



Title of Document: LARGE DEVELOPMENT FRAMEWORK

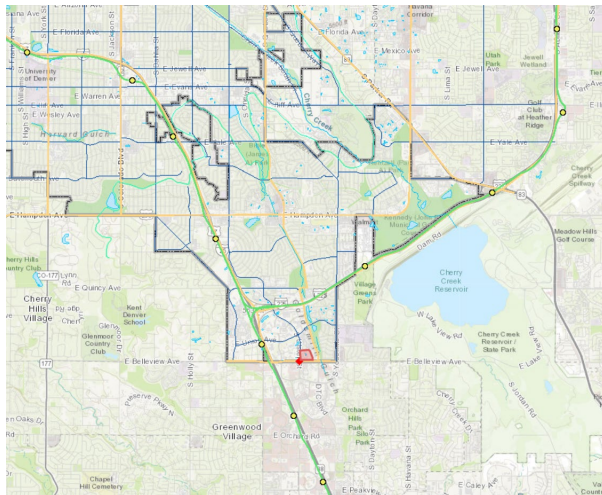
SUBJECT PROPERTY: 8101 and 8351 E. Belleview Avenue

Property Legal Description:

T5S R67W PTN SE/4 SEC 9 DAF COM SW COR OF SD SE/4 SEC 9 THE 664.91FT A/L 70FT TO POB TH CONT 726FT A/L 584.91FT A/L 65FT A/R 20FT A/L 558.72FT CRV/L 160.21FT E 502.63FT TO

SUBJECT PROPERTY OWNER:

MB Marina Square LLC c/o Shea Properties
6380 S. Fiddlers Green Circle, Suite 400
Greenwood Village, Colorado 80111



This Framework shall apply to the property, and requirements forthwith shall be applicable to all owners, successors and/or assigns until such time as this document is formally amended or withdrawn pursuant to DZC Section 12.4.12.

Large Development Framework 8101 and 8351 E. Belleview Avenue Marina square

I. Purpose of Framework

This Large Development Framework (LDF) documents the required regulatory applications and review, sequencing of applications and reviews, and high-level project requirements for the redevelopment of Marina Square. The LDF is required per Section 12.4.12 of the Denver Zoning Code (DZC) following determination by the Development Review Committee (DRC) that the proposed development is subject to the Large Development Review (LDR) Process.

This LDF is intended to:

- Document the project as initially proposed.
- Document initial feedback from the community on the proposed project.
- Provide for the coordinated assessment of general land development proposals by the City and other interested public agencies.
- Ensure that development in the LDR area is consistent with City Council adopted plans.
- Ensure that development in the LDR area will implement adopted plan policies related to infrastructure, open space, and public parks, as applicable, by establishing the appropriate timing and requirements for subsequent regulatory steps, submittals and approvals.
- Establish known project requirements based upon the scope of the development proposal.

The LDF is not a development agreement between the City and County of Denver and the Applicant. Nothing in this LDF prescribes a specific or guaranteed project outcome. The high-level project requirements outlined in this LDF are based upon initial assessment of the proposed development against adopted plans, studies and regulatory programs as identified in this framework and may change based upon the outcome of project reviews and negotiation with the City.

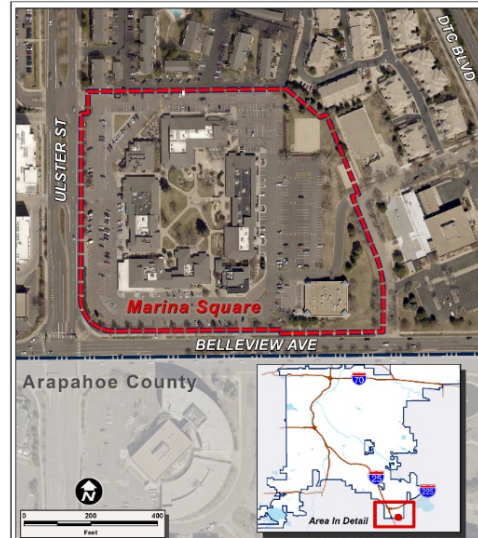
All formal plan and technical reviews and permitting shall occur in accordance with the prescribed application and review process identified within this LDF document. Further, they shall be reviewed and permitted in accordance with process and procedures for each regulatory application established in the Denver Zoning Code, City and County of Denver Municipal Code, or any applicable adopted Rules and Regulations of the City and County of Denver, as applicable. [Conflicts between this LDF and the foregoing regulations shall be resolved in favor of such regulations.](#)

II. Applicant and Owner Information

MB Marina Square LLC
6380 S. Fiddlers Green Circle, Suite 400
Greenwood Village, CO 80111

III. LDR Boundary

The 13-acre site is owned by MB Marina Square LLC, a subsidiary of Shea Properties and is located at the northeast corner of Belleview Avenue and Ulster Street in Southeast Denver. The property is located in Council District 4. The boundary for the LDR shall include the ~13-acre property consisting of Marina Square as well as the parcel adjacent to the east containing parking and a pad site. The proposed boundary abuts residential development to the north and commercial development to the east, all considered part of a growing Regional Center. The boundary of the LDR is adjacent to and/or inclusive of areas that may be further conceived for additional vehicular access through the site as well as new pedestrian access and open space connections through the east to George Wallace Park at South DTC Boulevard and Belleview Avenue.



IV. Project Information - Project Number 2020PM0000239

The existing Marina Square retail center, located at the northeast corner of South Ulster Street and East Belleview Avenue, is comprised of 7 buildings centered around a common internal open space and pathway network between buildings. The site contains inward-oriented retail and some pad sites. While not directly adjacent, the site is just .71 miles from the Belleview Station transit plaza. The property is currently zoned B-8 with waivers and the UO-1 and UO-2 overlays. Current zoning limits floor area ratio development to 2:1.

Proposed Land Uses and Intensities. The Applicant proposes to redevelop the Property as contemplated by the Project, which may include (1) multi-family residential buildings in size and mass generally consistent with the S MX 8 district, (2) new retail area(s), likely on the southwest corner of the Property and with lower development intensity than the residential buildings, and (3) an office building closer in scale to the residential buildings than the retail buildings. Each such component of the Project will be designed to acknowledge, and respond to, the adjacent areas, and is anticipated to meet parking and similar standards independently of the other components, although the Applicant



intends to consider all such components as a single Project. With this Project, the Applicant hopes to revitalize the Property by bringing in new retail tenants and upgrading the space to better accommodate current favorites.

Infrastructure Changes. As noted in the preliminary scope established by the LDR, the Project will require an Infrastructure Master Plan, to include mobility, sanitary sewer and water supply capability studies. As such, the Applicant anticipates that any major infrastructure changes will be identified in connection with the Infrastructure Master Plan process. Additionally, although the traffic study conducted in connection with the Project indicates that the Project would result in a small increase (1.7%) in morning peak traffic and a reduction in evening rush hour traffic (1.5%), the Applicant intends to continue to work with the City and other regional partners to address traffic congestion during the Infrastructure Master Plan process. Separately, the Applicant is currently working with Xcel directly to relocate an electric line running through the Property.

Park and Open Space Concepts. The Property is subject to private covenants that require, among other things, a minimum of 30 percent open space for a particular development. The Applicant intends to meet or even exceed this requirement, as well as the City's 10 percent publicly accessible open space requirement, through a variety of individual open spaces, including both landscaped and hardscaped (e.g., plazas) areas, as well as some private open space, which would be thoughtfully disbursed throughout the different components of the redevelopment so as to maximize the pedestrian experience. Many of these open spaces would serve as an amenity for the surrounding community as well as the future tenants of the Project.

Access and Permeability. Related to the above, the Applicant intends to capitalize on the Project's proximity to area amenities by incorporating opportunities for pedestrian, bicycle and vehicular access to nearby George Wallace Park, light rail routes and regional bike lanes and trails, as well as the existing residential neighborhoods to the north and northeast of the Project. In addition, the Project would allow for new access roads (likely using existing curb cuts at East Bellevue Avenue and South Ulster Street) through the Property, between the various components and providing vehicular and pedestrian access to each. Such access roads would be privately owned and maintained, either by an owners' association or an existing metropolitan district and would also contain relocated utilities for the Property.

Development Phases. The Project will likely be redeveloped in several phases, as generally contemplated by the plan documents submitted by the Applicant, as amended from time to time. The first phase may include the retail component and one or more multi-family residential buildings, followed by additional multi-family residential building(s) and the office buildings in separate phase(s). The Applicant intends to continue using the existing, single-story building on the southeast corner of the Property for office uses during the initial phases of development.

Contemplated future zone districts include S-MX-8. The City has also indicated that S-MX-8A may be considered to achieve better outcomes for pedestrian-oriented development. See **Attachment 3** for the proposed initial concept for the proposed redevelopment.

V. Plan Guidance

The following adopted Plans, studies and/or regulatory programs provide clear and sufficient guidance for review of the proposed large development project and will serve as a basis for providing a framework for interconnected land uses, streets, open space, public parks, and other infrastructure. A Far Southeast Area Plan is planned for the future as part of the Neighborhood Planning Initiative. Review of the Marina Square LDR will be based on the following plans.

The following adopted Plans, studies and regulatory programs provide clear and sufficient guidance for review of the proposed large development project and will serve as a basis for providing a framework for interconnected land uses, streets, open space, public parks, and other infrastructure.

