already identified the areas within Boulevard One—particularly Parcel 6 – that are appropriate for moderate density and new uses. The G-MX-3 zoning for Parcel 6 will facilitate development that will adhere to the development patterns and land uses contemplated by Blueprint Denver and identified in the GDP.*

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

- *Applying G-MX-3 zoning to Parcel 6 will promote the development of a high-quality mixed-use community to provide a range of housing configurations (including apartments, condos, rowhouses and urban houses), retail opportunities, and offices within walking distance of public transportation routes.*

Housing Chapter

Objective 6 – Preferred Housing Development: Encourage mixed-use, mixed-income housing development in Denver’s core area and along transit lines.

Strategy 6-A: Support mixed-use development consistent with the goals of the Comprehensive Plan’s land-use and mobility strategies.

Strategy 6-B: Continue to support mixed-income housing development that includes affordable rental and for-purchase housing for lower-income, entry-level and service employees, especially in Downtown and along transit lines.

- *The proposed development of Boulevard One, including the G-MX-3 for Parcel 6, will achieve these goals by providing a range of housing units and ownership structures including studio apartments, multi-bedroom apartments, townhouses, condominiums, affordable rentals, affordable for-sale housing, transitional housing for formerly homeless, and single-family houses.*
- *Five Existing RTD bus routes (3, 3x, 6, 65 and 73) serve the Boulevard One site.*

b. Consistency with Blueprint Denver: An Integrated Land Use and Transportation Plan

i. Blueprint Denver’s General Goals

Objective 1 of Comprehensive Plan 2000 was the establishment of a Citywide Land Use and Transportation Plan to “balance and coordinate Denver’s mix of land uses to sustain a healthy economy, support the use of alternative transportation and enhance the quality of life in the City.” Comprehensive Plan 2000, page 57. Blueprint Denver, adopted in 2002 in fulfillment of Objective 1 of Comprehensive Plan 2000, establishes a city-wide mechanism for encouraging and promoting “more efficient use of transportation systems, expanded transportation choices, and appropriate and mixed land uses,” to further the goals of Comprehensive Plan 2000. Blueprint Denver, page 2. Blueprint Denver “bridges the gap between the general policies of Comprehensive Plan 2000 and the detailed implementation measures that follow.” Blueprint Denver, page 6.

Blueprint Denver identifies two categories of general areas within the City – Areas of Stability and Areas of Change. Blueprint seeks to maintain and protect the character of Areas of Stability, stable residential neighborhoods where minimal change is expected over the next 20 years. Blueprint Denver, page 5. To accommodate this strategy and allow for the orderly accommodation of new residents and jobs, new development, primarily incorporating mixed uses, will be directed to Areas of Change. These are regions that Blueprint Denver identifies as those that will benefit from an infusion of population, economic activity and investment. *Id.* Areas of Change are appropriate for new growth or redevelopment because of the transportation choices and opportunities for mixed-use development they present. Blueprint Denver, page 19.

Blueprint Denver identifies several features characterizing an Area of Change, including the following, which also characterize Lowry and Parcel 6 of Boulevard One. Several of those features are listed below. Illustrations of the ways in which the Boulevard One development embody the Blueprint Denver characteristics appear in *italics* after each feature.

- **Areas undergoing positive change that is expected to continue**
 - *The Lowry Air Force base redevelopment has undergone positive change since the base closure in 1994, redeveloping into a vibrant new community. Now that the Air Force has exited the Buckley Annex property and transferred it to the LRA for redevelopment, Boulevard One can continue the positive changes that already have occurred at Lowry. Figure 4 shows the proposed complete redevelopment of Boulevard One, including Parcel 6. Figures 6-7 are aerial photographs that show the transformation of the Lowry Air Force Base from 2005 to the current state of the Boulevard One site.*



BOULEVARD ONE ILLUSTRATIVE MASTER PLAN FOR ILLUSTRATIVE PURPOSES ONLY DESIGNWORKSHOP JANUARY 8, 2015

Figure 5: Proposed Boulevard One, Including Parcel 6



Figure 6: 2005 Aerial Photograph of Buckley Annex Site Prior to DFAS Closure

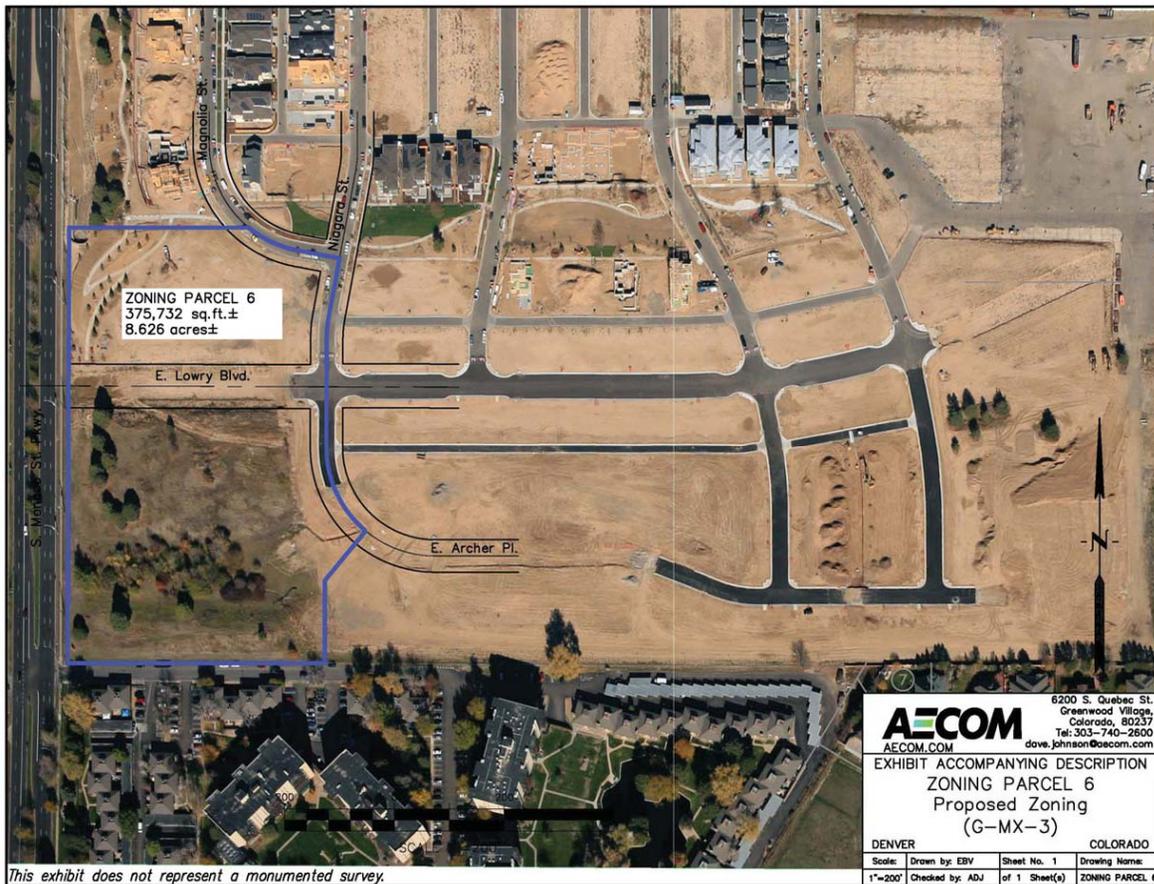


Figure 7: 2016 Aerial Photo of Buckley Annex/Boulevard One Site

- **Areas along corridors with frequent bus service that can accommodate development, especially where there is potential for a pedestrian-friendly shopping environment**
 - *The major roadways that form the boundaries of the Boulevard One site carry existing bus service that can be enhanced as the area develops, including along Monaco Parkway on the western edge of Parcel 6. Development under the G-MX-3 zoning along Lowry Boulevard and Monaco Parkway will enhance the pedestrian experience and shopping environment and fill the current gap in development and street-level activity on the east side of Monaco Parkway between First Avenue and East Bayaud Avenue.*

- **Areas with special opportunities such as where major public or private investments are planned**
 - *Development of the Boulevard One site, especially Parcel 6, will present a rare opportunity for a variety of forms of private investment, including infrastructure development and build-out of the proposed mixed residential, employment and retail uses. Boulevard One development is using public and private investment to break up an existing superblock and integrate it into the traditional grid form.*

ii. Blueprint Denver – Lowry

Blueprint Denver identifies the former Lowry Air Force Base, including Boulevard One, as an Area of Change. Blueprint Denver, page 19. The mixed use development pattern Blueprint Denver proposes for Lowry “ensures that residents can find goods, services and employment close to home” in a manner that is anticipated to reduce traffic external to the redeveloped area by 15 percent over what would be expected in the absence of the planned development pattern. Blueprint Denver, page 22. Multi-modal streets in an interconnected street grid will support mixed land uses and provide residents a range of transportation options. *Id.* The development of Boulevard One expressly adopts these strategies, as discussed below.

Blueprint Denver identifies the following strategies for redeveloping the Areas of Change at Gateway, Stapleton and Lowry, all of which are characterized as unusually large, vacant tracts that can accommodate the comprehensive creation of new neighborhoods. The discussion following each identified strategy, as listed on page 22 of Blueprint Denver, illustrates the consistency of the proposed G-MX-3 zoning for Parcel 6 with the goals of Blueprint Denver:

- **Coordinated master planning**
 - *The Boulevard One development within Lowry was designed comprehensively and is based on the 2008 Buckley Annex Redevelopment Plan and subsequent Buckley Annex GDP, discussed in detail below. The design includes: (a) the establishment of vehicular and pedestrian circulation patterns of varying*

intensity, (b) a range of housing types, (c) the incorporation of those housing types into the variety of commercial uses, (d) projected building forms and volume, (e) variation of edge expressions at the boundaries of the development to address and harmonize with the existing fabric of adjacent neighborhoods, and (f) coordination with public facilities. The proposed G-MX-3 zoning for Parcel 6 will facilitate development that will be consistent with these design concepts.

- *The building form criteria for the G-MX-3 zone district, which focus on development that is responsive to the surrounding context, including opportunities to reinforce existing and evolving nodes of mixed-use, pedestrian and transit activities.*

- **Urban character**

- *Consistent with the General Urban Neighborhood Context applicable to the G-MX-3 Zoning District, Parcel 6 of Boulevard One will encompass a variety of building types and uses, including townhouses of up to three stories, and mixed multi-unit residential and retail buildings.*
- *Buildings are planned to have consistent orientation along streets, with shallow front setbacks from the street edge and sidewalks, in order to establish a consistent building line and, along with planned tree planting, a well-defined streetscape.*
- *This urban character is consistent with surrounding land uses. Nearby zone districts have waivers approved by the City and County of Denver that promote the more urban, walkable and transit-friendly approach proposed for the G-MX-3 zone. Exhibit C.2 shows the surrounding zoning.*

- **Pedestrian and transit-supportive design and development standards**

- *Development of all residential and commercial uses is configured to provide convenient access to sidewalks and routes to transit corridors.*
- *All streets are lined with trees to enhance the pedestrian scale and create a buffer between vehicular lanes and detached sidewalks.*

- **Mixed land uses-retail and employment near residential neighborhoods**

- *Mixed uses are located at the east and west edges of Boulevard One, including in Parcel 6, with smaller scale buildings and less intense uses at the western end of the development, and larger-scaled buildings (both height and bulk) and more intense commercial uses along Quebec Street in Parcel 5 consistent with similar uses on the east side of Quebec Street and along the Quebec Street corridor.*
- *Boulevard One contemplates a variety of uses, including the following:*

- *Household Living*
 - *Community/Public Services*
 - *Cultural/Special Purpose/Public Parks & Open Space*
 - *Arts, Recreation & Entertainment*
 - *Parking of Vehicles*
 - *Eating & Drinking Establishments*
 - *Office*
 - *Retail Sales, Service and Repair*
- **Diversity of housing type, size, and cost**
 - *Housing types anticipated within the entirety of Boulevard One include studio apartments, multi-bedroom apartments, condos, townhouses, affordable rental and for-sale housing, transitional housing for formerly homeless, and single-family houses.*
 - *As contemplated by the Buckley Annex GDP (page 5), these housing types range from very affordable traditional housing to custom homes. Parcel 6 would provide the condominium and townhouse uses contemplated for Boulevard One.*
 - **Multi-modal streets**
 - *Streets are designed to accommodate motor vehicles, bicycles and pedestrians. (See Buckley Annex GDP, pages 7 and 9.)*
 - **Street grid/connectivity**
 - *Lowry Boulevard, a central arterial/collector, runs east-west through the center of the Boulevard One site, connecting Quebec Street and Monaco Parkway. (See Buckley Annex GDP, page 6.)*
 - *Secondary streets run north-south through the site, connecting across First Avenue to the existing street grid to the north.*
 - **Transit service and access**
 - *Regularly scheduled RTD bus service operates along Monaco Parkway, existing Lowry Boulevard, Alameda Avenue and Quebec Street.*
 - **Reduce land used for parking with shared parking and structured parking**
 - *Parking for mixed uses in Boulevard One, including Parcel 6, will be housed in structured parking facilities and surface parking.*
 - **Adequate parks and open space**

- *Open space is located throughout Boulevard One, including a large Community Park that occupies approximately 4.5 acres on the eastern half of the site on the western boundary of Parcel 5, open space at the corner of 1st Avenue and Monaco Parkway, and a linear park parallel to Lowry Boulevard in the center of the site. (See GDP, page 9.) Approximately 19% of the Boulevard One site is preserved as open space.*
- *Street designs include tree lawns with street trees and other plantings between the sidewalks and vehicular lanes. (See GDP, page 7.)*

As described above, Boulevard One is designed to advance the goals established for an Area of Change in Blueprint Denver. The redevelopment of Buckley Annex will create a vibrant urban neighborhood with a variety of options for transportation, housing, employment and shopping in realization of Blueprint Denver's goals. G-MX-3 rezoning on Parcel 6 would be a central part of promoting the vibrant, mixed-use nature of Boulevard One to meet the goals identified in Blueprint Denver.

iii. Blueprint Denver Map

The Blueprint Denver map identifies the Buckley Annex property as an Employment Area. The DFAS operations that existed at the time of the Blueprint Denver adoption by the City have since been closed by the federal government, removing the historic employment on the Buckley Annex. However, the entire Boulevard One site will include employment for office, retail, and services.

c. Consistency with Buckley Annex General Development Plan (GDP)

In accordance with Section 12.4.12 of the Zoning Code, a GDP establishes a framework for future land use and development and resulting public infrastructure. The GDP provides an opportunity to identify issues and the development's relationship with significant public infrastructure improvements such as major multi-modal facilities and connections thereto, major utility facilities, and publicly accessible parks and open spaces. An approved GDP provides a master plan for coordinating development, infrastructure improvements, and regulatory decisions as development proceeds within the subject area.

