



**DENVER**  
THE MILE HIGH CITY

**Community Planning and Development  
Planning Services**

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**TO:** Denver City Council  
**FROM:** Michelle Pyle, Senior City Planner  
**DATE:** August 22, 2014  
**RE:** Public Hearing on August 25, 2014 for Application #2014I-00012, CB14-0524

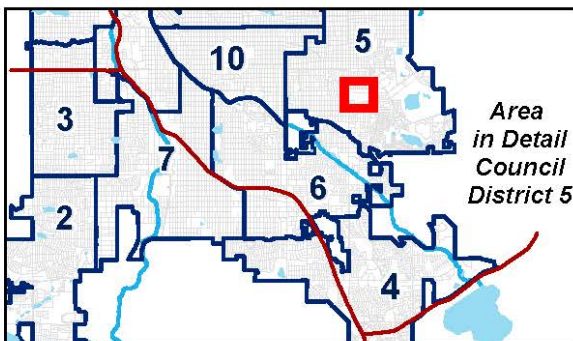
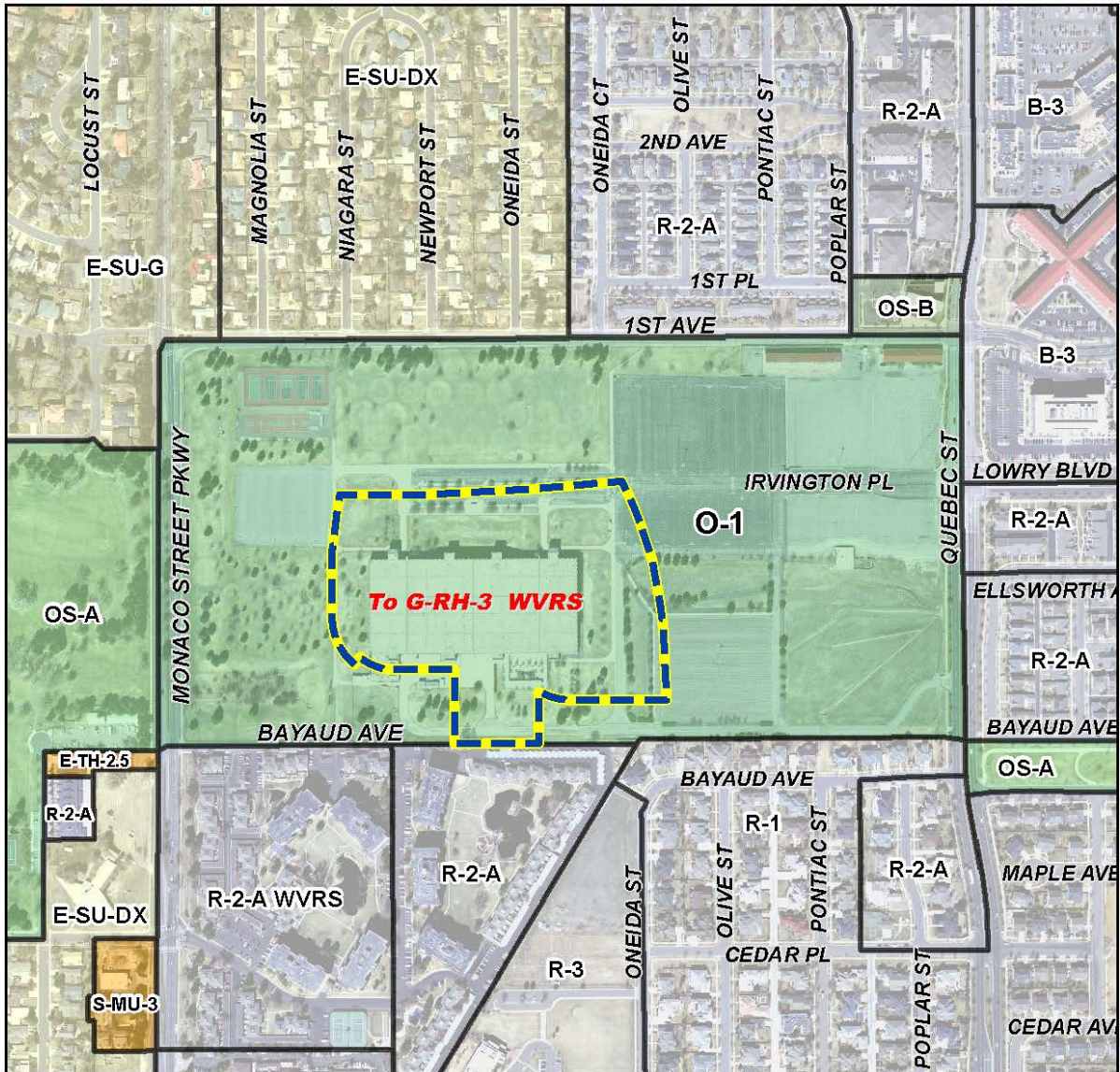
### CPD Recommendation