- Blueprint Denver 2019
- Comprehensive Plan 2040
- Transportation Standards and Details for the Engineering Division (April 2017)
- Vision Zero
- Denver Moves
- Transportation Demand Management Program (draft)
- Complete Streets Design Guidelines (draft)
- Denver Parks and Recreation Game Plan
- Goldsmith Gulch Drainageway update

Blueprint Denver: Land Use and Design: The suburban context represents the most varied development in Denver’s neighborhoods. Homes in this context are largely single unit but can also include higher intensity residential. Commercial development is focused along main corridors and centers bordering residential areas. Although this context is more auto oriented than others, Denver’s expanded transit system offers quality multimodal options and has generated increased pedestrian and bicycle activity in the Denver Tech Center.

The aspiration of the suburban context in Denver is different than traditional suburban development of the past. Especially compared to other parts of the metro area, Denver’s suburban areas are still more urban in nature and suburban places should reflect that. Residents of this context should be able to walk and bike to neighborhood destinations safely, though the trips may be longer than in other contexts.

Blueprint Denver: Future Place Type – Regional Center

Regional centers provide a high mix of uses to create a dynamic environment of living, dining, entertainment and shopping, while incorporating a diverse set of employment options. They attract a wide customer draw with a 24/7 live, work and play environment attractive to locals and visitors. Larger scale mixed-use buildings are common. High degree of urban elements with continuous human-scale building frontages to define the public realm exist in this context. Heights are generally the tallest in the context and transition gradually within the center to the surrounding residential areas.

Blueprint Denver: Regional Centers - Quality of Life Open Space - Open spaces promote social interaction and respond to the distinct uses within the center. Green infrastructure serves the needs of

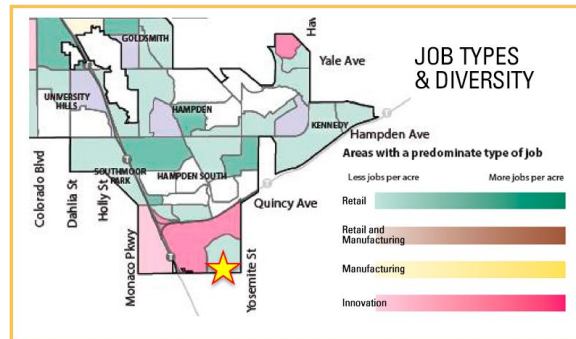
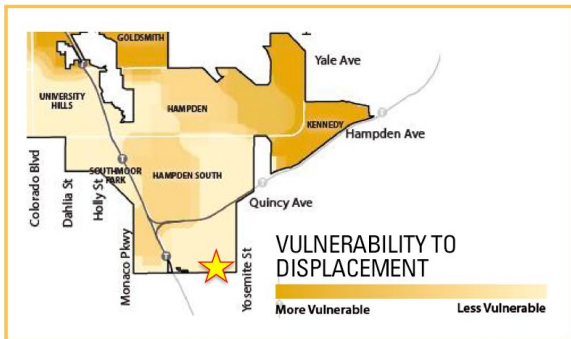
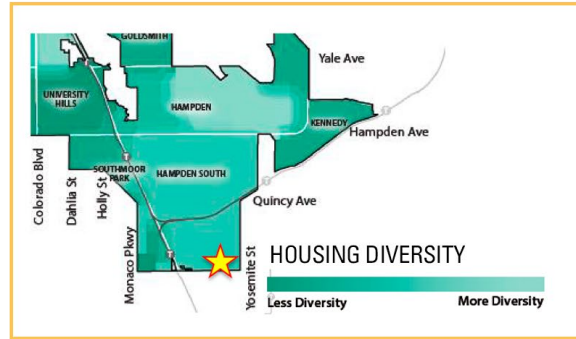
a site or the surrounding area. Open spaces are often integrated into the streetscape. Plazas in various locations are common.

Trees, plants and green infrastructure provide moments of relief from the more intense activity. Preliminary scoping indicates a need to focus on not only connection to existing Goldsmith Gulch and Wallace Park to the east, but also publicly accessible open space meeting the intent of Article 10.8 in the Denver Zoning Code concerning Open Space in Large Developments. Development of the Project may also require consideration of further recreational amenities to meet population demands consistent with park planning strategies identified in the Denver Game Plan.

Blueprint Denver: Regional Centers and Mobility: - Multimodal areas are well served by rail service or transit priority streets. Pedestrian and bicycle movement to, from and within these centers is essential. The site is accessible to a larger area of surrounding neighborhood users by a variety of transportation options including Regional Transportation District (RTD) routes along Ulster Street and Belleview with connection to both the Central Park Station in Northeast Denver, the Southmoor Station at Monaco and Hampden, and then multiple stations within the Tech Center including Belleview and Orchard Stations.

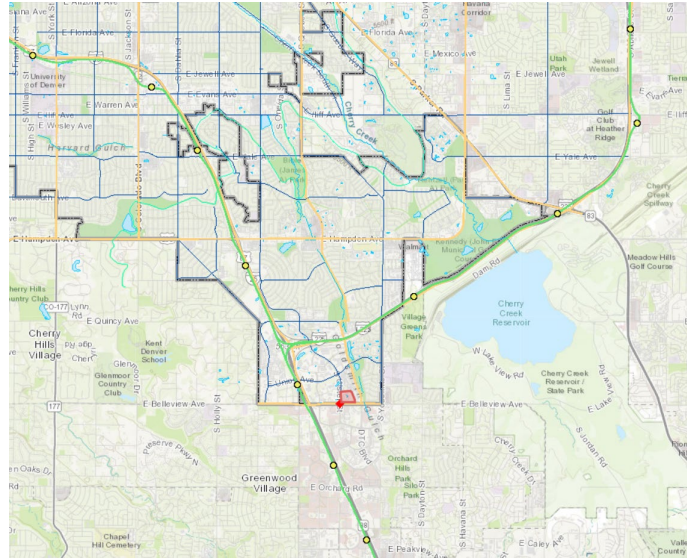
Equity - Equity is measured using three concepts: Access to Opportunity; Vulnerability to Displacement; and Housing and Jobs Diversity. The site scores relatively high on Access to Opportunity, scores less vulnerable in the Vulnerability to Displacement category, and scores mid-range on Housing Diversity. Scoring in this category indicates a potential need to provide for affordable housing as called for across the City. The City's Housing an Inclusive Denver plan includes City policies regarding housing priorities and goals to achieve housing for all. Affordable housing has been added to the potential topics for further discussion prior to finalizing the future development agreement.

The DTC is an innovation center within Denver and home to high technology employment centers. As a result, the site scores high in Jobs Diversity-Innovation but lacks most other job types. As heard during the community meeting held in anticipation of this Framework, increasing residential development in the vicinity has compelled a call for additional retail and services for the growing population. Blueprint Denver calls for using these measures to guide implementation actions, including actions within larger redevelopments, to address inequities in the city.



A response to the equity analysis has been incorporated as a topic for response by the developer through future development proposal actions including but not limited to rezoning, development agreements and infrastructure improvements.

Waterways and Green Infrastructure – The site is proximate to the open channel of Goldsmith Gulch within Wallace Park, and it is well located within southeast Denver with easy access to bicycle and pedestrian systems including the Cherry Creek Trail and Reservoir and the Highline Canal. Policies within Blueprint Denver, the Parks and Recreation Game Plan and the Denver Moves Pedestrians and Trails Plan should be reviewed as part of subsequent development processes to consider potential recreational connections from the site, which may include site-specific pedestrian walkways and bicycle lanes and connections.



VI. Anticipated Development Outcomes Consistent with Adopted City Plans

The subject property at this active corner of Bellevue and Ulster is designated as a regional center within Blueprint Denver. Redevelopment is a catalytic opportunity in this area, and as such should seek to implement goals within City adopted plans to the extent reasonably practicable.

In addition to preliminary project requirements identified in the Preliminary Scope in **Attachment 4**, based on review of City plans and assessment of the site by City agencies, redevelopment of the subject property may take into consideration the following key elements:

1. High quality sustainable infill opportunity
2. Pedestrian-oriented design
3. Enhanced open space needs to incorporate publicly accessible open space for new residents and neighbors adjacent to the site
4. Provide for connection within the LDR boundary between adjacent properties when they redevelop to Wallace Park to the east as well as quality on-site paths and connections to existing bicycle facilities on Ulster Street
5. Providing diversity in housing options available as multi-family rental units
6. Provide ground level activation along perimeter streets to further enhance the public realm and support the existing neighborhood-serving retail that surrounds the site
7. Consider urban design goals that include integration of the new development to be inclusive of, not turn its back on, adjacent development

VII. Required Planning and Regulatory Applications

The following regulatory processes have been identified as necessary for this project in order to identify specific implementation actions within the development program to achieve consistency with City adopted plans.

- Rezoning
- Infrastructure Master Plan
- Mobility Study (part of IMP)
- Subdivision Plan (one or multiple filings) if required
- Transportation Engineering Plans (TEP)
- Stormwater and Sanitary Sewer Construction Plans (SSPR)
- Site Development Plan(s) for horizontal and vertical development

In addition to the foregoing, it is anticipated that a development agreement will be required between the City and the developer that may address the following topics:

- Agreement to address Affordable Housing, identified as a gap in the project-specific Equity Analysis
- Open Space phasing, maintenance and ownership (may be included in IMP)
- Any off-site Improvements identified through IMP Studies

VIII. Development Review Process

This section establishes the development review process for this application. Table 1 shows the required applications to be submitted for review, the sequencing of the initial application submittals, where approval authority is vested, and the sequencing of final action on the application. Explanation of the terms used in the table is as follows:

Application Type: The name of a required regulatory process/application or city agreement.