In accordance with Section 12.4.12.15(B) of the Zoning Code, the City may take the GDP into consideration when approving the rezoning of property within an approved GDP area. The City may issue subdivision approvals, site development plan approvals, zoning permits, and may approve the construction, location, use and operation of all land and structures for properties located within an approved GDP area, upon finding that such subsequent zoning and building actions are consistent with the terms and conditions of the approved GDP.

The Buckley Annex General GDP was approved by the City and recorded in May of 2013 and a Minor Deviation to the GDP was recorded on September 30, 2014. Dozens of public meetings were held by the Lowry Redevelopment Authority and the City and County of Denver

as part of the process of developing and approving the GDP. Exhibit E identifies these meetings and the process of public engagement. As a result of this public process and in response to comments, the Lowry Redevelopment Authority made extensive changes to the proposed Buckley Annex redevelopment, including a substantial reduction of residential density (from 1,200 to 800 units), reduction in heights in critical transitional areas, and changes in the transportation infrastructure.

The plan changes and evolution in response to comments are shown in Exhibit F. The GDP covers the entire Boulevard One area; its boundaries are Monaco Parkway, First Avenue, Quebec Street and Bayaud Avenue. The GDP was created within the guiding principles and framework of the 2008 Buckley Annex Redevelopment Plan.

For the reasons set forth below, the proposed rezoning is consistent with the Buckley Annex GDP.

i. The proposed rezoning is consistent with the Sustainability Principles on Sheet 3 of 13 of the GDP.

The GDP Sustainability Principles provide that development throughout Buckley Annex will be consistent with the principles of sustainable development by encouraging and fostering eight sustainability principles that are enumerated in the GDP. Two of those principles are relevant to rezoning activities:

- Land uses that provide a variety of transportation alternatives and pedestrian trails
- A variety of living and employment alternatives for a broad mix of economic levels

The proposed rezoning is consistent with these two principles. First, the general purposes of the G-MX-3 zone district are consistent with the goal of allowing for land uses that provide a variety of transportation alternatives and pedestrian/bicycle connections. As provided in the Zoning Code description of the G-MX-3 zone:

The Mixed Use Zone Districts are intended to enhance the convenience, ease and enjoyment of transit, walking, shopping and public gathering within and around the city's neighborhoods.

The Boulevard One plan contemplates bike lanes along 1st Avenue and multi-purpose paths along Lowry Boulevard in and outside of Parcel 6. In addition, the Boulevard One site is served by five RTD routes and six bus stops located adjacent to the site.

Second, the proposed G-MX-3 zone district meets the principle of providing for a variety of living and employment alternatives for a broad mix of economic levels. The mixed use zone

districts “are intended to promote safe, active, and pedestrian-scaled, diverse areas ...” The zone district allows for a wide variety of uses, including, among other items, single and multi-unit dwellings, office and retail.

ii. The proposed rezoning is consistent with the Development Concepts in the GDP.

a. The proposed rezoning is consistent with the Intent Development Concept, which calls for a comprehensive community through the integration of housing, employment and recreation. The G-MX-3 zoning for Parcel 6 allows for all of those uses types, and combined with the previous rezonings that already have been approved for the Boulevard One property, facilitate development of a comprehensive community.

b. The proposed rezoning is consistent with the Housing Development Concepts, which contemplate a range of housing product types, affordable housing options, a compatible mix of medium and low density housing, high quality residential development that complements existing portions of Lowry and the surrounding neighborhoods, integration of housing into a dynamic, mixed use development, and relation of housing types to surrounding residential context. The G-MX-3 zoning for Parcel 6, combined with previous rezonings already approved for the Boulevard One property, allows for a range of housing product types, ranging from single family to multi-family. The design requirements associated with G-MX-3 zoning (including build to requirements, street activation, and parking at the rear of buildings) will require high quality residential development. The building heights along Monaco Parkway will ensure that the housing types, architecture and building forms relate to their surrounding residential context.

c. The proposed rezoning of Parcel 6 is consistent with the Planning Concepts, because the mixed-use nature of G-MX-3 contemplates a diverse mixed use plan, integrates with neighboring areas and systems, and promotes integrated and diverse uses that promote walkability. In addition, the mixed-use nature of Boulevard One, which is enhanced by the proposed rezoning of Parcel 6, will insure that neighborhood and area needs and amenities are met on site to the greatest extent possible.

d. The proposed rezoning is consistent with the Edge Treatments Concept, which contemplates that development should fit with the existing fabric of adjacent neighborhoods. The proposed zoning limits the height of structures along Monaco Parkway to three stories to ensure a transition to the two-story scale of some adjacent neighborhoods and park uses to the west.

The G-MX-3 height, siting and design requirements contain build to, ground floor activation and pedestrian entrance provisions that all will promote a pedestrian-scaled street edge and Lowry Boulevard building frontage.

iii. The proposed rezoning is consistent with the Land Use and Urban Design Concept in the GDP.

The Land Use and Urban Design Concept establishes six subareas within the GDP property, each with its own unique development characteristics. The Parcel 6 property that is subject to the proposed rezoning is located within the Neighborhood Center West Subarea. That subarea is described below. The consistency of the proposed rezoning with each description is provided in *italics*.

Neighborhood Center West

“Intent: The current character along Monaco Parkway is respected through a 35’ setback, the preservation of the existing storm water basin and the addition of landscaping. Non-residential space located at the intersection of Lowry Boulevard and Monaco Parkway will be oriented with primary frontage and entries along Lowry Boulevard. Secondary frontage and signage is allowable along Monaco Parkway.

Land Use: Mixed use (residential, retail, office, civic).

The G-MX-3 zoning classification is consistent with this concept because it provides for a mix of land uses, including residential, retail, office and civic.

Heights: Maximum 3 stories.

The proposed G-MX-3 zoning for Parcel 6 is consistent with these height concepts. The G-MX-3 zoning classification allows for building forms that are limited to 3 stories.

Urban Design:

- Build to lines and pedestrian entrances along Lowry Boulevard. GDP at page 3.

The proposed G-MX-3 zoning provides build to lines for each of the allowed building forms. Zoning Code, Sections 6.3.3(F), 6.3.3(G) and 6.3.3(H). Those building forms also require pedestrian entrances at the primary street. Id.

- Ground-floor active uses. GDP at page 3.

The proposed G-MX-3 zoning contains requirements for transparency along the primary streets and side streets at the ground floor in order to ensure ground floor activation. For example, in the general building form, the minimum ground floor transparency along primary streets is 40% for nonresidential buildings and 30% for residential buildings. Zoning Code, Section 6.3.3(H).

- Parking located to the side and/or the rear of buildings or structures.

The proposed G-MX-3 zoning is consistent with this concept because it does not allow surface parking between the building and the primary street. Zoning Code, Sections 6.3.3(F), 6.3.3(G) and 6.3.3(H).

- Across Monaco Parkway from Crestmoor neighborhood, building and signs will be setback 35 feet from right-of-way with landscaping and an improved sidewalk and Monaco Parkway in accordance with Monaco’s existing status as a designated “Parkway.”
- Build-to lines and pedestrian entrances will be located along Lowry Boulevard.

2. The proposed rezoning results in uniformity of District regulations and restrictions in accordance with Section 12.4.10.7(B) of the Zoning Code

The proposed zoning to G-MX-3 is a unique zone district; therefore, it is uniform within itself and will be uniform with any other property zoned G-MX-3.

3. The proposed rezoning furthers the public health, safety and general welfare in accordance with Section 12.4.10.7(C) of the Zoning Code.

The proposed rezoning to G-MX-3 will promote development of a vibrant, carefully designed community with a wide range of choices for transportation, housing, shopping and employment. Boulevard One will be served by regularly-scheduled RTD bus service along two of its boundaries, and the streets are designed to safely accommodate motor vehicles, bicycles and pedestrians. Extensive tree planting is planned throughout, and a network of open spaces and parks weaves through the site. The public interest for the citizens of Denver is best served by adoption of this map amendment, which will provide support for the services, amenities, employment opportunities and provide residential development necessary for positive planned growth to occur.

The project will be consistent with surrounding uses. The proposed residential density of the total Buckley Annex site (approximately 11.4 du/ac.) is in the middle of the range of density in adjacent neighborhoods: Crestmoor Park (2.4 dwelling units/acre), Mayfair Park (4 du/ac), Lowry West (7.4 du/ac), Lowry Town Center district (10.3 du/ac), and The Berkshires (35.5 du/ac). Further, the GDP, approved zoning and requested zoning would keep the lower density portions of Boulevard One nearest the lower-density adjacent uses, while providing appropriate density in Parcel 6 along Monaco Parkway.

The proposed rezoning will not cause significant traffic impacts. A rigorous traffic analysis conducted for the Buckley Annex GDP that was approved by the City Transportation Department found that the proposed redevelopment of the entire Buckley Annex site, including the proposed rezoning of Parcel 6 covered in this Application, would provide 800 total residential units, as well as 200,000 s.f. of commercial, including retail and office uses. At build out, the study estimated a total of 9,500 vehicle trips per day. This volume is the same volume of traffic that was generated by the former DFAS facility.

The traffic analysis also assessed the effects of this traffic on signalized intersections in the area. It found that the GDP redevelopment of Buckley Annex would not adversely affect the levels of service for these intersections.

Pursuant to the Boulevard One design guidelines, parking will exceed the Design Requirements for G-MX-3 zones. The Design Guidelines provide as follows:

Residential Off-Street Parking Guidelines

Single-family	2 off-street spaces/lot
Duplex	2 off-street spaces/unit
Row House	2 off-street spaces/unit
Multi-family (condominium)	1.5 off-street spaces/unit

Commercial Parking Guidelines

Office	2/1,000 (gross) ft ²
Retail	5/1,000 (gross) ft ²
Eating/Drinking	5/1,000 (gross) ft ²

Exhibit B

How Rezoning Meets Additional Review Criteria for Non-Legislative Rezoning

In addition to meeting the general review criteria stated in Section 12.4.10.7 of the Zoning Code, the City Council may approve an official map amendment that is not a legislative rezoning if:

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

(2) The proposed official map amendment is consistent with the description of the applicable neighborhood context, and with the stated purpose and intent of the proposed Zone District.#

#

1. The Proposed Rezoning meets the Justifying Circumstances because the land or its surrounding environs has changed or is changing to such a degree that it is in the public interest to encourage a redevelopment of the area or to recognize the changed character of the area.

The proposed rezoning meets the Justifying Circumstances for the following reasons: (a) the property is no longer being used by the federal government and has been transferred to the LRA for redevelopment; (b) the property was part of an extensive public redevelopment planning process, which resulted in a redevelopment master plan for the property; (c) the City has adopted policies encouraging redevelopment of the Boulevard One property generally; and (d) surrounding properties within the Boulevard One property already have been rezoned for mixed use purposes.

a. The property is no longer being used by the federal government and has been transferred to the LRA for redevelopment.

The Boulevard One property was the last parcel of land to be transferred by the Department of Defense to the Lowry Redevelopment Authority. This property contained the Denver Center of the Defense Finance and Accounting Services (DFAS) and the Air Reserve Personnel Center (ARPC), both operated by the United States Air Force. The Air Force announced closure of the DFAS facility in 2005, and transferred the Boulevard One property to the LRA in May, 2012. Accordingly, the land changed from an operating Air Force facility to a vacant property surrounded by barbed wire in the middle of a Denver community. This change in the use of the property has resulted in the need to redevelop the property, and is one of the changed conditions that justify the proposed rezoning.

b. The property was part of an extensive public redevelopment planning process, which resulted in a redevelopment plan and subsequent General Development Plan.

Once the Air Force announced closure of the DFAS facility, the City encouraged the LRA to take title to the property and create a redevelopment plan for the property. The LRA initiated a collaborative community process to begin planning for the transition of the property to integrate it into the existing Lowry neighborhood. The LRA conducted a public redevelopment planning process in 2007 and 2008 involving numerous community task forces and stakeholder groups and over 60 public meetings. As a result of community input, the LRA made numerous changes to the redevelopment plan, including reducing the number of residential units from 1,200 to a maximum of 800; lowering building heights to a maximum of 65 feet; limiting buildings in sections along edge streets adjacent to residential uses to a maximum of 2.5 or 3 stories, and providing for parking beyond that required by the Denver Zoning Code. As described above, the redevelopment plan concepts were incorporated into the Buckley Annex GDP, approved by the City in May, 2013.