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

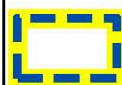
### Request for Rezoning

Application:	#2014I-000012
Location:	Portion of Buckley Annex located at approximately 6700-7398 and 6701-7399 Lowry Boulevard, and 6701-7399 Archer Place. See map below for exact boundary
Neighborhood/Council District:	Lowry Field / Council District #5
RNOs:	Denver Neighborhood Association, Inc.; Inter-Neighborhood Cooperation; Lowry Community Master Association; Lowry United Neighbors
Area of Property:	Approximately 15.6 acres
Current Zoning:	Denver Zoning Code O-1: limited use list that include civic and public uses, limited group living, limited commercial and some industrial uses. No maximum height, except when within 175' of a protected district the height is limited to 75'. The only form standards are for setbacks.
Proposed Zoning:	G-RH-3 with waivers: <u>G</u> eneral Urban Neighborhood Context – <u>R</u> ow <u>H</u> ouse – <u>3</u> story maximum height - with 2 waivers
Property Owner(s):	Lowry Redevelopment Authority- quasi-governmental, nonprofit entity created by the cities of Denver and Aurora in 1994 to redevelop the former Lowry Air Force Base
Owner Representative:	Robert J. Gollick, Inc.

## Zone Map Amendment #14i-12



Application #14i-12  
Location: Within Buckley Annex

 Proposed Rezoning  
From: O-1  
To: G-RH-3 WVRs



0 200 400 800  
Feet

Map Date: 5/13/2014

## Summary Background

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

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

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



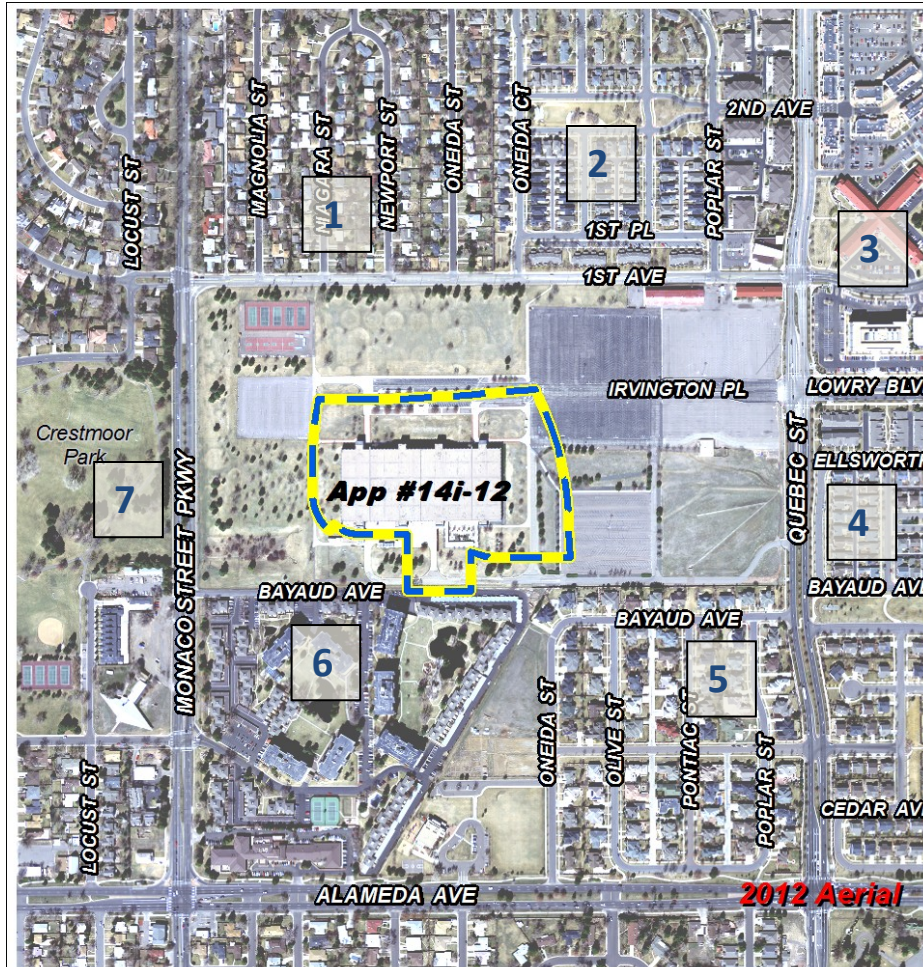
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Portion of Buckley Annex at approximately 6700-7398 and 6701-7399 Lowry Boulevard, and 6701-7399 Archer Place to G-RH-3 with waivers