Prerequisite applications – Applications that must be submitted prior to the subject line application being submitted.

Approval Authority: The entity vested with approving a development application per adopted City regulations.

Final action sequencing: Timing of final action of each application and its relationship with final action sequencing of other applications.

Table 1 is broken into three large categories consisting of similar application types that are generally submitted and reviewed concurrently;

Regulatory Applications – these applications result in a regulatory framework for development of the property to guide site development and serve as a basis of design for all subsequent applications.

Horizontal Infrastructure – required applications needed to subdivide the land into development parcels, zone lots and rights-of-ways, and construction drawings for trunk line infrastructure needed to service the development.

Vertical Site Development - Anticipated applications required to support vertical development on individual sites within the overall development.

Applications within the Initial Regulatory category must be submitted, reviewed and approved prior to submittal of any application for horizontal or vertical development. Concurrent submittal and review may be permitted upon approval by the Project Coordinator and other development review agencies.

The Horizontal Infrastructure applications can be submitted for the entire site or can be broken into different phases as identified in applicable regulatory applications, such as an Infrastructure Master Plan. If phased, the sequencing and final action of the applications are applicable to that phase.

The Vertical Site Development category identifies anticipated applications. Because requirements for site development can vary from one site to another, actual requirements will be determined at the time of concept plan submittal application required as part of Site Development Plan review.

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Table 1: Required Applications

Application Type	Prerequisite Application(s)	Approval Authority	Final Action Sequencing
Regulatory Applications and Agreements			
Rezoning	LDR	City Council	Rezoning and IMP may be completed concurrently, with IMP informed by proposed zone district; IMP may be approved prior to or concurrent with Rezoning
Infrastructure Master Plan (Including Mobility Study)	LDR	Development Review Committee	Final action approval by the Development Review Committee
Optional Development Agreement	IMP and SDP	Development Review Committee	Final executed agreement to be approved prior to and conditioned upon a successful rezoning
Horizontal Infrastructure Applications			
Subdivision	All Initial Regulatory Applications	City Council	After all initial regulatory application final action
Stormwater Construction Plan(s)	Subdivision	DOTI	After Subdivision
Sanitary Sewer Construction Plan(s)	Subdivision	DOTI	After Subdivision
Transportation Engineering Plan(s)	Subdivision	DOTI	After Subdivision
Horizontal Site Plan(s) may be needed	Concurrent with Transportation Engineering Plan	Development Review Committee	Concurrent with Transportation Engineering Plan
Vertical Site Development Applications			
Site Development Plan	All horizontal infrastructure applications specific to phase	Development Review Committee	After all required horizontal infrastructure applications specific to site
Site Specific Engineering Construction Plan(s) for site infrastructure (SSPR, TEP, etc)	Concurrent with Site Development Plan	DOTI	Prior to, or concurrently with Site Development Plan
Sewer Use and Drainage Permit(s)	Prior to or concurrent with Building Permit	DOTI	After Site Development Plan approval but prior to Building Permit approval

Application Type	Prerequisite Application(s)	Approval Authority	Final Action Sequencing
Zoning Construction Permit(s)	Site Development Plan	Community Planning and Development / Project Coordination	After Site Development Plan approval, prior to building permit approval.
Building Permit(s)	Site Development Plan	Community Planning and Development	After Zoning Construction and Sewer Use and Drainage Permit

IX. Community Information Meeting

Pursuant to the DZC, the Large Development Review process requires holding a community information meeting. This community meeting was held on July 30, 2020. A report summarizing the community information meeting is included in **Attachment 2**.

X. Approval

The Development Review Committee hereby approves this Large Development Framework upon finding that:

1. The LDF identifies the type and sequencing of regulatory and planning tools needed to implement adopted City Council Plans, and
2. The LDF establishes a coordinated development review process that ensures the future development of the subject area will address land use, development, infrastructure, open space, public parks, schools and other related issues, as application, in accordance with City Council adopted plans.


Eulois CLeckley (Oct 9, 2020 09:38 MDT)

Eulois CLeckley, Executive Director
Department of Transportation and Infrastructure

Option 1

Date



Allegra "Happy" Haynes, Executive Director
Department of Parks and Recreation

Option 1

Date


Laura E. Aldrete (Oct 5, 2020 13:31 MDT)

Laura E. Aldrete, Executive Director
Department of Community Planning and Development

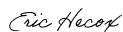
Option 1

Date

XI. Ownership Acknowledgement

Owner hereby acknowledges the regulatory requirements specified herein for development of the subject property.

MB Marina Square, LLC,
a Delaware limited liability company

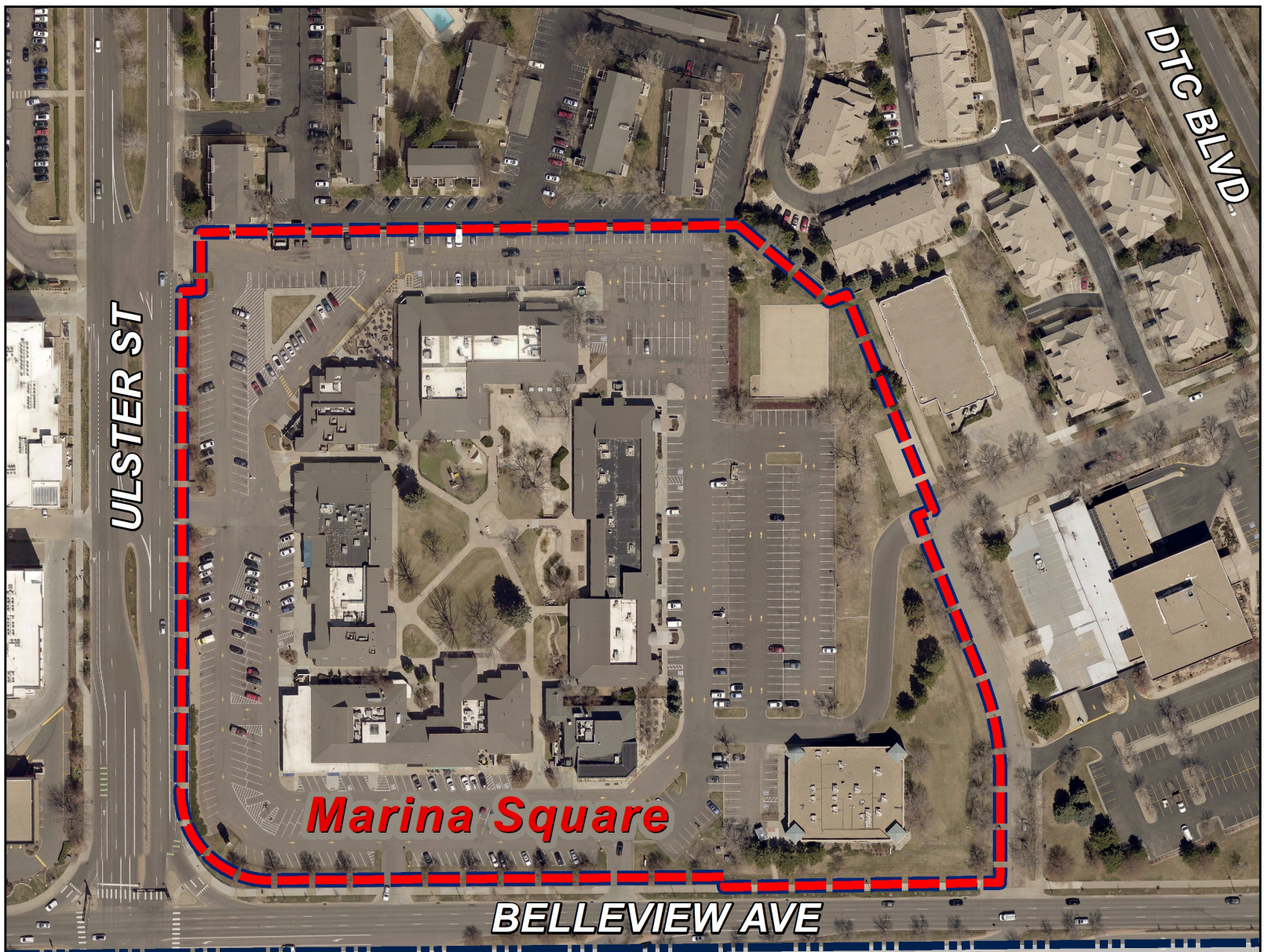


By: Eric Hecox, Authorized Representative

Option 1

Date

Attachment 1 – LDR Boundary



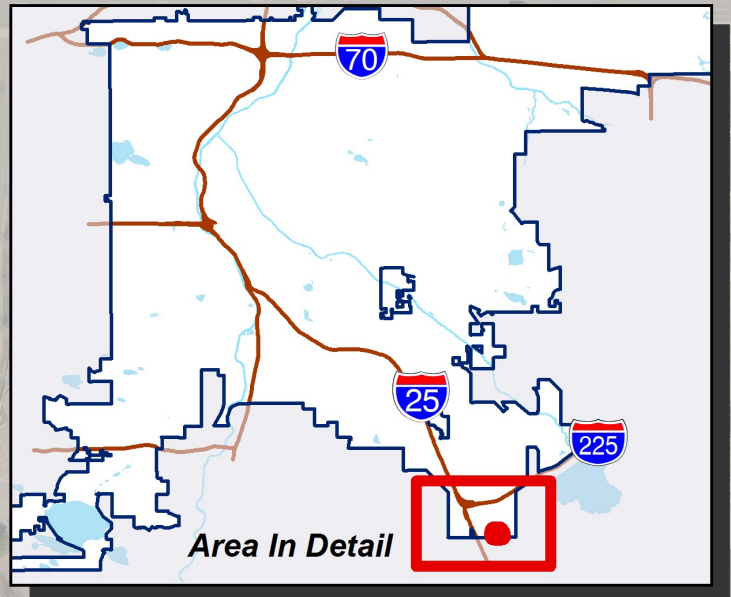
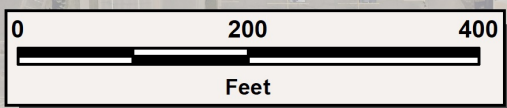
ULSTER ST