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

c. The City has adopted policies that recognize the changed character of the property and encourage its redevelopment.

The proposed rezoning also meets the Justifying Circumstances because the City has adopted several policies that recognize the changed character of the property and encourage its redevelopment. These policies include (1) the numerous policies in Comprehensive Plan 2000 that encourage Lowry to develop as a new mixed use community; (2) Blueprint Denver, which identifies the Boulevard One property as an Area of Change; and (3) the Buckley Annex GDP, which contemplates a new mixed use community at Boulevard One.

d. Adjacent properties within Boulevard One already have been rezoned or are undergoing rezoning, consistent with the General Development Plan.

The proposed rezoning also meets Number 4 of the Justifying Circumstances because properties adjacent to the property that is the subject of this application already have been rezoned consistent with the Buckley Annex GDP. These properties have been rezoned to U-SU-A, U-SU-B, G-RH-3 zones with waivers, G-MU-5, and C-MX-5 with waivers, and currently are being developed for single family attached, detached residences, and commercial consistent with the Buckley Annex GDP.

2. **The proposed rezoning meets the requirements of Section 12.4.10.8 (B) (Consistency with Neighborhood Context Description, Zone District Purpose and Intent Statements) because it is consistent with the description of the applicable neighborhood context, and with the stated purpose and intent of the proposed Zone District.**

- a. **Urban Neighborhood Context**

The G-MX-3 Zone District is included in the Neighborhood Center West context. Section 6.1 of the Zoning Code describes the General Neighborhood Context as follows.

GENERAL CHARACTER

The General Neighborhood Context is characterized by multi-unit residential uses in a variety of building forms. Low-scale commercial areas are embedded within residential areas. Commercial uses occur in a variety of building forms that may contain a mixture of uses within the same structure. Residential uses are primarily located along local and residential arterial streets. Commercial uses are primarily located along mixed-use arterial and main streets but may be located at or between intersections of local streets. Zoning Code, Section 6.1.1.

Boulevard One is intended as a mixed use community with a wide variety of housing types as well as retail and office opportunities. The proposed G-MX-3 rezoning for Parcel 6 will allow for multi-unit residential uses located along residential collector, mixed use arterial and local streets, and will allow for commercial uses along main and mixed use arterial streets.

STREET, BLOCK AND ACCESS PATTERNS

The General Urban Neighborhood Context consists of a regular pattern of block shapes surrounded by an orthogonal street grid. Orthogonal streets provide a regular pattern of pedestrian and vehicular connections through this context and there is a consistent presence of alleys. Block sizes and shapes are consistent and include detached sidewalks, tree lawns, street and surface parking, and landscaping in the front setback. Zoning Code, Section 6.1.2.

#

The Buckley Annex GDP, as being implemented through new street infrastructure, breaks up the historic superblock and replaces it with traditionally sized blocks and an orthogonal street grid. The streets and blocks incorporate modest curves to reduce vehicular speeds and enhance pedestrian and bicycle friendliness. The GDP and approved construction documents include detached sidewalks, tree lawns, street and surface parking and landscaping in front setbacks.

BUILDING PLACEMENT AND LOCATION

Residential buildings typically have consistent, shallow to moderate front setbacks and consistent orientation. Commercial buildings typically have consistent orientation and shallow front setbacks with parking at the rear and/or side of the building. Zoning Code, Section 6.1.3.#

The G-MX-3 zoning for Parcel 6 contains build to requirements and limits setbacks. It also requires that parking be located at the side or rear of buildings.

BUILDING HEIGHT

The General Neighborhood Context is characterized by moderate to high residential buildings and low to moderate commercial and mixed use structures in appropriate locations to promote a dense urban character. Lower scale structures are typically found in areas transitioning to a less dense urban neighborhood. Zoning Code, Section 6.1.4.

#

The G-MX-3 zoning will allow for buildings of 3 stories.

MOBILITY

There is a balance of pedestrian, bicycle and vehicle reliance with greater access to the multi-modal transportation system. Zoning Code, Section 6.1.5.#

#

The G-MX-3 zoning includes design requirements that promote pedestrian and bicycle use. These include ground floor activation requirements, prohibition of parking in front of buildings, and front or side door pedestrian entrances. All of these requirements, together with design guidelines that have been adopted for Boulevard One, will promote high levels of pedestrian and bicycle use. In addition, the site connects to five RTD urban transit lines, which conveniently connect to downtown.

b. Stated purpose and intent of mixed use zones

The general purposes of the Mixed Use zones are set forth at Section 6.2.3.1 of the Zoning Code. As stated in italics, the proposed rezoning to G-MX-3 is consistent with these stated purposes.

6.2.3.1 General Purpose

- A. The Mixed Use Zone Districts are intended to promote safe, active, and pedestrian-scaled, diverse areas with building forms that clearly define and activate the public street edge.**

The proposed G-MX-3 zoning, combined with the other zone districts in Boulevard One, will allow for and promote safe, active, and pedestrian scaled, diverse areas, because it will allow for varied building forms that clearly define and activate the public street edge.

- B. The Mixed Use Zone Districts are intended to enhance the convenience, ease and enjoyment of transit, walking, shopping and public gathering within and around the city's neighborhoods.**

The intended mixed use nature of Boulevard One and the G-MX-3 zone district will provide opportunities for people to walk and shop, as well as access public transit. The public space at Boulevard One will provide opportunities for public gathering.

- C. The Mixed Use Zone District standards also are intended to ensure new development contributes positively to established residential neighborhoods and character, and improves the transition between commercial development and adjacent residential neighborhoods.**

The G-MX-3 zoning will reduce the potential number of stories and heights of buildings along Monaco Parkway and, with the 35-foot setback is intended to allow for transition between commercial development and adjacent residential neighborhoods.

- D. Compared to the Main Street districts, the Mixed Use districts are focused on creating mixed, diverse neighborhoods. Where Main Street districts are applied to key corridors and retail streets within a neighborhood, the Mixed Use districts are intended for broader application at the neighborhood scale.**

Boulevard One, including Parcel 6, is intended as a mixed use, diverse neighborhood, consistent with this stated purpose.

- E. In the General Urban Neighborhood Context, the Mixed Use Zone Districts promote a pedestrian-active street front.**

The GDP and approved construction documents provide these levels of pedestrian improvements.

Section 6.2.3 Specific Intent.

Mixed Use – 3 (G-MX-3) applies to areas or intersections served primarily by local or collector streets where a building scale of 1 to 3 stories is desired.

The proposed G-MX-3 zoning for Parcel 6 is consistent with this specific intent as Boulevard One is intended as an area served by local or collector streets where a building scale of 1 to 3 stories is desired.

Exhibit C.1

Parcel Legal Descriptions and Graphic Exhibits

Parcel 6
Proposed Zoning (G-MX-3)
Description

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

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

thence along the westerly lines of said Lowry Filing No. 1 the following three (3) courses:
1.) South 00°02'35" West, being parallel with and 120.00 feet west of said easterly line of the Southeast Quarter of Section 8, a distance of 186.54 feet;
2.) South 14°00'02" East a distance of 41.21 feet;
3.) South 00°02'35" West, being parallel with and 110.00 feet west of said easterly line of the Southeast Quarter of Section 8, a distance of 651.89 feet to the northeast corner of Lowry Filing No. 2 recorded at Reception Number 9700172497 in said Clerk and Recorder's Office;

thence North 90°00'00" West, along the northerly line of said Lowry Filing No. 2, a distance of 983.87 feet to the northwest corner of Lowry Filing No. 2 and the northerly line of Bayaud Ave.;
thence North 89°59'31" West, along said northerly line of Bayaud Ave., a distance of 986.55 feet to the POINT OF BEGINNING;
thence North 89°59'31" West, along said northerly line of Bayaud Ave., a distance of 468.48 feet to the easterly line of S. Monaco St. Parkway;

thence North 00°11'21" East, parallel with and 90.00 feet east of the westerly line of said Southeast Quarter and along said easterly line of S. Monaco St. Parkway, a distance of 792.85 feet;

thence North 90°00'00" East a distance of 327.59 feet to the centerline of Magnolia St. and a point of non-tangent curve;

thence along said centerline of Magnolia St. the following two (2) courses:

- 1.) along the arc of a curve to the left having a radius of 198.00 feet, a central angle of 28°52'12", an arc length of 99.77 feet and whose chord bears South 65°04'09" East a distance of 98.72 feet;
- 2.) South 79°30'15" East a distance of 76.97 feet to the centerline of proposed Niagara St.;

thence along said centerline of Niagara St. the following four (4) courses:

- 1.) South 10°29'45" West a distance of 110.14 feet to a point of curve;
- 2.) along the arc of a curve to the left having a radius of 198.00 feet, a central angle of 10°18'24", an arc length of 35.62 feet and whose chord bears South 05°20'33" West a distance of 35.57 feet;
- 3.) South 00°11'21" West a distance of 199.95 feet to a point of curve;
- 4.) along the arc of a curve to the left having a radius of 198.00 feet, a central angle of 50°34'21", an arc length of 174.77 feet and whose chord bears South 25°05'49" East a distance of 169.15 feet;

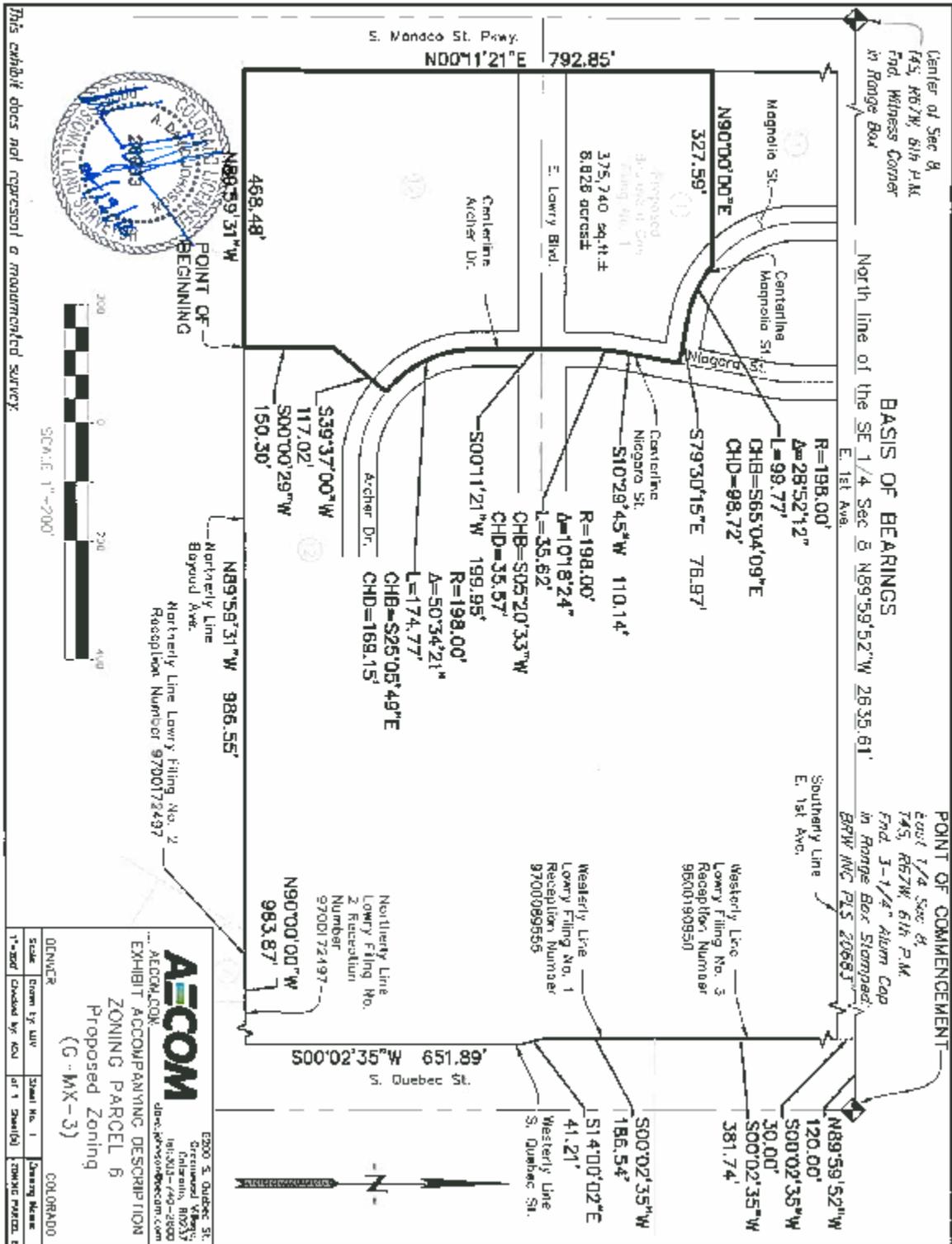
thence South 39°37'00" West a distance of 117.02 feet;

thence South 00°00'29" West a distance of 150.30 feet to the **POINT OF BEGINNING**.

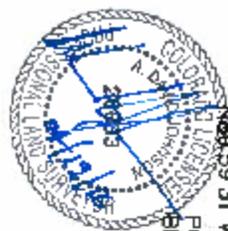
Containing 375.740 square feet or 8.626 acres, more or less.