DTC BLVD

Marina Square

BELLEVUE AVE

Arapahoe County



Area In Detail

Attachment 2 – Community Information Meeting Summary

Summary Report and Applicant’s Response for the Large Development Review Community Information Meeting for the Shea Marina

The community meeting was held virtually on July 30, 2020 via zoom. Over 70 people attended, and all chat comments/questions were logged and are included with this report. Additionally, the recorded presentation was placed on the project website and an additional 14 comments were submitted online and are also included with this report.

The community information meeting started at approximately 6:00 pm and ended at 7:30pm. The full recording of all comments and questions received during the meeting and the two weeks following are attached.

Comments Primarily Centered around the following eight Issues and our responses to the community feedback is detailed accordingly.



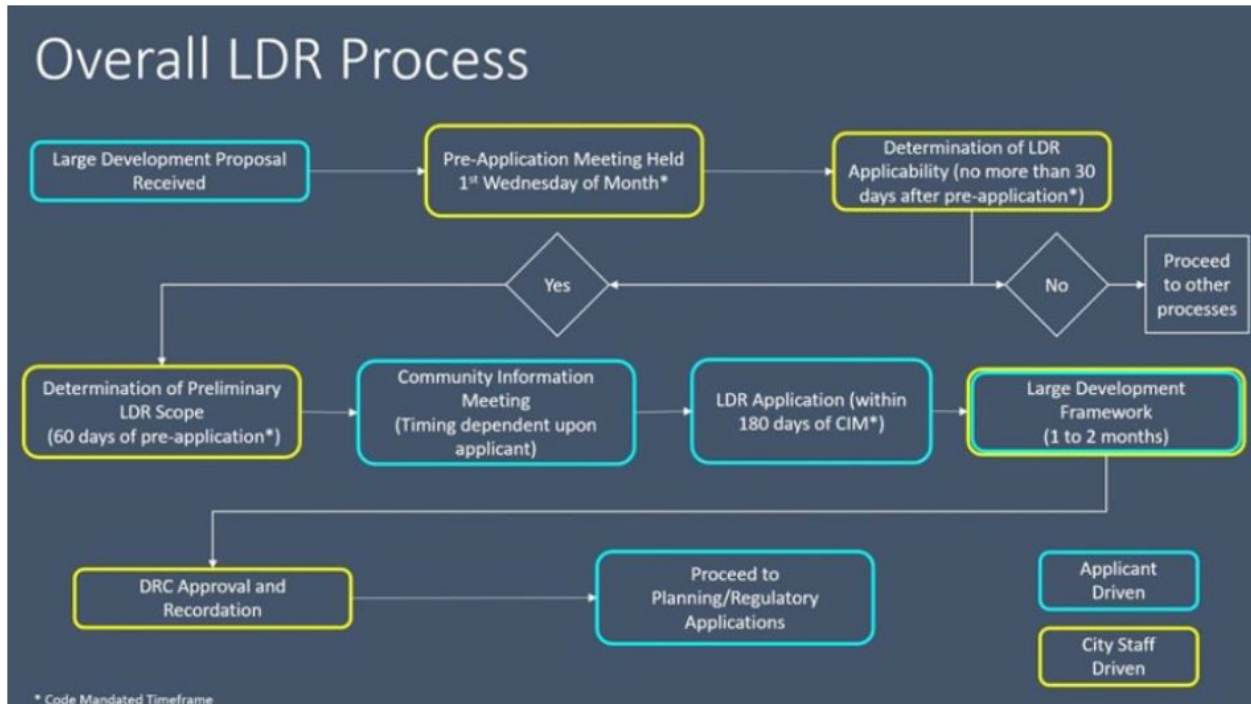
Applicant’s Response to Community Input

Timeline

Many attendees of the community meeting were curious as to when the project would break ground.

Response:

Our timeline is dependent on the LDR process. Any development that undergoes the Large Development Review (LDR) will have to follow a general LDR procedure. The community meeting was one of the many steps of the LDR process. The timeline and speed of the project will be subject to the LDR process below. Please note that this is a rough timeline of the process and may undergo multiple reviews throughout the process.



Retail / Tenants

Several comments centered on the current retail amenities in Marina Square and questions about what retail amenities will be available in the future. Also, there were several requests for grocery stores and for the retail to be walkable and have outdoor spaces.

Response:

One of the goals of Shea Marina is to revitalize & enhance the vibrancy of DTC North. We will work diligently to attract retailers that offer services that meet the needs in the area and maintain a local presence. We have heard the community's desire for additional grocery services, and we will analyze the market accordingly. We thank the community for their feedback and will look to build upon this feedback.

It is also important to remember that our plan is to create a mixed-use suburban development, as recognized in Denver's long-range planning efforts. This site is located within a Suburban Community Center, which per Blueprint Denver provides some medium mix of office, commercial and residential uses. We believe our proposal adds a necessary residential component to an existing retail/office center that is designated for mixed-use. The proposed residential community will add the residential component to the Suburban Community Center, and this residential component is an important component for supporting the desired retail amenities.

Type of Housing

We received a number of comments and questions about the type of housing planned for Marina. Some of the comments asked about condo developments, others asked about affordable housing, and others asked about the link between the type of apartments and crime (further detailed in a separate section below).

Responses:

Our initial thoughts are to not create for sale condo residential units. This is due to the current litigations surrounding condo development which makes it very difficult to find contractors willing to build this type of development and in many cases makes condo development unaffordable.

We also received competing comments regarding the lack of affordable housing in Denver as well as separate comments asking for a more upscale development. Shea has extensive experience in developing affordable workforce housing and affordable senior housing in ways that complement surrounding use and communities. Drawing upon this experience and considering city recommendations, we will explore the development of appropriate mix of affordable housing to complement the surrounding communities

Bike and Pedestrian Connectivity

Several comments indicated the desire for walkable spaces, enhancing connections to regional bike/pedestrian facilities.

Response:

The following map shows the many connections that Marina Square has to nearby bike paths and wide detached sidewalks, as well as its proximity (approximately 1 mile) to both the Belleview and Orchard Station light rail stops. These are important connections that are mentioned in Denver’s Comprehensive Plan 2040 and Blueprint Denver.

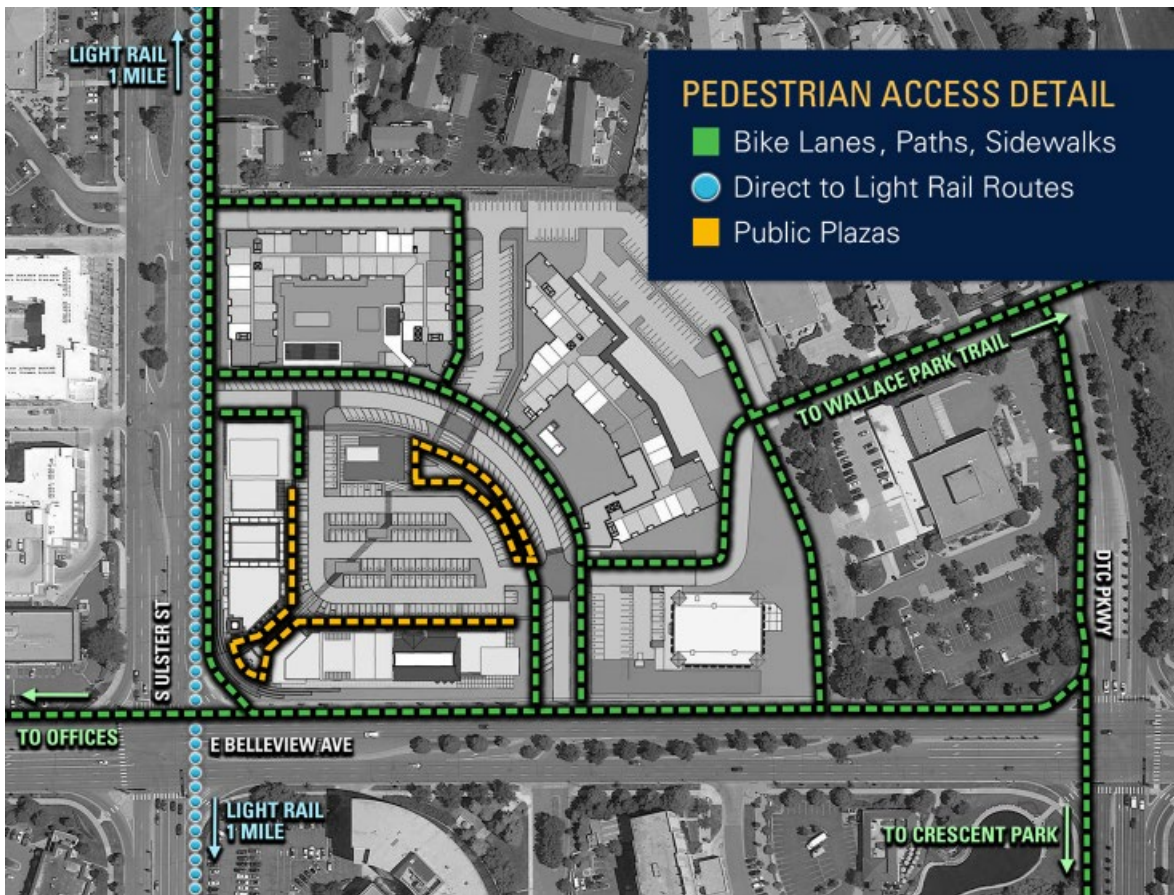


Community Gathering Spaces

Many of our attendees provided feedback for creating community gathering spaces or expressed concern with not having enough open space.

Response:

We believe open space is very important to both current and future residents/tenants. Per Denver’s requirements, we are only required to provide a 10% open space, however we are discussing plans and reviewing the potential to provide more open space



Addressing Crime



A couple of comments centered around crime and type of residential units having the potential to increase crime.

Response:

Safety of the residents and businesses is of utmost importance. Shea maintains an excellent relationship with the police department of the surrounding jurisdictions. Our concept combines residential with commercial to have positive impacts on crime in the area. The edges of the property are design to deter crime from happening by providing more eyes to the site as well as create a natural perimeter to deter crime. Additionally, adding residential in this area, this site will be occupied at all times rather than only vacant at night.

Traffic and Parking

A set of comments and questions centered around traffic, concerns of congestion on the two main roads E Belleview Ave AND S Ulster, and parking.

Response:

A key element of any successful community is adequate Infrastructure and parking to make the residences and businesses accessible and viable.

Despite the negligible impact of the proposed mixed-use development, we will continue to work with the City and County of Denver, Goldsmith Metro District, and other regional partners to address exiting regional traffic congestion.

Applicant will consider this feedback as we proceed through the redevelopment process.

Positive Feedback

Overall, many comments received both during and after the presentation were positive.

Many of the comments made were general support for the concepts presented. We also received comments highlighting specific areas of support. These included:

- Improvement to the area workforce
- Connections to Public Transits
- Connectivity to Multi-Modal Transportation
- Housing Opportunities
- Open Space

Please see some of the comments that highlights concepts presented below:

“Love the new design, new commercial space and high-rise apartments. I would love to have a grocery store located in this area. We have only one choice for groceries and it is old and probably the worst King Sooper's in Colorado. This area offering would benefit the full community.”

- Online Submittal 8/11/2020 1:15pm

“I viewed the community meeting presentation and was very impressed. My husband and I live in Belmont Heights across from TJ high school. I particularly liked that more than 10% of the redevelopment would be devoted to open space. The one downside is that Zane's the best Italian restaurant in Colorado would have to relocate during construction. Hope you can convince them to come back. I also appreciated the fact that Shea is mindful of affordable housing needs.”

- Online Submittal 8/4/2020 12:03pm

“I think this development speaks to the needs we are hearing in the Denver South corridor from employers and from employees/the work force. The connection to public transit and connectivity to multi-modal transportation options are vital to today's employers. Employees and residents are increasingly looking for housing options in the area. They are seeking the quality of life and sense of place envisioned here with the access to paths and walkable public spaces and ease of access to the public transport. The ability to live largely without an automobile is an increasingly desirable attribute to today's workforce. Happy to speak to this if warranted.”

- Online Submittal 7/30/2020 6:48pm

“It does look very impressive and fun! Thanks!”

- Chat submittal during meeting 7/30/2020 6:10pm

“As part owner of an executive suite located on the Denver side of Belleview just west of Marina Square, I believe this project would help activate the neighborhood and would help our business. I would like to see a redevelopment like this happen”

- Chat submittal during meeting 7/30/2020 6:24pm

Attachment 3 – Concept Plan



DEVELOPMENT SERVICES PROJECT APPLICATION FORM

Application Instructions:

Please fill out the entire application form. Application should be emailed to Development.Services@denvergov.org with your concept, site development plan, or subdivision submittal.

Project Information:

Project Title: Marina Square Application Type: Concept
Project Address(es): 8101 and 8351 E. Belleview Avenue Application Date: 05/01/2020
Property Legal Description: _____

Project Description:

Primary Contact Information:

Cory Rutz Otten Johnson Robinson Neff & Ragonetti, F
Name Company
950 17th Street, Suite 1600 Denver CO 80202
Address City State Zip Code
crutz@ottenjohnson.com 303-575-7531
Email Address Phone Number Extension

Secondary Contact Information:

CC ME ON EMAILS REGARDING THIS PROJECT

Eric Hecox Shea Properties
Name Company
6380 S. Fiddlers Green Circle, Suite 400 Greenwood Village CO 80111
Address City State Zip Code
eric.hecox@sheaproperties.com 303-486-1377
Email Address Phone Number Extension

Property Owner (at time of application):

CC ME ON EMAILS REGARDING THIS PROJECT

MB Marina Square LLC c/o Shea Properties
Name Company
(see contact information for Eric Hecox above)
Address City State Zip Code
Email Address Phone Number Extension

Zoning & Uses:

Current Zoning: B8

Are there any zoning waivers or overlay districts? UO-1 and UO-2

Rezoning Proposed? Proposed Zone District: S-MX-8

Subject to GDP? GDP Name: _____

Located in Historic District? Historic District Name: _____

Proposed Use(s)	Gross Floor Area:
Dwelling, Multi-Unit	600,000.00
Retail Sales, Service & Repair - All Others	40,000.00
Office, All Others	200,000.00

Proposed Accessory Use(s) (Optional)

Development Details:

Size of Zone Lot: _____ (ft²) 13.00 (acres)

of existing dwelling units: 0 # of existing structures: 6

of proposed dwelling units: 500 # of existing structures to remain: 0

of proposed new structures: 5 % of land covered by structures: _____

Gross Floor Area: 840,000.00 (ft²) Floor Area Ratio: _____ Building Height: _____ (ft) _____ (stories)

Proposed Building Form 1: General Building Form 1 Option: N/A

Proposed Building Form 2: N/A Building Form 2 Option: N/A

of parking spaces: _____ # of loading spaces: _____ # of parking spaces for bicycles: _____

Estimated Start Date: _____ Estimate Valuation: _____

Estimated End Date: _____ Project Frontage: _____

Will the project be phased? Is the project within 200' of a rail corridor?

Does the project qualify for parking reductions? Phased Yes; Rail No; Parking Reduction No

Please email completed application with concept, site development plan, or subdivision submittal to

Development.Services@denvergov.org.

Thank you!

OTTENJOHNSON
ROBINSON NEFF + RAGONETTI_{PC}

September 8, 2020

THOMAS J. RAGONETTI
303 575 7509
TJR@OTTENJOHNSON.COM

VIA E-MAIL

Community Planning & Development
City and County of Denver
201 West Colfax Avenue
Denver, CO 80202

Attn: Deirdre Oss

Re: Large Development Review Application Narrative for Marina Square

Dear Deirdre:

As you know, this firm represents Shea Properties Management Company, Inc., together with its affiliates (the “**Applicant**”), with respect to certain real property located at 8101 E. Belleview Avenue and 8351 E. Belleview Avenue (collectively, the “**Property**”) in the City and County of Denver (the “**City**”). This letter is submitted with the Applicant’s large development review (“**LDR**”) application in connection with the Applicant’s proposed redevelopment of the Property as a mixed-use, walkable retail, office and residential area (the “**Project**”), generally consistent with the Suburban, Mixed-Use 8 (“**S-MX-8**”) zone district under the Denver Zoning Code. The additional materials and conceptual renderings submitted with this letter by the Applicant illustrate one potential configuration of the Project.

Following the Community Information Meeting for the Project held on July 30 (“**CIM**”), the Applicant submits this revised narrative setting forth the details required for the LDR and incorporating feedback received from City staff and from the public at the CIM. A separate summary of the common questions and answers about the Project discussed both during and after the CIM is submitted with this letter. As noted in that summary document, much of the initial response at the CIM was positive, with residents looking forward to a revitalization of the area as contemplated by the Project.

Important to note is that the Project is in the very early stages of development and, as such, the Applicant intends to modify and update the conceptual renderings as the Project evolves, including to reflect much of the feedback received during the CIM and initial stages of the LDR process. As such, certain of the conceptual renderings of the Project may reflect one or more potential iterations of the Project, but the Applicant intends to update these documents from time to time as appropriate to reflect the ongoing design and development process.