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


A. David Johnson, P.L.E. 20683
For and on behalf of AECOM
6200 S Quebec Street
Denver, CO 80111
phone 303.740.2647
dave.johnson@aecom.com



This exhibit does not represent a measured survey.



AECOM
 EXHIBIT ACCOMPANYING DESCRIPTION
 ZONING PARCEL 6
 Proposed Zoning
 (G-MX-3)

2000 S. Quebec St.
 Greenwood Village,
 Colorado, 80233
 303.750.4400
 aecom.com
 daniel.peters@aecom.com

DATE: 02/11/16
 DRAWN BY: JLV
 SCALE: AS SHOWN
 CHECKED BY: JLV
 DATE: 02/11/16

Exhibit D
Letter of Authorization



April 22, 2016

John Putnam
Kaplan Kirsch & Rockwell LLP
1675 Broadway #2300
Denver, CO 80202

RE: Boulevard One Zoning Submittals

Dear John,

Kaplan Kirsch & Rockwell LLP is hereby authorized to act on behalf of the Lowry Redevelopment Authority for the purpose of rezoning the +/- 70 acres of Boulevard One. The site is located between Monaco Parkway on the west and S. Quebec Street to the east just south of I⁷⁰ Avenue.

Respectfully,
LOWRY REDEVELOPMENT AUTHORITY

A handwritten signature in blue ink that reads "Montgomery C. Force".

Montgomery C. Force
Executive Director

Exhibit E

Community Outreach

Buckley Annex Redevelopment Planning
 General Development Plan
 Zoning (now Boulevard One)
 Public Meeting Outreach
 2006-2015

Date	Committee or Neighborhood Org	Place Time	# in attendance approx - does not include committee	Discussion Items
7/18/06	Homeless Assistance Providers/Public Benefit Conveyance screening workshop	DFAS Center a.m.	50	Buckley Annex closure, federally mandated screening procedures and timelines
2/12/07	BA Planning task force # 1	LRA evening	50	Informational and kick off meeting to establish goals and vision for plan
3/12/07	Combined task force # 2	LRA evening		
4/5/07	Housing task force # 1	LRA evening	15	Discussed application from Homeless Assistance Provider
4/11/07	Planning task force # 1	LRA evening	30	Discussed goals of plan
4/19/07	Combined task force # 3	LRA evening	50	Review of conceptual plan alternatives and shared perspectives on options
6/4/07	Housing task force # 2	LRA evening	25	Discussion of full housing spectrum
6/13/07	Combined task force # 4	LRA evening	75	Review updated market & transportation research; presented refined plan alternatives; alternatives reviewed and perspectives shared
6/26/07	Housing task force # 3	LRA evening	30	Continued discussions of housing spectrum and homeless assistance
7/11/07	Homeless Housing public hearing & open house	Eisenhower Chapel evening	150	Recommendations presented for 1.5 acre site for mixed income rental complex of up to 80 for-rent units.
8/1/07	Combined task force # 5 & open house	Lowry Elementary School evening	200	Introduction of redevelopment plan; information of BRAC process and planned disposition of property
8/22/07	Transportation task	LRA	60	Discussion of traffic studies and

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

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

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

9/3/13	Community Advisory Committee	LRA 5:30-7:00 pm	0	Zoning update for proposed LRA parking standards added as a condition to the zoning submittal pursuant to direction from the LRA Board; Park Heights neighbors have voiced concerns about the location of the DHA site and 10' setbacks
9/10/13	Crestmoor Park/CRL	LRA 4-6:00 pm		
9/13/13	Crestmoor/CCD Traffic		8	1 st Ave. & traffic patterns through Crestmoor
9/18/13	Lowry United Neighbors RNO	Village at Lowry 6:30-8 pm	30	Overview of zoning; pedestrian connection with Park Heights; DHA site location; rear setbacks adjacent to Park Heights; accessory dwelling units
9/19/13	Planning/Disposition Subcommittee	LRA 5-6:00 pm	5	Action taken to recommend modifications to the proposed zoning with 1) relocate DHA site to the west; 2) remove the option for accessory dwelling unit from U-SU-B1 district; 3) change rear setback to 20' because there is no alley nor rear-loaded garages in the U-SU-B district (public comments were taken during the discussion with the subcommittee members regarding action taken)
10/1/13	Community Advisory Committee	LRA 5:30-7pm	5	Action taken to accept the modifications to proposed zoning with 1) relocation of DHA site; 2) eliminate alleys in U-SU-B1 district; 3) eliminate accessory dwelling units in U-SU-B1; and 4) eliminate accessory dwelling units in U-SU-A1 (3 public comments were given)
10/2/13	Crestmoor I and II RNOs	Crestmoor II private residence 6-7:30 pm	7	Building heights; density; transportation
10/14/13	CCD Traffic/Mayfair Park/Crestmoor	LRA 4-5:30 pm	6	Discussed 1 st Ave.
10/22/13	LRA Board of Directors	LRA	1	Discussed modifications to previously presented zoning recommendations 1) DHA relocation to the west with townhomes east of them and extending single family on the southern edge by an addition 2-3 lots; 2) eliminate

				accessory dwelling units for districts U-SU-A and U-SU-; 3) no alleys on the southern edge so rear setback set at 20 feet; adding a condition for parking standards that reflect what has been used at Lowry from the old zone code and also having the LDRC examine and ask for more parking on a case by case basis for each project. The Board approved a resolution to move forward with the zoning submittal as presented with these modifications
1/28/14	LRA Board of Directors	LRA 8:30-10 a.m.	1	Discussed and took action to authorize removing the increased parking condition/waiver from zoning applications due to lack of support from CDP. The one public comment was very opposed to this action.
2/4/14	Community Advisory Committee	LRA 5:30-7 p.m.	0	Informed the committee of the lack of support from CPD regarding the increased parking condition/waiver included with zoning applications and the authorization from the board to remove this condition from the applications. Committee was disappointed with the CPD's lack of support, but were comfortable that increased parking standards would be addressed at Boulevard One via the Boulevard One Design Guidelines.
5/6/14	Community Advisory Committee	LRA 5:30-7 p.m.	0	Discussion and action taken to recommend approval of modification to C-MX-5 zoning application to 1) use overlay district for height restrictions 2) remove First Avenue Residential from C-MX-5 and use GRH-3 zoning and 3) remove community park from C-MX-5 application. CPD will designate this as private open space.
5/20/14	LRA Board of Directors	LRA 8-8:45 a.m.	0	Discussion and action taken to recommend approval of modification to C-MX-5 zoning application to 1) use overlay district for height restrictions 2) remove First Avenue Residential from C-MX-5 and use

				GRH-3 zoning and 3) remove community park from C-MX-5 application.
6/4/14	Denver Planning Board	Webb Building 5 th floor 3:30 p.m.		Public hearing for U-SU-A, U-SU-B and G-RH-3 (north) applications. All approved unanimously (9-0).
6/24/14	LRA Board of Directors	LRA 8-9:00 a.m.	0	An update report was given that the first 3 zoning applications had been unanimously approved by the Denver Planning Board on June 4.
6/24/14	Denver City Council Land Use and Transportation Committee	Denver City and County Building 10:30 a.m.		Meeting regarding U-SU-A, U-SU-B and G-RH-3 (north) applications. Committee moved applications to Denver City Council.
7/1/14	Denver Mayor-Council Committee	Denver City and County Building 10 a.m.		Briefing regarding U-SU-A, U-SU-B and G-RH-3 (north) applications.
7/21/14	Denver City Council	Denver City and County Building 5:30 p.m.		First reading for U-SU-A, U-SU-B and G-RH-3 (north) applications. Council published public hearing.
8/25/14	Denver City Council	Denver City and County Building 5:30 p.m.		Public hearing for U-SU-A, U-SU-B and G-RH-3 (north) applications. Approved 12-0 with one absent member.
9/17/14	Denver Planning Board	Webb Building 5 th floor 3:30 p.m.		Public hearing for G-RH-3 application. Unanimous recommendation (9-0) for City Council approval.
10/15/14	Denver City Council Neighborhoods and Planning Committee	Denver City and County Building 10:30 a.m.		Meeting regarding G-RH-3 application. Unanimous vote (7-0) to move to Denver City Council.
10/20/14	Denver City Council	Denver City and County Building 5:30 p.m.		First reading for G-RH-3 application. Council published public hearing.
10/21/14	Denver Mayor-Council	Denver		Briefing regarding G-RH-3

	Committee	City and County Building 10 a.m.		application.
11/17/14	Denver City Council	Denver City and County Building 5:30 p.m.		Public hearing for G-RH-3 application. Approved (meeting minutes not posted as of 12/23/14).
2/11/15	Adjacent RNOs (Lowry Community Master Association, Lowry United Neighborhoods, Mayfair Park Neighborhood Association, Crestmoor Park (2 nd Filing) Homes Association	8:45 a.m. LRA office		Construction update Zoning update C-MX-5 zoning application

Exhibit F

Responses to Public Comments

The following table summarizes how the Lowry Redevelopment Authority has addressed public comments and suggestions made during public meetings and hearings relating to the proposed G-MX-3.

Lowry Redevelopment Authority
 Boulevard One
 Plan Responses to Public Comment
 2006-2014

Topic	Comments	Revised General Development Plan Response
Master Planning	The Buckley Annex plan should be consistent with Blueprint Denver	The former Buckley Annex, and all of Lowry, are identified as an Area of Change in Blueprint Denver. Blueprint Denver encourages a mix of land uses, diversity of homes, multimodal streets, access to transit routes and parks and open space for Areas of Change. The Boulevard One plan addresses all of these elements.
	The plan should mirror adjacent land uses	The land use plan has single family detached homes across from single family detached homes on the north (Mayfair Park, Lowry West) and the south (Park Heights). It has mixed-use on the east side, across from the Lowry Town Center and office park. It has multifamily uses on the south to mirror The Berkshires apartment community. There is significant open space on the west side, across from Crestmoor Park.
	The GDP should be more tied to the Buckley Annex Redevelopment Plan	The GDP is based on the Buckley Annex Redevelopment Plan. Many portions of the Redevelopment Plan text have been incorporated into Sheet 3 and Sheet 4.
Land Uses	The land uses depicted in the GDP are too broad	More information about land uses in each neighborhood subarea were added to Sheet 3 of the GDP
	The GDP land use map doesn't show distances	Setback language was added to Sheet 3 of the GDP
	The community park should be moved to west side of the development	The community park was located on the east side of the development because it serves a storm water detention function.
	Provide more detail on mixed use parcel in NE corner of site; prevent large format retail	The mixed-use area contemplates neighborhood-scale retail, based on market studies conducted for the Buckley Annex Redevelopment Plan. In addition, the site was not designed to accommodate the visibility and square footage needs of a typical large format retailer.
	There should be less retail on the west side of the site	The retail location and amount for the west side was reduced.
	Commercial uses should be on Lowry Boulevard	Commercial uses were planned for Lowry Boulevard.
	Offer more retail choices	Neighborhood retail services, stores and restaurants are contemplated in the plan.

Lowry Redevelopment Authority
Boulevard One
Plan Responses to Public Comment
2006-2014

Design Guidelines	<p>The project should be bound by the Lowry Community Design Guidelines</p> <p>The design guidelines should incorporate work completed by a volunteer citizen's committee.</p> <p>Add lively colors to existing bland color palette</p> <p>Address solar access and other sustainability requirements for buildings</p> <p>Zoning contexts and classifications should be determined as part of the GDP</p> <p>Residential zoning should not allow accessory dwelling units</p>	<p>This was noted on Sheet 5 of the GDP. The Boulevard One Design Guidelines are based on the Lowry Community Design Guidelines.</p> <p>The Boulevard One Design Guidelines included input from the citizen's committee. A member of the citizen committee now serves on the design review committee.</p> <p>The Boulevard One Design Guidelines allow for a wide range of colors in support of architectural character, durability and sense of permanence.</p> <p>Sustainability principles were incorporated into Sheet 3 of the GDP with more detail in the Boulevard One Design Guidelines.</p>
Zoning	<p>Zoning classifications were determined based on the final approved GDP land use plan.</p> <p>Accessory dwelling units were removed as a permitted use from U-SU-A and U-SU-B zoning applications.</p>	<p>The overall density is approximately 800 units residential (approximately 120 single family detached, 250 single family attached and 450 apartments) and up to 200,000 square feet of commercial office/neighborhood retail. Specific numbers of residential units and building square footage will depend on final product designs by third party developers and approved by the Lowry Redevelopment Authority and its committees.</p>
Density	<p>More specificity on proposed density, by square footage, unit count, etc.</p> <p>The project density should be in character with surrounding neighborhoods</p> <p>The Buckley Annex development should be limited to single family detached homes</p>	<p>Density in surrounding areas varies: Crestmoor Park (2.4 dwelling units/acre), Maysir Park (4 du/ ac), Lowry West (7.4 du/ ac), Lowry Town Center district (10.3 du/ ac), The Berkshires (35.5 du/ ac), George Washington (3.2 du/ ac), East Park Neighborhood (10 du/ s c), Woodside Apartments (19.5 du/ ac), Windsor Gardens (19 du/ ac). The Boulevard One plan is approximately 11.4 dwelling units per acre.</p> <p>The plan offers a variety of residential home types and prices to serve a diversity of citizens, from singles and couples without children to empty nesters and family units. This includes single family homes, rowhomes and apartments.</p>
	<p>There should be less residential density</p>	<p>The total number of residential units in the plan was reduced from 1,200 to 800.</p>

Lowry Redevelopment Authority
 Boulevard One
 Plan Responses to Public Comment
 2006-2014

	Add residential above retail to capture views and activate parks Townhomes should be along Lowry Boulevard	The mixed-use areas in the plan allow for residential uses above retail. A Rowhome district was added to Lowry Boulevard.
Building Heights	Label building heights on GDP land use plan Buildings should be lower Make Lowry Boulevard curved to calm traffic	Information about maximum building heights in each subarea was added to Sheet 3 of the GDP. The GDP and mixed-use zoning applications limit building to heights to a maximum of 65 feet. Buildings in other areas are limited to 2-3 stories. Lowry Boulevard was curved.
Transportation	Distribute traffic to minimize effects on surrounding streets	The Boulevard One street grid connects with surrounding streets. The overall plan calls for a mix of uses to distribute traffic throughout the day.
	Finalize traffic study as part of GDP Make sure Lowry Boulevard is transit-friendly Narrow Lowry Boulevard to reduce traffic	The Buckley Annex Redevelopment Transportation Analysis Addendum was submitted with the Revised GDP, approved by the City Transportation Department and posted online for public review. Lowry Boulevard was designed to accommodate buses for a potential future route through the site. Lowry Boulevard was reduced from 5 lanes to 3 lanes to manage traffic and support a more cohesive neighborhood at Boulevard One.
	Remove northbound right turn lane on Monaco Parkway onto First Avenue to reduce traffic on First Avenue	This lane was removed from the transportation plan.
	Ensure pedestrian access on Poplar between the library and the site	Pedestrian access from Poplar to Boulevard One was added to the plan.
	Add right-in, right-out intersection at Quebec Street and East Archer Place Ensure that the project is served by transit	This intersection was added to the plan. The site is served by RTD routes 6, 65, 73, 3 and 3 L. There are 13 transit stops within a short walk of future homes and offices at Boulevard One.