Background

The Property is an approximately 13 acre area located north of East Belleview Avenue between South Ulster Street and DTC Boulevard within the Hampden South neighborhood of the City. The Property is also part of the Denver Tech Center. The Property was originally developed nearly four decades ago as a single story retail center, with six buildings on the interior of the site surrounded by parking. Initially, the Property was designed around an interior courtyard with all the shops facing inwards. The original design was turned inside out (by altering the locations of the entrances) as retail demanded more of a street presence. However, the concept, the infrastructure, and the buildings are now well past their prime. The current state of the Property is not consistent with the City's adopted plans, or the Applicant's vision, for a more vibrant and more dense mixed-use area. The area surrounding the Property comprises a broad mix of retail, office and residential uses, mostly in newer, multi-story buildings.

With respect to the LDR, the Applicant anticipates that the Project would include the following:

- Proposed Land Uses and Intensities. The Applicant proposes to redevelop the Property as contemplated by the Project, which may include (1) multi-family residential buildings in size and mass generally consistent with the S-MX-8 district, (2) new retail area(s), likely on the southwest corner of the Property and with lower development intensity than the residential buildings, and (3) an office building closer in scale to the residential buildings than the retail buildings. Each such component of the Project will be designed to acknowledge, and respond to, the adjacent areas, and is anticipated to meet parking and similar standards independently of the other components, although the Applicant intends to consider all such components as a single Project. With this Project, the Applicant hopes to revitalize the Property by bringing in new retail tenants and upgrading the space to better accommodate current favorites.
- Infrastructure Changes. As noted in the preliminary scope established by the LDR, the Project will require an Infrastructure Master Plan, to include mobility, sanitary sewer and water supply capability studies. As such, the Applicant anticipates that any major infrastructure changes will be identified in connection with the Infrastructure Master Plan process. Additionally, although the traffic study conducted in connection with the Project indicates that the Project would result in a small increase (1.7%) in morning peak traffic and a reduction in evening rush hour traffic (1.5%), the Applicant intends to continue to work with the City and other regional partners to address traffic congestion during the Infrastructure Master Plan process. Separately, the Applicant is currently working with Xcel directly to relocate an electric line running through the Property.
- Park and Open Space Concepts. The Property is subject to private covenants that require, among other things, a minimum of 30 percent open space for a particular development. The Applicant intends to meet or even exceed this requirement, as well as the City's 10 percent publicly accessible open space requirement, through a variety of individual open spaces, including both landscaped and hardscaped (e.g., plazas) areas, as well as some private open space, which would be thoughtfully disbursed throughout the different components of the redevelopment so as to maximize the pedestrian experience. Many of these open spaces would serve as an amenity for the surrounding community as well as the future tenants of the Project.
- Access and Permeability. Related to the above, the Applicant intends to capitalize on the Project's proximity to area amenities by incorporating opportunities for pedestrian, bicycle and vehicular access to nearby George Wallace Park, light rail routes and regional bike lanes and trails, as well as the existing residential neighborhoods to the north and northeast of the Project. In addition, the Project would allow

for new access roads (likely using existing curb cuts at East Bellevue Avenue and South Ulster Street) though the Property, between the various components and providing vehicular and pedestrian access to each. Such access roads would be privately owned and maintained, either by an owners' association or an existing metropolitan district, and would also contain relocated utilities for the Property.

- Development Phases. The Project will likely be redeveloped in several phases, as generally contemplated by the plan documents submitted by the Applicant, as amended from time to time. The first phase may include the retail component and one or more multi-family residential buildings, followed by additional multi-family residential building(s) and the office buildings in separate phase(s). The Applicant intends to continue using the existing, single-story building on the southeast corner of the Property for office uses during the initial phases of development.

On behalf of the Applicant, we look forward to working with you on the LDR. Please feel free to reach out with any questions or comments.

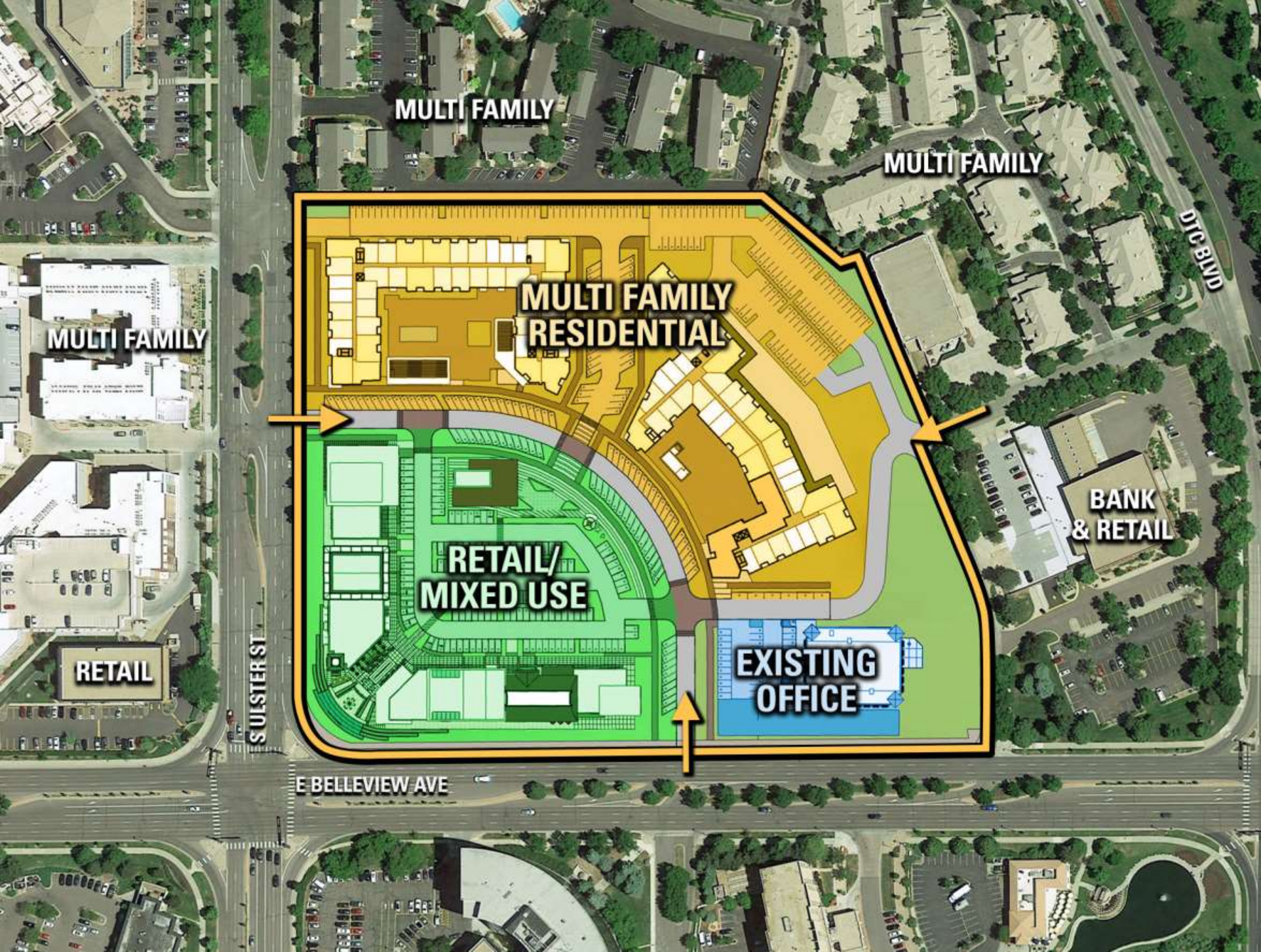
Very truly yours,



Thomas J. Ragonetti
For the Firm

TJR/cc

cc: Cory M. Rutz (via e-mail)
Eric Hecox (via e-mail)
Ron McDaniel (via e-mail)
John Kilrow (via e-mail)
Peter Culshaw (via e-mail)