Lowry Redevelopment Authority
 Boulevard One
 Plan Responses to Public Comment
 2006-2014

	The plan should accommodate alternative transportation modes	The transportation network in the GDP (sheets 7 and 9) has a multi-modal street network to accommodate buses, bicycles and pedestrians.
Parking	Manage parking on the site Don't repeat East Park situation with overflow apartment parking Provide for additional parking for Schlessman Family Library	The Boulevard One Design Guidelines call for minimum parking ratios consistent with the old zoning code. The Boulevard One Design Review Committee will review parking plans for all proposed developments. They may require more parking spaces than required by Denver zoning. The East Park situation is not indicative of parking at all multifamily developments at Lowry but it has raised awareness. At the Buddy Amec, the Lowry Design Review Committee will review parking plans for all proposed developments. They may require more parking spaces than required by Denver zoning.
Monaco Parkway Edge	Provide structured parking if possible Preserve existing berm Don't allow commercial uses on Monaco Buildings should be set back further than 35 feet	Library parking needs were incorporated into the mixed-use area planning. Structured parking is allowed in the mixed-use area. Most of the existing berm is being preserved, except the right-of-way-needed for the Lowry Boulevard extension and adjacent mixed-use development. Enhanced landscaping is being added to the berm. Reference was added to sheet 9 of the GDP. No commercial uses face Monaco Parkway in the plan, and documented in Sheet 3 of the GDP. Building setbacks planned for 35 feet from the public right-of-way east of Monaco Parkway. The right-of-way includes 27 feet of tree lawn, sidewalk and landscaped area. So buildings will be built a minimum of 100 feet from the eastern edge of Monaco Parkway. This is well in excess of the Denver requirement for a 35-foot setback from the public right-of-way for designated parkways. First Avenue improvements support neighborhood desire for a residential street character. More detail was added to the GDP on Sheets 4 and 7. An enhanced landscape zone was added to the south side of the street. Bicycle lanes were added to both sides of the street.
First Avenue Edge	Improve First Avenue The transitional housing should not be located near the affordable First Avenue Townhomes Consider removing the First Avenue berm	The transitional housing site was moved to the southern portion of the site, away from First Avenue. First Avenue berm was removed to allow for new Boulevard One streets to connect with the street grid for the new neighborhood to integrate with existing neighborhoods.

Lowry Redevelopment Authority
 Boulevard One
 Plan Responses to Public Comment
 2006-2014

	Townhomes and paired homes along First Avenue would be more sustainable	Single family detached and attached homes were planned along First Avenue to mirror existing homes in the Mayfair Park and Lowry West Neighborhoods.
	Bike lanes should not be incorporated with on-street parking	Two bike lanes, one in either direction, were added to First Avenue. There is no on-street parking planned. Detail was added to Sheets 7 and 9 of the GDP.
	Show building setbacks, heights and parking on parcels adjacent to Quebec Street	Maximum building heights, setbacks and parking placement were added to Sheet 3 of the GDP.
Quebec Street Edge	Manage alleys west end area	The current detention pond will be moved to the west and incorporated into the Community Park.
	Remove alleys backing up to Park Heights homes	Alleys were removed.
Southern Edge	Add pedestrian access from Park Heights to Boulevard One	Pedestrian access from Park Heights to Boulevard One was added to the plan.
	Add pedestrian access from The Berkshires to Boulevard One	Pedestrian access from The Berkshires to Boulevard One was added to the plan.
Schools	Plan for Buckley Annex schoolchildren	Engaged with Denver Public Schools to accommodate new students at Lowry Elementary School.
Pedestrian Connections	Add a pedestrian access from the Berkshire apartment community to the south	In response to community input, the LRA is willing to add this and will discuss it with The Berkshires apartment community ownership. An easement onto their property will be required.
	Provide a pedestrian crossing for the library on Poplar Street	There will be a pedestrian access at Poplar Street onto the First Avenue sidewalk. There is a signalized pedestrian crossing at First Avenue and Quebec Street. Please see Sheet 9.
Open Space	Include more open space in the plan	Approximately 19% of the total acreage for the site, or 13 acres, was dedicated to open space. This exceeds Denver's requirement of 10% of the total acreage.
	Have trails and bike paths	Trails and bike paths were included in the Parks and Open Space plan.
	Make the park multi-use	The Community Park is being designed to meet the needs of local residents.
	Preserve Montclair Creek watershed	The GDP maintains the Montclair Creek watershed drainage patterns.
	Preserve existing trees	Existing trees were evaluated and as many as possible were preserved in place or transplanted on site.

**LOWRY ECONOMIC REDEVELOPMENT AUTHORITY
BOARD OF DIRECTORS
RESOLUTION 2016-8**

MONACO MIXED USE ZONING

WHEREAS, Resolution 2012-2 was passed to approve the terms of an Economic Development Conveyance and for the Lowry Economic Redevelopment Authority (the "Authority") to accept the Deed for the Buckley Annex (now known as Boulevard One) property from the U. S. Air Force; and

WHEREAS, pursuant to Resolution 2012-11 and Resolution 2013-4 authorization was given to submit a General Development Plan ("GDP") to the City and County of Denver ("CCD") that has been reviewed and approved through the CCD process; and

WHEREAS, a proposed zone district of G-MX-3 for the Monaco mixed use parcel has been presented and discussed with various neighborhood groups; and

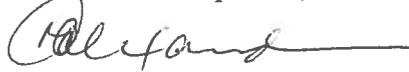
WHEREAS, the Community Advisory Committee was given a presentation of the zoning options and the most appropriate match for the Monaco mixed use parcel and approved a recommendation to the Board of Directors to authorize submittal of the zoning application for G-MX-3.

WHEREAS, there will be no waivers attached to the zoning application; and

WHEREAS, Boulevard One Design Guidelines contain higher parking ratios than those in the Denver Zoning Code and are enforceable by the Boulevard One Design Review Committee.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Lowry Economic Redevelopment Authority authorizes and directs the Executive Director to submit a zoning application for zone district G-MX-3 for the Monaco mixed use parcel.

ADOPTED: April 26, 2016



Milroy A. Alexander, Chair

ATTEST:



Mark Betchey, Secretary/Treasurer

~~After recordation please send a copy of the recorded Deed to:
AFRPA/RESTB
2361 Hughes Avenue, Ste 121
Lackland AFB, TX 78236-9821~~

QUITCLAIM DEED

I. PARTIES

THIS QUITCLAIM DEED is made and entered into this 3rd day of May, 2012, by and between THE UNITED STATES OF AMERICA, acting by and through the Secretary of the Air Force (the "Grantor"), under and pursuant to the powers and authority contained in the Defense Base Closure and Realignment Act of 1990, as amended (10 U.S.C. 2687 note), and delegations and regulations promulgated thereunder, and Lowry Economic Redevelopment Authority, a separate legal entity established pursuant to an Intergovernmental Agreement among the City of Denver, Colorado, County of Denver, Colorado and City of Aurora, Colorado (the "Grantee") and the recognized local redevelopment authority for Buckley Air Force Base Annex, Colorado ("Buckley Annex"). When used in this Deed, unless the context specifies otherwise, "Grantor" shall include the assigns of the "Grantor", and "Grantee" shall include the successors and assigns of the "Grantee".

II. CONSIDERATION AND CONVEYANCE

WITNESSETH, that the Grantor, for and in consideration of the sum of TEN DOLLARS (\$10.00) in hand paid by the Grantee, and other good and valuable consideration, the receipt of which is hereby acknowledged, has remised, released, and deeded, and by these presents does remise, release, and quitclaim unto the Grantee, whose address is 200 Quebec Street, Building 600, Suite 215, Denver, Colorado 80230, all the right, title, interest, claim, and demand that the Grantor has in and to the real property, situated, lying, and being in the City of Denver and County of Denver and State of Colorado consisting of 70.2175 acres as described and depicted on **Exhibit A** attached hereto and made a part hereof by this reference.

III. APPURTENANCES

TOGETHER WITH all the buildings and improvements erected thereon, except for monitoring wells, treatment wells, and treatment facilities and related piping, and all and singular the tenements, hereditaments, appurtenances, and improvements hereunto belonging, or in any wise appertaining thereto (together with the real property described on Exhibit A, the "Property").

*Buckley AFB Annex Deed
Final*

Page 1 of 9

Return to: Lowry Redevelopment Authority
200 Quebec St., Bldg 600, Ste 215
Denver, CO 80230
Attn: Greg Palcanis

~~After recordation please send a copy of the recorded Deed to:
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2361 Hughes Avenue, Ste 121
Lackland AFB, TX 78236-9821~~

QUITCLAIM DEED

I. PARTIES

THIS QUITCLAIM DEED is made and entered into this 31st day of May, 2012, by and between THE UNITED STATES OF AMERICA, acting by and through the Secretary of the Air Force (the “**Grantor**”), under and pursuant to the powers and authority contained in the Defense Base Closure and Realignment Act of 1990, as amended (10 U.S.C. 2687 note), and delegations and regulations promulgated thereunder, and Lowry Economic Redevelopment Authority, a separate legal entity established pursuant to an Intergovernmental Agreement among the City of Denver, Colorado, County of Denver, Colorado and City of Aurora, Colorado (the “**Grantee**”) and the recognized local redevelopment authority for Buckley Air Force Base Annex, Colorado (“**Buckley Annex**”). When used in this Deed, unless the context specifies otherwise, “Grantor” shall include the assigns of the “Grantor”, and “Grantee” shall include the successors and assigns of the “Grantee”.

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*Buckley AFB Annex Deed
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IV. EXCEPTIONS

None

V. RESERVATIONS

None, except as shown in Section VII below.

VI. CONDITION

A. The Grantee shall accept the conveyance of the Property subject to all covenants, conditions, restrictions, easements, rights-of-way, reservations, rights, agreements, and encumbrances, whether or not of record.

B. The Grantee shall accept the Property, "as is, where is" without any representation, promise, agreement, or warranty, whether express or implied, on the part of the Grantor, or otherwise provided for by law or in equity (other than as provided in Sections VII through IX, inclusive, of this Deed). The Grantor shall have no liability for any latent or patent defects in the Property, except to the extent provided in this Deed or applicable federal law or state law for which the Grantor has expressly waived its sovereign immunity.

VII. NOTICES AND COVENANTS RELATED TO SECTION 120(h)(3) OF THE COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION AND LIABILITY ACT (CERCLA) (42 U.S.C. § 9620(h)(3))

Consistent with Section 120(h)(3)(A) of CERCLA (42 U.S.C. § 9620(h)(3)(A)), Grantor provides the notices and covenants and retains the access rights stated below:

A. Notices Pursuant to Sections 120(h)(3)(A)(i)(I) and (II) of CERCLA (42 U.S.C. § 9620(h)(3)(A)(i)(I) and (II)):

Pursuant to Sections 120(h)(3)(A)(i)(I) and (II) of CERCLA(42 U.S.C. §§ 9620(h)(3)(A)(i)(I) and (II)), available information regarding the type, quantity, and location of hazardous substances and the time at which such substances were stored, released, or disposed of on the Property as defined in Section 120(h) is provided at **Exhibit B**, Notice of Hazardous Substances Released, attached hereto and made a part hereof by this reference.

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Lackland AFB, TX 78236-9821~~

B. Covenants Pursuant to Sections 120(h)(3)(A)(ii) and (B) of CERCLA (42 U.S.C. §§ 9620(h)(3)(A)(ii) and (B)):

The Grantor warrants that:

1. All remedial action necessary to protect human health and the environment with respect to any hazardous substance identified pursuant to Section 120(h)(3)(A)(i)(I) of CERCLA remaining on the Property has been taken before the date of this Deed; and

2. Any additional remedial action found to be necessary after the date of this Deed and required by Section 120(h) of CERCLA shall be conducted by the Grantor.

C. Access Rights Pursuant to Section 120(h)(3)(A)(iii) of CERCLA (42 U.S.C. § 9620(h)(3)(A)(iii)):

1. The Grantor retains and reserves a perpetual and assignable easement and right of access on, over, and through the Property, to enter upon the Property in any case in which an environmental response or corrective action is found to be necessary on the part of the Grantor, without regard to whether such environmental response or corrective action is on the Property or on adjoining or nearby lands. Such easement and right of access includes, without limitation, the right to perform any environmental investigation, survey, monitoring, sampling, testing, drilling, boring, coring, testpitting, installing monitoring or pumping wells or other treatment facilities, response action, corrective action, or any other action necessary for the Grantor to comply with its obligations in this Deed. Such easement and right of access shall run with the land.

2. In exercising such easement and right of access, the Grantor shall provide the Grantee, with reasonable notice of its intent to enter upon the Property and exercise its rights under this Deed, which notice may be severely curtailed or even eliminated in emergency situations. The Grantor shall use all reasonable means to avoid and to minimize interference with the Grantee's quiet enjoyment of the Property. At the completion of work, the work site shall be restored. Such easement and right of access includes the right to obtain and use utility services, including water, gas, electricity, sewer, and communications services available on the Property at a reasonable charge to the Grantor. Excluding the reasonable charges for such utility services, no fee, charge, or compensation will be due the Grantee for the exercise of the easement and right of access hereby retained and reserved by the Grantor.

3. In exercising such easement and right of access, the Grantee shall not have any claim at law or equity against the Grantor or any officer or employee of the Grantor based on actions taken by the Grantor or its officers, employees, agents contractors of any tier, or servants pursuant to and in accordance with this Deed: provided, however, that nothing in this paragraph

*Buckley AFB Annex Deed
Final*

Page 3 of 9

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shall be considered as a waiver by the Grantee of any remedy available to it under the Federal Tort Claims Act.

VIII. RELATED COVENANTS

A. Limitation on Warranty. The warranty set forth in subparagraph VII.B.2 above is limited to response actions found to be necessary to protect human health and the environment from “hazardous substances, pollutants or contaminants” (as such terms are defined in CERCLA) existing on the Property on the effective date of this Deed. The obligation of the Grantor under such warranty does not extend to response actions required as a result of the Grantee’s failure to comply with, or the Grantee’s acts or omissions resulting in responsibility or liability under, this Deed or applicable laws.

B. Notice of Contaminants. If the Grantee encounters what it believes to be a hazardous substance or hazardous waste during development activities on the Property, the Grantee shall immediately cease such activities in the affected area and implement controls for the exposed hazardous substance or hazardous waste to minimize the potential airborne release or migration of or exposure to such substance and promptly notify the Grantor. The Grantor shall promptly inspect the discovered substance and determine if a response or other mitigation is warranted by Grantor under CERCLA, other federal laws or state or local laws for which the Grantor has expressly waived its sovereign immunity. If such substance warrants a response or mitigation that is the responsibility of the Grantor under this Deed, then the Grantor shall take such actions. The Grantee shall not resume development activities in the affected area until it receives written notice that it may do so from the Grantor.

IX. OTHER COVENANTS

A. Asbestos-Containing Materials (ACM). The Property may contain current and former improvement, such as buildings, facilities, equipment, and pipelines, above and below the ground that contain ACM. The Grantee shall comply with all federal, state, and local laws relating to ACM. The Grantee shall use due care during Property development activities that may uncover pipelines or other buried ACM. The Grantee shall notify the Grantor promptly of any potentially friable ACM that constitutes a release (or potential release) under CERCLA (42 U.S.C. § 9601 et seq.). The Grantor’s responsibility under this Deed for friable ACM is limited to friable ACM in demolition debris or soil associated with past Grantor activities and is limited to the actions, if any, to be taken in accordance with the covenant contained in Section VII.B herein. The Grantor will not be responsible for removing or responding to ACM in or on utility pipelines. The Grantor shall have no liability for property damage or personal injury, illness, disability, or death to the Grantee, or to any other person, including members of the general public, arising from or incident to the purchase, transportation, removal, handling, use, disposition, or other activity which occurs after the date of this Deed and causes or leads to contact of any kind whatsoever with ACM on the Property on the date of this Deed except for ACM that constitutes a release (or potential release) under CERCLA.

~~After recordation please send a copy of the recorded Deed to:
AFRPA/RETB
2361 Hughes Avenue, Ste 121
Lackland AFB, TX 78236-9821~~

B. Lead-Based Paint (LBP) and LBP Containing Materials and Debris.

1. LBP was commonly used prior to 1978 and may be located on the Property. The Grantee shall exercise caution during any use of the Property that may result in exposure to LBP.

2. The Grantee shall be solely responsible for managing LBP, including LBP in soils, in accordance with all applicable federal, state, and local laws and regulations. The Grantor's responsibility under this Deed for LBP is limited to LBP in soil associated with past Grantor activities that constitutes a release (or potential release) under CERCLA. The Grantor shall have no liability for property damage, personal injury, illness, disability, or death to the Grantee, or to any other person, including members of the general public, arising from or incident to the purchase, transportation, removal, handling, use, contact, disposition, or other activity which occurs after the date of this Deed and involves LBP on the Property on the date of this Deed except for LBP in soil that constitutes a release (or potential release) under CERCLA. The Grantee shall notify the Grantor promptly of any discovery of LBP that is believed to be associated with past Grantor activities. The Grantor hereby reserves the right, in its sole discretion, to undertake an investigation and conduct any remedial action for which it is responsible under federal law that it determines is necessary.

C. Underground and Aboveground Storage Tanks (USTs and ASTs). There were four USTs and eleven ASTs located on the Property as listed in **Exhibit C**. All USTs on the Property have been removed. Seven of the ASTs remain on the Property. Six of these ASTs are active and one is inactive. The Grantee shall accept responsibility for complying with all applicable federal, State, and local laws and regulations relating to the use of the Tanks left in place. The Grantee assumes all liability for any leaks associated with these tanks after the date of transfer as a condition of receiving these tanks in lieu of their removal.

D. Energy (Utilities). Electrical utilities are in good condition and operational on the Property. These utilities could be disturbed by Property development. The Grantee accepts responsibility for complying with all applicable federal, state, and local laws and regulations relating to systems or services.

E. Grease Trap. A grease trap is located in Building 444 on the Property. The Grantee shall assume all liability associated with the grease trap after the date of transfer as a condition of receiving the grease trap in lieu of its removal.

F. Military Munitions (Unexploded Ordnance (UXO)), Discarded Military Munitions (DMM), Waste Military Munitions (WMM), Explosive Soils, Explosive Debris, and/or Munitions Constitutes (MC). Based on historical documentation, the Munitions Response Sites, Munitions storage in Facility 444 and berm areas located in the western portion of the

*Buckley AFB Annex Deed
Final*

Page 5 of 9 Return to: Lowry Redevelopment Authority
200 Quebec St., Bldg 600, Ste 215
Denver, CO 80230
Attn: Greg Palcanis

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AFRPA/RETB
2361 Hughes Avenue, Ste 121
Lackland AFB, TX 78236-9821~~

Property were determined not to have the potential for UXO, DMM, WMM, explosive soils, explosive debris, or MC at the sites or otherwise to affect the future use of the Property. The Grantee shall use care when conducting ground disturbing activities on the Property. Should any UXO, DMM, WMM, or MC be discovered on the Property the Grantee shall immediately notify the CDPHE and the Grantor, and the Grantor shall remove any such UXO, DMM, WMM or MC from the Property at no expense to Grantee, provided such removal is expressly required by applicable federal laws or applicable state laws for which the Grantor has expressly waived its sovereign immunity.

G. Pesticides. Registered pesticides have been applied to the Property and may continue to be present thereon. Where a pesticide was applied by the Grantor or at the Grantor's direction, to the best of the Grantor's knowledge, the pesticide was applied in accordance with its intended purpose and consistent with the Federal Insecticide, Fungicide and Rodenticide Act (FIFRA – 7 U.S.C. §136, et. seq.) and other applicable laws. If the acts or omissions of the Grantee cause a release of any such pesticide, the Grantee assumes all resulting responsibility and liability therefor.

H. Non-Discrimination. The Grantee shall not discriminate upon the basis of race, color, religion, national origin, sex, age, or handicap in the use, occupancy, sale, or lease of the Property, or in its employment practices conducted thereon. This requirement shall not apply, however, to the lease or rental of a room or rooms within a family dwelling unit, nor shall it apply with respect to religion if the Property is on premises used primarily for religious purposes.

X. NOTICE ADDRESSES

Any notice required to be given to the Grantor pursuant to this Deed shall be given or served by personal delivery or by mailing the same by certified mail, postage prepaid, return receipt requested, addressed as follows:

Department of the Air Force
Deputy Assistant Secretary of the Air Force
(Installations)
1665 Air Force Pentagon
Washington, D.C. 20330-1665

With copies to:

Department of the Air Force
Attn: Chief Counsel, San Antonio Office of the
Deputy General Counsel (Environment & Installations)
Office of the Air Force General Counsel

Mailing Address:

*Buckley AFB Annex Deed
Final*

Page 6 of 9

Return to: Lowry Redevelopment Authority
200 Quebec St., Bldg 600, Ste 215
Denver, CO 80230
Attn: Greg Palcanis

~~After recordation please send a copy of the recorded Deed to:
AFRPA/RETB
2361 Hughes Avenue, Ste 121
Lackland AFB, TX 78236-9821~~

2261 Hughes Ave., Suite 121
Lackland AFB, TX 78236-9821

Delivery Address:
3515 S. Gen McMullen, Door 2
San Antonio, TX 78226-1858

Department of the Air Force
Attn: Division Chief, AFRPA/BPM
Mailing Address:
2261 Hughes Ave., Suite 121
Lackland AFB, TX 78236-9821

Delivery Address:
3515 S. Gen McMullen, Door 2
San Antonio, TX 78226-1858

or to such other address or addresses as the Grantor may from time to time designate in the Real Property Records of Denver County, Colorado.

XI. MISCELLANEOUS

Except for any personal covenant, each covenant of this Deed shall inure to the benefit of the Grantor; shall be binding on the Grantee; shall be deemed to touch and concern the land and shall run with the land.

XII. EXHIBITS

Exhibit A	Legal Description and Maps
Exhibit B	Notice of Hazardous Substances Released
Exhibit C	UST, AST Table

~~After recordation please send a copy of the recorded Deed to:
AFRPA/RETB
2361 Hughes Avenue, Ste 121
Lackland AFB, TX 78236-9821~~

IN WITNESS WHEREOF, I have hereunto set my hand at the direction of the Secretary of the Air Force, effective the day and year first above written.

THE UNITED STATES OF AMERICA,
acting by and through the Secretary of the Air Force

By: Stephen G. TerMaath
STEPHEN G. TERMAATH
Chief, BRAC Program Management Division
Air Force Real Property Agency

Witness:

Cynthia A. Hanson

STATE OF COLORADO)
CITY AND COUNTY OF DENVER)

This document was acknowledged before me this 31st day of May, 2012 by Stephen G. TerMaath, Chief, BRAC Program Management Division, Air Force Real Property Agency.

ORENA J. LINDHOLM
NOTARY PUBLIC
STATE OF COLORADO
My Commission Expires 10/15/2013

Orena J. Lindholm
Notary Public, State of Colorado

My Commission Expires: 10/15/2013

~~After recordation please send a copy of the recorded Deed to:
AFRPA/RETB
2361 Hughes Avenue, Ste 121
Lackland AFB, TX 78236-9821~~

ACCEPTANCE

The Grantee hereby accepts this Deed and agrees to be bound by all terms and provisions, covenants, conditions, restrictions, and reservations contained in it.

DATE: May 31, 2012

Lowry Economic Redevelopment Authority
(Designated Buckley Annex, Co LRA)



MONTGOMERY C. FORCE
Executive Director

Description
Lowry Buckley Annex

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

Commencing at the East Quarter Corner of said Section 8;
thence North 89°59'52" West, along the northerly line of said Southeast Quarter, a distance of 120.00 feet;
thence South 00°02'35" West, parallel with and 120.00 feet west of the easterly line of said Southeast Quarter, a distance of 30.00 feet to the southerly line of First Ave. and the **point of beginning**;
thence along the westerly lines of the South Part of EDC Parcel described at Reception Number 9700080389 in the Clerk and Recorder's Office of said City and County of Denver the following two (2) courses;
1.) South 00°02'35" West, parallel with and 120.00 feet west of said easterly line, a distance of 1260.16 feet;
2.) North 90°00'00" West a distance of 973.87 feet to a corner in said westerly line of the South Part of EDC Parcel;
thence North 89°59'31" West, along the northerly line of Bayaud Ave., a distance of 1455.03 feet to the easterly line of S. Monaco St. Parkway;
thence North 00°11'21" East, parallel with and 90.00 feet east of the westerly line of said Southeast Quarter and along said easterly line of S. Monaco St. Parkway and along the easterly line of Monaco St. Parkway, a distance of 1260.06 feet to the southerly line of said First Ave.;
thence South 89°59'52" East, parallel with and 30.00 feet south of said northerly line of the Southeast Quarter of Section 8 and along said southerly line of First Ave., a distance of 2425.68 feet to the **point of beginning**;

Containing 3,058,748 square feet or 70.219 acres, more or less.