MULTI FAMILY

MULTI FAMILY

MULTI FAMILY

**MULTI FAMILY
RESIDENTIAL**

**BANK
& RETAIL**

**RETAIL/
MIXED USE**

**EXISTING
OFFICE**

RETAIL

SULSTER ST

E BELLEVUE AVE

DTC BLVD



MARINA SQUARE PLANNED RE-DESIGN PHASES

■ Phase I ■ Phase II ■ Phase III



Attachment 4 – Final Scope Considerations



DENVER
THE MILE HIGH CITY

LARGE DEVELOPMENT REVIEW PRELIMINARY SCOPE Marina Square

Date: June 24, 2020

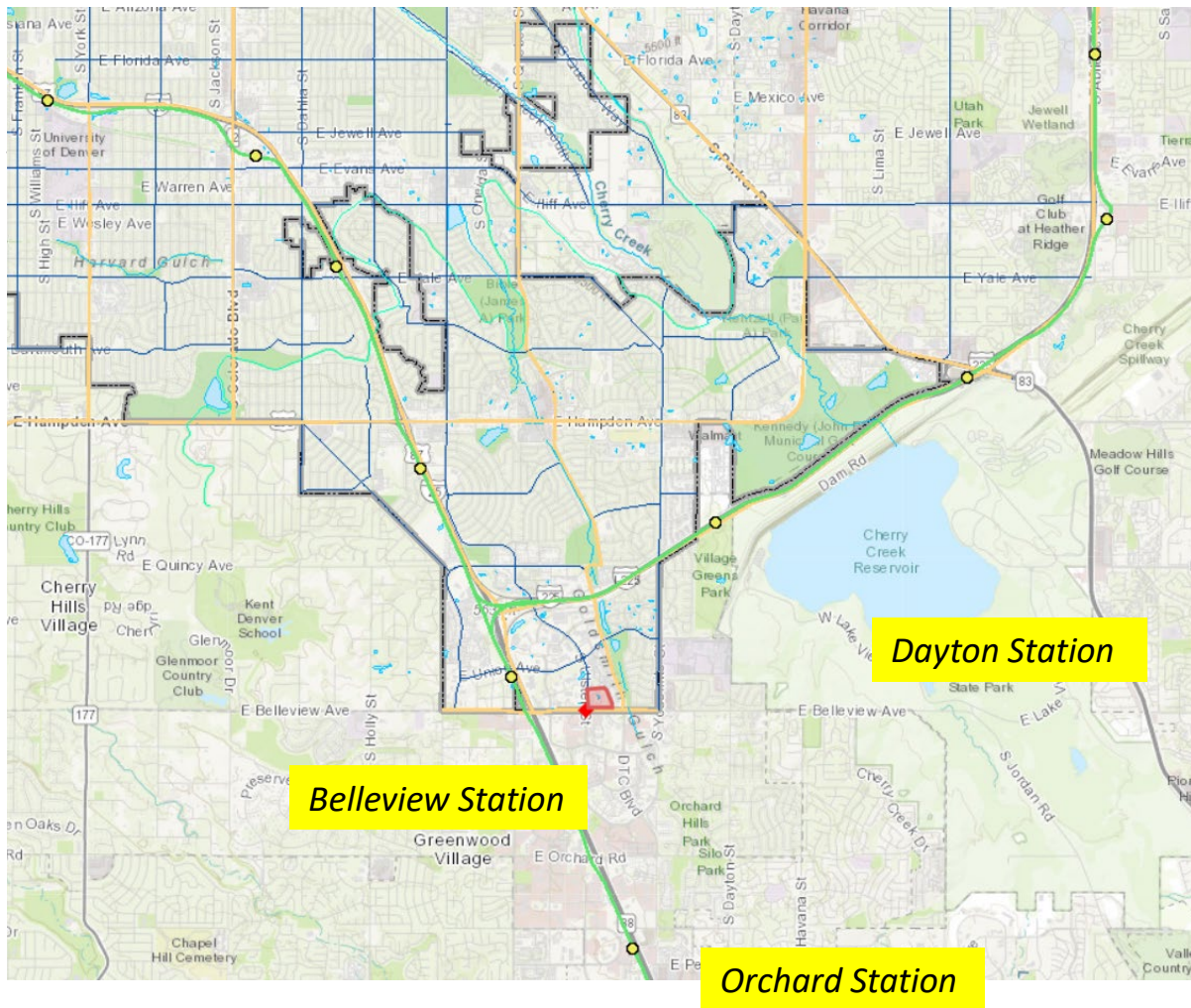
Revised 9-22-2020 with Applicant Revised Development Concept Narrative

Project Overview

Address: 8101 and 8351 E. Belleview Avenue

Applicant: Shea Properties

The existing Marina Square retail center, located at the northeast corner of South Ulster Street and East Belleview Avenue, is comprised of 7 buildings centered around a common internal open space and pathway network between buildings. The site contains inward-oriented retail and some pad sites. While not directly adjacent, the site is just .71 miles from the Belleview Station transit plaza.



1) Determination of LDR Applicability

On May 6, 2020, a Pre-Application Meeting was held with the City's Development Review Committee (DRC) workgroup to discuss proposed redevelopment of Marina Square at East Bellevue Avenue and Ulster Street. Following the meeting, Staff presented the information to the Executive Development Review Committee composed of high-level leadership from multiple agencies. Pursuant to Section 12.4.12.5 of the Denver Zoning Code (DZC), the DRC has determined that the Large Development Review (LDR) process is applicable to this project.



In addition to the site's qualification for the LDR process pursuant to review criteria for acreage threshold, the DRC identified this site as having regional significance in the evolution of the Denver Tech Center. The DRC is interested in exploring several concepts to ensure proposed redevelopment meets intentional outcomes with respect to City-adopted plans. The LDR process allows for these considerations to be explored with your team prior to engaging in rezoning or future site-specific development entitlement processes. Future development of the site as it relates to publicly accessible open space, transportation, pedestrian and bicycle connections, stormwater management, affordable housing, environmental sustainability, and urban design were discussed as subjects of interest for further investigation.

2) Development Concept

The Applicant anticipates that the Project would include the following:

Proposed Land Uses and Intensities. The Applicant proposes to redevelop the Property as contemplated by the Project, which may include (1) multi-family residential buildings in size and mass generally consistent with the S MX 8 district, (2) new retail area(s), likely on the southwest corner of the Property and with lower development intensity than the residential buildings, and (3) an office building closer in scale to the residential buildings than the retail buildings. Each such component of the Project will be designed to acknowledge, and respond to, the adjacent areas, and is anticipated to meet parking and similar standards independently of the other components, although the Applicant intends to consider all such components as a single Project. With this Project, the Applicant hopes to revitalize the Property by bringing in new retail tenants and upgrading the space to better accommodate current favorites.

Infrastructure Changes. As noted in the preliminary scope established by the LDR, the Project will require an Infrastructure Master Plan, to include mobility, sanitary sewer and water supply capability studies. As such, the Applicant anticipates that any major infrastructure changes will be identified in connection with the Infrastructure Master Plan process. Additionally, although the traffic study conducted in connection with the Project indicates that the Project would result in a small increase (1.7%) in morning peak traffic and a reduction in evening rush hour traffic (1.5%), the Applicant intends to continue to work with the City and other regional partners to address traffic

congestion during the Infrastructure Master Plan process. Separately, the Applicant is currently working with Xcel directly to relocate an electric line running through the Property.

Park and Open Space Concepts. The Property is subject to private covenants that require, among other things, a minimum of 30 percent open space for a particular development. The Applicant intends to meet or even exceed this requirement, as well as the City's 10 percent publicly accessible open space requirement, through a variety of individual open spaces, including both landscaped and hardscaped (e.g., plazas) areas, as well as some private open space, which would be thoughtfully disbursed throughout the different components of the redevelopment so as to maximize the pedestrian experience. Many of these open spaces would serve as an amenity for the surrounding community as well as the future tenants of the Project.

Access and Permeability. Related to the above, the Applicant intends to capitalize on the Project's proximity to area amenities by incorporating opportunities for pedestrian, bicycle and vehicular access to nearby George Wallace Park, light rail routes and regional bike lanes and trails, as well as the existing residential neighborhoods to the north and northeast of the Project. In addition, the Project would allow for new access roads (likely using existing curb cuts at East Belleview Avenue and South Ulster Street) through the Property, between the various components and providing vehicular and pedestrian access to each. Such access roads would be privately owned and maintained, either by an owners' association or an existing metropolitan district and would also contain relocated utilities for the Property.

Development Phases. The Project will likely be redeveloped in several phases, as generally contemplated by the plan documents submitted by the Applicant, as amended from time to time. The first phase may include the retail component and one or more multi-family residential buildings, followed by additional multi-family residential building(s) and the office buildings in separate phase(s). The Applicant intends to continue using the existing, single-story building on the southeast corner of the Property for office uses during the initial phases of development.



3) Preliminary Determination of LDR Scope

As defined in Section 12.4.12.6 of the DZC, following the Determination of Applicability, the DRC makes a determination regarding the preliminary scope. This project was presented at the DRC meeting on June 24, 2020 and the following preliminary analysis provides the documentation and comments regarding the requirements for future development. Please keep in mind that the final determination of scope and development of the final framework will not occur until after the community information meeting.

4) Boundary of the Large Development Review Area

The boundary for the LDR shall include the ~13-acre property consisting of Marina Square as well as the parcel adjacent to the east containing parking and a pad site. The proposed boundary abuts residential development to the north and commercial development to the east, all considered part of a growing Regional Center. The boundary of the LDR is inclusive of areas that may be further conceived for additional vehicular access through the site as well as new pedestrian access and open space connections through the east to George Wallace Park at South DTC Boulevard and Belleview Avenue.

5) Applicable Plans, Studies, and Regulatory Programs

The following adopted Plans, studies and regulatory programs provide clear and sufficient guidance for review of the proposed large development project and will serve as a basis for providing a framework for interconnected land uses, streets, open space, public parks, and other infrastructure.

- Blueprint Denver 2019
- Comprehensive Plan 2040
- Transportation Standards and Details for the Engineering Division (April 2017)
- Vision Zero
- Denver Moves
- Transportation Demand Management Program (draft)
- Complete Streets Design Guidelines (draft)
- Denver Parks and Recreation Game Plan
- Goldsmith Gulch Drainageway update

a) **Blueprint Denver: Suburban Context**

The suburban context represents the most varied development in Denver's neighborhoods. Homes in this context are largely single-unit, but can also include higher intensity residential. Commercial development is focused along main corridors and centers bordering residential areas. Although this context is more auto-oriented than others, there should still be quality multimodal connectivity.

The aspiration of the suburban context in Denver is different than traditional suburban development of the past. Especially compared to other parts of the metro area, Denver's suburban areas are still more urban in nature and suburban places should reflect that. Residents of this context should be able to walk and bike to neighborhood destinations safely, though the trips may be longer than in other contexts.