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

A. David Johnson, P.L.S. 20683
For and on behalf of URS Corporation
8181 E. Tufts Ave.
Denver, CO 80237
Ph. 303.740.2600 Fax 303.694.2770

I:\PROJECTS_INF\22241028_Lowry_Master\6.0 Projects\001-Survey\Survey\Buckley Annex\Descriptions\Lowry Buckley Annex Desc.docx



NOTICE OF HAZARDOUS SUBSTANCES RELEASE

Notice is hereby given that the information set out below provides notice of hazardous substances that are known to have been disposed of or release on the Property. The information contained in this notice is required under the authority of regulations promulgated under Section 120(h) of the comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) 42 U.S. C. Section 9620(h).

Substance	Regulatory Synonym(s)	CAS Registry Number	Quantity kg/pounds	Date	Hazardous Waste ID Number (if applicable)	Response	Remarks
<i>Building 444</i> Polychlorinated Biphenyls	PCBs	Unknown	Unknown	1993	NA	Soil excavation was conducted in 1993. PCB-contaminated soils were disposed of at an off-site license facility.	Colorado Department of Health and U.S.EPA were notified, no further action was concurred by the two agencies.
<i>Building 409, OWS</i> Benzo(a)pyrene	NA	50-32-8	Unknown	Unknown	NA	Both OWSs were removed (409E removed in 2004, 409W removed in 2009). 409E-OWS No additional soil removal was required at 409E, all results were determined below the screening value and the detected	Colorado Department of Public Health and Environment concurred no further action for OWS 409E and OWS 409W on December 16, 2011.

EXHIBIT C
UST and AST Table

UST Summary Table

Facility Number	Tank ID	Former Contents	Tank Capacity (gallons)	Tank Status	Closure Status
444	424	Fuel Oil	24,000	Removed 9/7/2010	Leak was discovered associated with the improper installation of this tank. Additional information is provided in Section 5.3. Closed – CDPHE 2/8/2007
444	425	Fuel Oil	24,000	Removed	Closed – CDPHE 2/8/2007
444	426	Fuel Oil	24,000	Removed	Closed – CDPHE 2/8/2007
444	427	Fuel Oil	24,000	Removed	Closed – CDPHE 2/8/2007

AST Summary Table

Facility Number	Tank ID	Former Contents	Tank Capacity (gallons)	Tank Status
444	444-1	Diesel	5,200	Active
444	444-2	Diesel	10,000	Active
444	444-3	Diesel	300	Active
444	444-4	Diesel	275	Active
444	444-5	Diesel	100	Active
444	444-6	Diesel	250	Active
444	444-7	Recovered Product	1,000	Inactive
446	446-1	Magnesium Chloride	2,000	Removed
446	446-2	Magnesium Chloride	2,000	Removed
446	446-3	Magnesium Chloride	325	Removed
446	446-4	Magnesium Chloride	100	Removed

Parcel 6
Proposed Zoning (G-MX-3)
Description

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

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

thence along the westerly lines of said Lowry Filing No. 1 the following three (3) courses:

- 1.) South 00°02'35" West, being parallel with and 120.00 feet west of said easterly line of the Southeast Quarter of Section 8, a distance of 186.54 feet;
- 2.) South 14°00'02" East a distance of 41.21 feet;
- 3.) South 00°02'35" West, being parallel with and 110.00 feet west of said easterly line of the Southeast Quarter of Section 8, a distance of 651.89 feet to the northeast corner of Lowry Filing No. 2 recorded at Reception Number 9700172497 in said Clerk and Recorder's Office;

thence North 90°00'00" West, along the northerly line of said Lowry Filing No. 2, a distance of 983.87 feet to the northwest corner of Lowry Filing No. 2 and the northerly line of Bayaud Ave.;

thence North 89°59'31" West, along said northerly line of Bayaud Ave., a distance of 986.55 feet to the **POINT OF BEGINNING**;

thence North 89°59'31" West, along said northerly line of Bayaud Ave., a distance of 468.48 feet to the easterly line of S. Monaco St. Parkway;

thence North 00°11'21" East, parallel with and 90.00 feet east of the westerly line of said Southeast Quarter and along said easterly line of S. Monaco St. Parkway, a distance of 792.85 feet;

thence North 90°00'00" East a distance of 327.59 feet to the centerline of Magnolia St. and a point of non-tangent curve;

thence along said centerline of Magnolia St. the following two (2) courses:

- 1.) along the arc of a curve to the left having a radius of 198.00 feet, a central angle of 28°52'12", an arc length of 99.77 feet and whose chord bears South 65°04'09" East a distance of 98.72 feet;
- 2.) South 79°30'15" East a distance of 76.97 feet to the centerline of proposed Niagara St.;

thence along said centerline of Niagara St. the following four (4) courses:

- 1.) South 10°29'45" West a distance of 110.14 feet to a point of curve;
- 2.) along the arc of a curve to the left having a radius of 198.00 feet, a central angle of 10°18'24", an arc length of 35.62 feet and whose chord bears South 05°20'33" West a distance of 35.57 feet;
- 3.) South 00°11'21" West a distance of 199.95 feet to a point of curve;
- 4.) along the arc of a curve to the left having a radius of 198.00 feet, a central angle of 50°34'21", an arc length of 174.77 feet and whose chord bears South 25°05'49" East a distance of 169.15 feet;

thence South 39°37'00" West a distance of 117.02 feet;

thence South 00°00'29" West a distance of 150.30 feet to the **POINT OF BEGINNING**.

Containing 375,740 square feet or 8.626 acres, more or less.

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

A. David Johnson, P.L.S. 20683
For and on behalf of AECOM
6200 S Quebec Street,
Denver, CO 80111
phone 303.740.2647
dave.johnson@aecom.com

July 28, 2016

Dear Planning Board Members:

I am writing this letter in support of the Monaco Parcel rezoning application #2016I-0004.

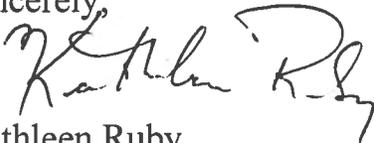
My husband and I have lived in the Mayfair Park neighborhood for over 20 years. We love our neighborhood and hope to remain in our home for years to come. I served as the President of Mayfair Park, Lowry CAC, and have been active on numerous planning and community boards in Lowry over the years. When the former Lowry Air Force base was closing, I thought it was important to be involved in the planning and development of our community. I believe the development of Lowry has immeasurably benefited Mayfair Park, Crestmoor and all of east Denver. We now have a vibrant community with restaurants, neighborhoods and gathering places.

Now, we are asked to consider the proposed rezoning of the Monaco Parcel. I support this development for many reasons, including the following:

- One of our greatest treasures, The Crestmoor Park, continues to be protected from the development with an 100 foot buffer
- For-sale condominiums are being built and put on the market in our community.
- The completion of Lowry and Boulevard One
- Access to valuable goods and services without over crowding

This application offers many community advantages. We as residents of the adjacent neighborhood support this development and ask for your support as well and request your approval of this application.

Sincerely,

A handwritten signature in black ink that reads "Kathleen Ruby". The signature is written in a cursive, flowing style.

Kathleen Ruby

Denver Planning Board

201 W. Colfax Ave.

Denver, CO 80202

To Whom It May Concern:

I am a 45 year resident of Crestmoor Park and I am writing this letter in support of the rezoning application of Boulevard One. My request is based on the following:

- 1 balanced diversity creates and stimulates an urban lifestyle
- 2 density and traffic are words used by those who fear change
- 3 smart growth does not suggest suburban sprawl
- 4 old neighborhoods and new neighborhoods can coexist and prosper
- 5 new development infill saves resources, time and money

I am quite familiar with the outcries from Crestmoor Park residents. However, outcries aside, there are homeowners just like me who strongly believe in the needs for a well designed neighboring development that provides walkability, goods and services, parks, restaurants, and most important a vibrant urban lifestyle.

Again, I ask you to please approve this zoning request.



Sharon Walsh

475 Kearney St.

Denver, CO 80220

To Whom It May Concern:

I have lived in the Lowry neighborhood with my family for over ten years. First living in Officers Row, and now residing in the NW neighborhood. Our son attends school at Lowry, we enjoy living in Lowry and taking advantage of the all the amenities of a carefully planned community.

Our initial interest in Lowry was sparked when the former base was closed and we watched the Southeast neighborhood being built. Our initial hope was to move into the Southeast neighborhood but those lots were sold out, literally overnight. We are fortunate to call the Northwest neighborhood our home as each successive neighborhood has built on the successes of the past. I believe that each neighborhood in Lowry has improved with a beautiful balance of urban amenities and proper density.

The proposed project at Lowry Blvd and Monaco Parkway is the perfect culmination of Boulevard One. It is remarkable that we are finally getting more condos in Lowry! I wish there was even more density but this is a great project for our community and for all the surrounding neighborhoods.

My family has chosen to live at Lowry because of its proximity to the center core of the city and the relatively low maintenance lifestyle. We like living in a city and not a suburb and our planning should reflect that preference.

I request your support of the rezoning application #2016I-00041 presented to you today and supported by city staff. It is time to finish Lowry with the best of the best.

Sincerely,



Elaine Torres
7523 E 8th Pl
Denver, CO 80230

July 28, 2016

Dear Members of the Denver Planning Board:

I am writing this letter in support of the rezoning application #2016I-00041 for 99 Monaco Street Parkway.

I have served as a member of the Lowry CAC and have lived in the Hilltop neighborhood for over 15 years. As a resident of the surrounding community, I fully support this rezoning and development. The proposed 100 foot buffer separating this development from Crestmoor Park ensures the continuity of our family-friendly neighborhood while still providing access to great amenities and limited retail. I believe that by supporting the rezoning application, one is supporting a vibrant and viable community for the future.

Again, I ask you to please consider and approve this zoning request for the Monaco Parcel.


Brian Wert

July 15, 2016

Denver Planning Board Members:

I am writing in support of the rezoning applications for the last remaining major project at Lowry in the Boulevard One neighborhood (known as the Monaco Parcel). I have followed the redevelopment as a resident of the Lowry Northwest neighborhood and a landlord of another Lowry property.

As a father of 3 small children, it is imperative that the community we choose to live in, Lowry, is a sustainable community. The plan being offered by the Lowry Redevelopment Authority for approval by the Denver Planning Board is exactly what is needed to complement on the existing development at Lowry and the surrounding neighborhoods.

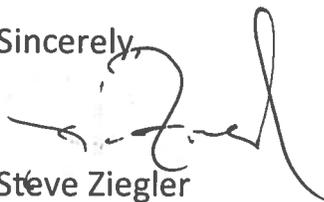
In my time here, I have lived in Mayfair, Montclair and Hilltop as well as Park Hill. Each one of these neighborhoods have provided a unique and diverse experience that can only be defined by Lowry. Lowry is not a suburban neighborhood nor is its goal to be a neighborhood exactly like its surrounding neighbors.

We have raised our family, owned multiple homes, and opened a small business in Lowry. We love this community. We are desirous of continuing our life here and welcome others to the new Boulevard One experience.

Thank you LRA for your gift to Denver!

Please add my name to the list of supporters for the rezoning application #2016I-00041

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Ziegler", with a large, stylized flourish extending upwards and to the right.

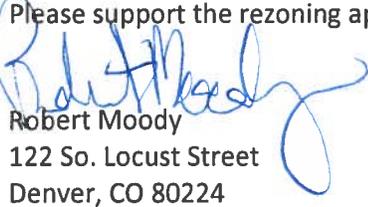
Steve Ziegler
803 Uinta Way

Denver Planning Board
201 W. Colfax Ave.
Denver, CO 80202

Dear Planning Board Members:

My wife and I have lived at 122 S. Locust Street in Denver for 10 years. We have enjoyed frequent strolls through Crestmoor Park as we have only to step outside our front door to access the Park. We strongly support this rezoning application to G-MX-3 as it will complete the transition of Boulevard One into a centralized destination which will improve the value of our property and enhance the quality of our lifestyle. Further, we anticipate meeting our new Boulevard One neighbors at the proposed brew pub and look forward to a host of other combined amenities within this new and vibrant neighborhood.

Please support the rezoning application to G-MX-3 as submitted by LRA.



Robert Moody
122 So. Locust Street
Denver, CO 80224

From: [Christine O'Connor](#)
To: [Lucero, Theresa L. - Community Planning and Development](#)
Cc: [Buchanan, Brad S. - CPD Office of the Manager](#); [Cornejo, Jose M. - PWDIR Office of Exec Director](#)
Subject: Comments for Planning Board on 99 Monaco
Date: Wednesday, August 03, 2016 8:28:09 AM
Attachments: [GDP Open Space Boulevard One.png](#)
[P2PH_ResponseO'Connor3_verFINAL.pdf](#)

Dear Planning Board members,

I offer the following comments as an individual with extensive background on Lowry zonings.

I am writing at the last moment because I was hoping to hear from consultants regarding #1 below. Alas, it is not to be, although I am certain the consultants will somehow miraculously have my concerns in hand by 3 pm with "explanations" for the Planning Board.

I have no objection to the G-MX-3 designation for the parcel as identified originally in the GDP for rezoning at this location. Based on reassurances from the consultants, it appears that the developers recognize the difficulty with the NZC assumption that everyone is physically able to, and willing to, walk/bike or ride light rail to schools and work and therefore will exceed LRA minimum requirements. This is especially important given the distance (5 miles or more) of this location from any light rail, and the insufficiency of bus/trolley/shuttle/circulator service in this area. I think the scale of development, the parking etc. fits the site. However, I do have a few things to ask Planning Board to consider as this application comes before the Board today.

1. GDP language

Recall that both the GDP "process" for this 72 acres and the 7 or 8 piecemeal rezonings that followed on Boulevard One were deeply flawed. The notion that an infrastructure plan (called the GDP) -- not approved by City Council-- has the status of an "adopted plan" is flawed and should be corrected at this juncture.

I would request that the Planning Board include a formal statement at its meeting today asking CPD to refrain from referring to GDPs as "adopted plans," and also ask that the Planning Board recognize the language included here in this Application as more appropriately describing GDPs:

The GDP provides an opportunity to identify issues and the development's relationship with significant public infrastructure improvements such as major multi-modal facilities and connections thereto, major utility facilities, and publicly accessible parks and open spaces. An approved GDP provides a

master plan for coordinating development, infrastructure improvements, and regulatory decisions as development proceeds within the subject area.

Additionally, the rezonings on Lowry since the 2010 zoning code was adopted run counter to the stated intention of Council to avoid piecemeal rezonings. It is important that the almost 20% of Denver still under the old code (that Council said would be subject to a similar legislative process after the 2010 NZC approval) is addressed in a way that doesn't simply continue the piecemeal process of bringing these areas into the new code. I am hopeful this will be addressed by the Planning Board at some future time.

2. Open Space

Regarding the inclusion of the Open Space/drainage in this rezoning, I request that the Planning Board examine pages 4/68 and 5/68 on the Application and compare to the GDP rendering of this site inserted at the bottom of my email (and available in the GDP). It can also be compared to some of the other exhibits in the application itself such as page 10/68 and 18/68. Keeping in mind that the GDP attempts to examine the relationship of development with public infrastructure, parks etc., I ask that the Board inquire as to the possibility that the park space/open space identified in the SW corner remain separate from the parcel identified for rezoning. The GDP did not show this SW corner as part of the Mixed Use parcel, but as open space. [See .png below.]

I have inquired as to why the open space is being included in the actual G-MX-3 rezoning despite **not** being part of this parcel in the GDP etc. This question has not yet been provided. (By the time of the hearing it will be too late for me to respond to consultants' or DPW's answers.) It is my understanding that the approximately 4 acre park on the east side of Boulevard One remains O-1 and I am unclear why this space will not be left O-1 and thus become eligible for protection as designated park land.

I cannot possibly compare acreage marked on the GDP with acreage marked on the new rendition of the open space on the application. I do know that LRA, throughout this process, has increased the amount of developable land from 36 acres by reducing right-of-way widths, eliminating streets, reducing setbacks and it is impossible to be assured looking at this application that further changes have not been made to reduce open spaces. I would hope the Planning Board will ensure this the promised open space in this last section has been safeguarded.

3. Drainage enhancements for the Montclair basins

Historically a very large drainage area occupied the SW corner of the old DFAS

property as can be seen on page 4/68 of the Application. Recently, coincidentally right after I made my first requests for information on the size of this detention/area, the area was filled and leveled to its current configuration. LRA has been unable to locate the historical drainage information, but it is my understanding that adjustments were made in drainage plans on the entire 72 acres that made this acceptable to DPW. However, it should be noted the total Acre Feet is less than that outlined in the GDP. I cannot attach that page from the GDP here but perhaps you can access it yourselves. It is not included in the Application.

I have questioned the wisdom of any reduction in drainage/stormwater/ponding would be made in the Montclair basins. The response to my question about reducing drainage capacity is that "The GDP was a document which tries to forecast unknown items in a development. Through the construction review process information is further refined and calculations that are approximated at the GDP are better defined."

I understand that things change, and that some changes in number of units, size of lots, heights, setbacks, etc. have been made to this GDP, but I believe the Board should inquire as to whether detention has being maximized. My guess is all the "approvals" are in order on paper, but sound planning for regional detention and stormwater protection would seem to call for maximizing infrastructure onsite in **new** development so as not to further burden the downstream pipes/drains and streets in the two Montclair basins which DPW cites as **most at risk**.

I have asked if the developer was permitted to reduce contributions to stormwater protection by relying on other regional detention and been given partial answers.

Since I have not been provided with an explanation of these reductions in storm water acreage, and I have run out of energy to examine each approval individually over the past five years, it is my hope that the Board will ask how this infrastructure planning reduces impacts the (Montclair) basins already "at risk.". I am aware work is being done as I write to come up with a "watershed approach," but I am asking whether this NEW development is being adequately considered for detention prior to signing off on site plans etc. This is important to address -- not sometime in the future after Boulevard One is at full build out and 9th and Colorado at build out and not after UDFCD completes its studies -- but now as we have undeveloped parcels still in site development stages. Is there any room for improvement at this particular site before the next phases of site planning are undertaken?

Given the turmoil surrounding storm water in Denver, and Public Works' concern regarding the high risk of flooding in the Montclair Basins, I hope the Planning Board will inquire about total contributions from this new development to Montclair Basin detention. In the case of the P2PH flood protection project, the

City shifted of the burden of infrastructure onto existing historic neighborhoods and historic parks rather than incorporating infrastructure needs in planning for new development and redevelopment when it is still feasible. (Yes, I am aware of the impact fee for housing infrastructure, and wonder why the impact fee on developers might not be levied to cover other infrastructure in addition to housing....)

While I have nothing but praise for the the swales and innovative smaller drainage features included to date at Boulevard One, and the extensive work throughout Lowry by UDFCD and LRA as it was built provide flood protection in the Westerly Creek areas, I have remaining questions about ensuring that the two larger ponds planned for Boulevard One (one on the east side and one on the SW corner and proposed to be included in this rezoning). To be clear, most of Lowry is not in the Montclair drainage area but drains into Westerly Creek basins. It is only the western two thirds of Boulevard One, including what is before you today, that is located in the Montclair Basins and Watershed. That is why this is a unique opportunity to examine its contributions to storm water.

I have been unable through my CORA requests to the City to determine that DPW has carefully planned detention at the series of developments beginning at Fairmount Cemetery and moving north thru the Montclair basins. When I have inquired as to detention amounts located at Fairmount Cemetery, Boulevard One, 9th & Colorado, 8th & Jersey, etc. (all located in the upper reaches of the Montclair watershed), I receive the same response to each inquiry: "*Storm water detention is being provided by the developer for the site to reduce the discharge rates to predevelopment conditions for the 10 year and 100 year storm events per Denver's storm drainage technical criteria.*"

That may be a "technically" correct statement, but does nothing to reassure residents that new development is being looked to for potential solutions to storm water issues. I hope that this Board is able to make some inquiries to DPW as to its leadership in using areas of redevelopment to increase capacity in the system, rather than looking only to our existing historic parks and historic neighborhoods.

Thank you for your work on Denver's Planning Board.

Christine O'Connor
Lowry Resident since 2000
303 906-6627

BUCKLEY ANNEX
GENERAL DEVELOPMENT PLAN
 A PART OF THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 4 SOUTH, RANGE 87 WEST, 8T
 LOCATED AT THE INTERSECTION OF LOWRY BOULEVARD & QUEBEC STRE
 PROPOSED LAND USE





Via email: mitz_4@mac.com

May 11, 2016

RE: Platte to Park Hill Stormwater Systems

Dear Ms. O'Connor,

This letter is in response to your email requesting additional information on various projects. The attached document provides initial responses to the questions posed in your original message.

We estimate that that it will require an additional 6-10 hours or more of staff time to review additional materials to determine which are responsive to your request. As allowed under the Colorado Open Records Act, we charge \$30/hour for such staff time after the first hour. Thus, the total cost of labor to respond to your request would be approximately \$180-300. Where possible, we will produce materials electronically to limit printing/copying costs.

If you agree to pay these charges, we will start to gather the items in our custody, and provide to you the non-privileged items in accordance with the Colorado Open Records Act. If it appears that the actual personnel labor will exceed this estimate, I will contact you immediately with an updated estimate. Alternately, if you prefer to limit the scope of your request, please contact me to discuss the specific items you wish to obtain.

If you have any additional questions, please feel free to send a message to the project email plattetoparkhill@denvergov.org or call our project hotline at 303.223.6585.

Sincerely,

Jennifer Hillhouse
Project Manager
Two Basins Drainage Project
City & County of Denver

Cc: plattetoparkhill@denvergov.org, file

Comments and Responses

Comment: I have learned the amounts of detention being required at Boulevard One -- an area still in construction that could be an appropriate place for the City to require additional detention immediately. What I have received is as follows:

- SW corner of Boulevard One 2.39 acre-ft,
- SE corner of Boulevard One 4.49 acre-ft,
- the ditch parallel to Monaco 1.89 acre-ft,
- other detention spread out in Swales etc throughout the site? 1.7 acre-ft

I believe the SE corner is not in the Upper Montclair basin so perhaps we can assume 5.98 acre-ft or something a bit under on the western two thirds of Boulevard One that will contribute to onsite detention within the upper Montclair area. Please correct me if I am wrong. Why is the DPW not requiring more on site detention at this site in light of the overall burden of overdevelopment you reference? Please produce any memos in which the City addresses potential inability of either storm or sanitary system to absorb Boulevard One development.

Response: Currently, the Department of Public Works requires every private developer to address storm water runoff from their project (D.R.M.C. 56-11). Existing storm water regulations require control of peak flows from the development to match predevelopment levels for the 10-year and 100-year storm events. The Department of Public Works utilizes Denver's Storm Drainage Design and Technical Criteria Manual in conjunction with the Urban Drainage and Flood Control District technical criteria manuals. As such, detention requirements are imposed for all new development that disturbs over 0.5 acre within the City and County of Denver (excluding Right-of-Way improvements such as curb/gutter/treelawn/sidewalks).

The Boulevard One project is being reviewed to ensure that the storm water discharges will be reduced to historic (pre-development) levels per Denver's technical criteria. To our knowledge, there are no memos regarding the inability of either the storm or sanitary system to absorb Boulevard One. The development was required to prepare drainage reports and construction plans for the mandatory detention/water quality ponds. Additionally, the sanitary sewer collection system capacity analysis was addressed via engineering analysis as part of the Boulevard One project review. No development is allowed to exceed the existing available capacity of the sanitary sewer collection system.

Comment: How much detention is being required in the 9th & Colorado Project?

Response: Storm water detention is being provided by the developer for the site to reduce the discharge rates to predevelopment conditions for the 10 year and 100 year storm events per Denver's storm drainage technical criteria. Additionally, water quality structural BMPs are being installed to help clean the water prior to discharge from the site.

Comment: How much detention is required for the new block long development between 17 & 18th Avenues, just west of York?

Response: Storm water detention is being provided by the developer for the site to reduce the discharge rates to predevelopment conditions for the 10 year and 100 year storm events per Denver's storm drainage technical criteria. Additionally, water quality structural BMPs are being installed to help clean the water prior to discharge from the site.

Comment: How much detention is being added as part of the redevelopment at Fairmount Cemetery at the SE corner of Alameda and Quebec?

Response: Storm water detention is being provided by the developer for the site to reduce the discharge rates to predevelopment conditions for the 10 year and 100 year storm events per Denver's storm drainage technical criteria. Additionally, water quality structural BMPs are being installed to help clean the water prior to discharge from the site.

Comment: How much is being required in the new projects along 8th Avenue at Jersey?

Response: Storm water detention is being provided by the developer for the site to reduce the discharge rates to predevelopment conditions for the 10 year and 100 year storm events per Denver's storm drainage technical criteria. Additionally, water quality structural BMPs are being installed to help clean the water prior to discharge from the site.

Comment: How much detention is provided by the National Jewish Parking Lots east and west of Colorado between 14th and 13th?

Response: Storm water detention is being provided by the developer for the site to reduce the discharge rates to predevelopment conditions for the 10 year and 100 year storm events per Denver's storm drainage technical criteria. Additionally, water quality structural BMPs are being installed to help clean the water prior to discharge from the site.

Comment: Who within DPW is in charge of calculating overall impacts of new development on existing infrastructure? Which existing pipes will be connected to the ditch? Which additional pipes will be built to direct flow into this ditch?

Response: Public Works has a Section (Development Engineering Services) who review all new private development for compliance with Denver's storm drainage technical criteria. As our team continues to develop and advance the design of the 39th Avenue open channel, we will determine the existing piped systems that will connect to the new drainage facility. Considerations will be made during the design for future piped system connections.

Comment: Where will storm water from Buckley Annex (Boulevard One) enter into existing storm water pipes? I thought I remembered at the time of the GDP that DPW had reservations about capacity of existing systems. Will any travel under Monaco Blvd. to Crestmoor Park in the existing pipe that at the SW corner? Will any be directed east from the detention basin at the SW corner towards Bayaud and Westerly Creek Dam? Same question for 9 & Colorado: where does storm water currently enter the system and will there be any additional burden on existing infrastructure? Is upsizing taking place in connection with either of these huge projects? In other words, if our pipe and storm drain infrastructure is so antiquated, what waivers or conditions were imposed in order for DPW to allow these new developments to tie in before the rest of the problems in the upper Montclair Basin are addressed? Same for York Street Project between 17 & 18th?

Response: As noted above, Boulevard One is being required to address storm water runoff per Denver's technical criteria. The Boulevard One Southwest basin (approximately 1/3 of the site) outfalls through

Crestmoor Park, the Southeast basin (approximately 1/3 of the site) outfalls to Kelly Road Dam, and the remainder of the project outfalls to the storm sewer system in 1st Avenue. The 9th/Colorado project outfalls to the Colorado Boulevard storm sewer system. No waivers were granted for these projects. As noted above, all the listed development projects were (or, are being) reviewed for compliance with Denver's storm drainage technical criteria. Storm water detention (and water quality) were (or, are being) mandated as part of the development approval process.