Blueprint Denver: Future Place Type – Regional Center

Regional centers provide a high mix of uses to create a dynamic environment of living, dining, entertainment and shopping, while incorporating a diverse set of employment options. They attract a wide customer draw with a 24/7 live, work and play environment attractive to locals and visitors. Larger scale mixed-use buildings are common. High degree of urban elements with continuous human-scale building frontages to define the public realm exist in this context. Heights are generally the tallest in the context and transition gradually within the center to the surrounding residential areas.

6) Regulatory and Administrative Processes

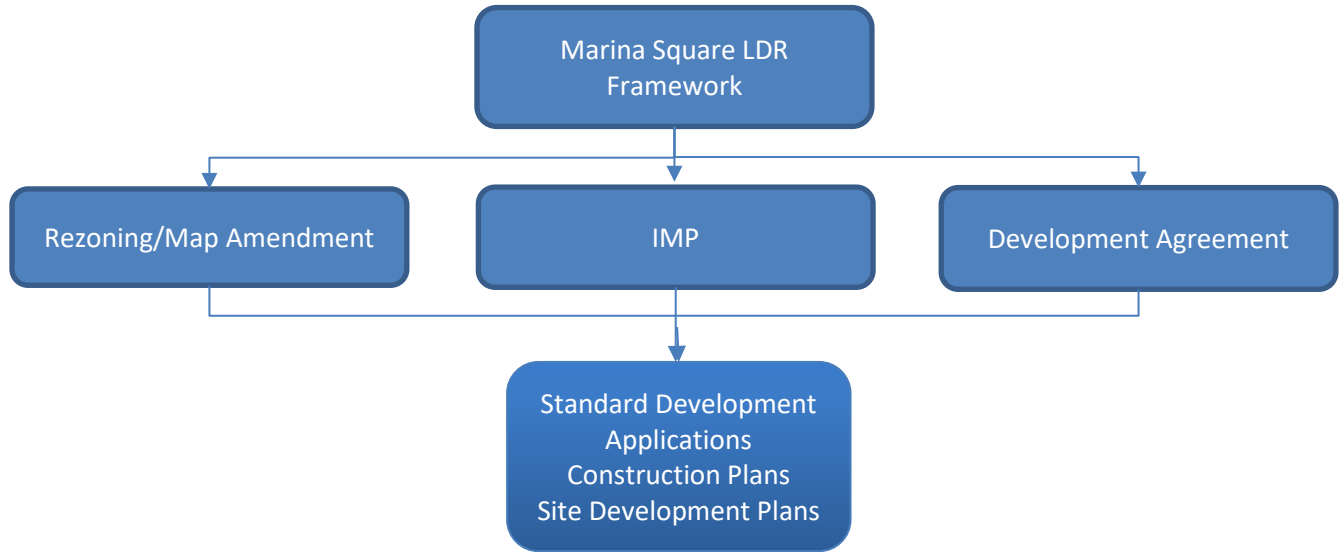
The following processes have been identified as necessary for this project. The details on content for each of the processes are only intended to highlight anticipated scope and they are not intended to preclude additional topics that may need to be addressed as the project is being formally reviewed.

- A. Official Map Amendment (rezoning) of all land within the area subject to Large Development Review.

- B. Equity Analysis – An analysis of how the rezoning addresses the equity goals and policies set forth in the Comprehensive Plan 2040 will be required as part of the rezoning application. The applicant should review the equity analysis for opportunities to address equity gaps as part of the future development. These items can be further delineated in a development agreement or through site development planning where appropriate.
- C. Community Engagement - In addition to the community information meeting required through the LDR process, project information will be shared with the required steps in the rezoning process.
- D. Infrastructure Master Plan (scaled to the complexity of the project)
 - a. Mobility Study
 - b. Sanitary Sewer Study
 - c. Water supply capability to the area regarding fire flow requirements
- E. Development Agreement which may cover the following topics:
 - a. Affordable Housing
 - b. Off-site Improvements
 - c. Future Open Space phasing, maintenance and ownership
 - d. Roadway, bike, and pedestrian network improvements
- F. Site Development Plan(s) and related infrastructure construction drawings for horizontal and vertical development

7) Sequencing of Regulatory Processes and Approvals

Generally, items A-D above are intended to be concurrent processes and are not sequential. It is anticipated that the development agreement execution and the rezoning approved by City Council will occur on or around the same time and that once approved, the Infrastructure Master Plan can be administratively approved. The subdivision plat can be submitted for review at such time that the Infrastructure Master Plan is developed enough to establish right-of-way boundaries, but no subdivision plat can be approved until items A-D are approved.



8) Preliminary Project Requirements

This section provides preliminary comments received from review agencies on the project application. These comments are being provided to highlight known project requirements and discussion points that will need to be resolved through the regulatory processes.

Land Use and Site Design

- a) The site was zoned for a dated suburban office park and still under the design review authority of the Goldsmith Metro District ACC. The site is designated for suburban concept site design as Denver Arterial General Commercial (old zoning B-A-3) with lot coverage not to exceed 30% of the site.
- b) The proposed development intends to reverse the organization of the site to prioritize street frontage and increase density, requiring a rezoning as the FAR limits on the current site are 2:1.
- c) The preliminary development concept with a rezoning identifies great potential for an increase in density and additional housing with much needed new retail development to serve a growing population.
- d) The concept currently does not indicate permeability or connection to existing development to the north and east. As an infill development, it may better serve the neighborhood to provide additional pedestrian connections to augment the identified vehicular connection through the eastern boundary to DTC Boulevard. Site design should be studied as part of the Infrastructure Master Plan.
- e) Staff is recommending completion of an Infrastructure Master Plan to solidify transportation and other infrastructure requirements for the site.
- f) Governing tech center documents provide somewhat outdated guidance for development but have generally been of a higher standard than City review can normally achieve in terms of building design, materials. Other elements of the guidelines may not adequately reflect more

modern guidance for multimodal connectivity, active street frontages. A review of the existing ACC guidelines in relation to the City's updated zoning and other design tools may be necessary.

Transportation and Mobility

- a) The *Transportation Standards and Details for the Engineering Division* (April 2017) as well as a Mobility Study will guide future development and infrastructure improvements.
- b) Based on the roadway classification of the adjacent public roads to the developing frontage of the zone lot, the cross-section drawings in the above-mentioned standards include the ROW dimensions that would be applied to these ROW frontages. Dedication may be required to provide room for those cross sections including but not limited to roadway, sidewalk and tree lawn widths.
- c) Based on the outcome of the mobility study, the evaluation of traffic impact to our existing roadway network may require traffic impact mitigations including but not limited to new public roadways, traffic signals and access restrictions.
- d) Consider Transportation Demand Management methods although the site is just outside of ½ mile walkshed but pedestrian activity to transit is increasing in DTC.
- e) Mobility study evaluation may include the potential for a new public (or private) road through this site to serve the new development as well as provide future internal secondary connections to the sites to the north and east.

Schools

- a) The development under review is located within the Denver Public Schools ("DPS") district. Developers seeking approval to construct new developments within the DPS district shall consider the impact of new developments on schools and shall work with the district to ensure that proper concessions are made to DPS (either by way of in lieu of fees paid or a land dedication offered). DPS requires that the applicant contact the DPS planning department to discuss allowances from the district.

Parks and Open Space

- a) Include adequate publicly accessible open space plan within IMP concept, including access and connection to Goldsmith Gulch/Wallace Park.
- b) Ensure Goldsmith Gulch regional detention plans accommodate additional planned density for this site.
- c) The project will be required to provide a minimum of 10% open space per Section 10.8 of the Denver Zoning Code. The open space will need to be satisfied project-wide and it may be phased to facilitate an intentional outcome.

Stormwater and Wastewater

- a) The site will be required to provide its own Stormwater Water Quality (WQ) treatment, but this should not affect the regional stormwater system. It is understood by DES Wastewater that regional stormwater detention (but not WQ) is provided in the regional stormwater detention facility in the park at Goldsmith Gulch per the original DTC development plans.
- b) The potential up-sizing of the sanitary sewer main is a typical requirement for any large development, whether that development review is done using standard Site Development Plan project review procedures or with an LDR.
- c) The addition of 250 residential units might require a size increase of the public sanitary sewer main in Belleview Avenue, although it is also possible that the existing sewer is adequate.

- d) This potential up-sizing of the sewer main is a typical requirement for any large development, whether that development review is done using standard project review procedures or with an LDR.
- e) Denver Public Works Wastewater will perform flow measurements on the existing sanitary sewer flows to determine the available capacity in the public sanitary sewer main.
- f) Note that this sanitary main pipe flow measurement cannot be done until the current Covid-19 quarantine/work restrictions have been sufficiently relaxed and people's daily activity and the sewer use is back to normal.
- g) Water supply capability study with regard to fire flow requirements.

Denver Fire

Denver Fire provided site-related fire protection requirements standard for development. As part of the Infrastructure Master Plan, the applicant should provide an auto-turn study for truck access through drive aisles (this points to review of alternatives to drive aisles (new internal road).

Summary

Following the community information meeting, the Formal LDR Application should be revised as appropriate to incorporate plan guidance, staff comments, anticipated outcomes, and input from the community information meeting. The revised LDR application may also include a revised concept plan. More information about the LDR Application is available in the [Large Development Review and Infrastructure Master Plan Rules and Regulations](#).