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## Existing Context



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



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



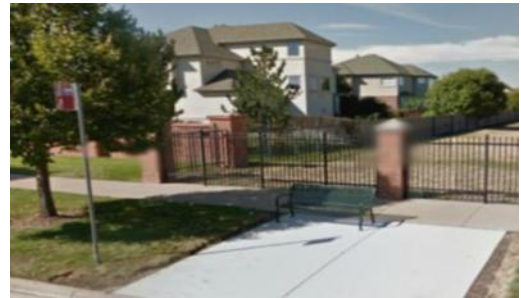
3 Lowry, Mixed use



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



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



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



7 Crestmoor Park





## Summary of Rezoning Request

- The proposed rezoning for the site is for G-RH-3 with waivers or General Urban Neighborhood Context – Row House – 3 story maximum height - with waivers:
  - The first waiver is to waive the right to the Urban House, Duplex, Garden Court, and Row House building forms in the Denver Zoning Code (Section 6.3.3.4.A, B,C and D) and, instead, obligate the subject property to two primary building forms titled “Urban House,” “Duplex,” and “Row House” building form table contained in this rezoning application which makes changes as summarized in the table below.
  - The second waiver is to waive the right to Detached Accessory Dwelling Unit, Detached Garage and Other Detached Accessory Structures building forms in the Denver Zoning Code (Sections 6.3.4.5.A, B and C) and, instead, obligate the subject property to a single detached accessory building form titled “Detached Accessory Structures” building form table contained in this rezoning application which makes the changes as summarized in the table below.
- The exact language of each of the 2 waivers is attached to this staff report in the application.
- The following table summarizes the first and second waiver, by comparing the standard G-RH-3 Row House building form and Detached Garage building form regulations:

<b>(1a) ROW HOUSE Building Form</b>	<b>G-RH-3</b>	<b>Proposed G-RH-3 Zone District with Waivers</b>
<b>HEIGHT</b>		
Front 80% of zone lot: Stories/Feet	3/30'	3/40'
Rear 20% of zone lot: Stories/Feet	1/19'	3/40'
Side Wall Height (max)	25'	No standard
<b>SITING</b>		
Primary Street setback, without block sensitive setback	20'	10'
Rear setback with alley	10'	5'
<b>(1b) URBAN HOUSE and DUPLEX Building Forms</b>	<b>G-RH-3</b>	<b>G-RH-3 with waivers</b>
Front 80% of zone lot depth: Stories/Feet	3/30'	2.5/35'
Rear 20% of zone lot depth: Stories/Feet	1/19'	2.5/35'
Side Wall Height (max)	25'	No standard
Primary Street setback, without block sensitive setback	20'	10'
Rear setback with alley/no alley	12'/20'	5'/20'
Building Coverage	50%	No standard
<b>(2) Detached Accessory Structure</b>	<b>G-RH-3</b>	<b>G-RH-3 with waivers</b>
Height: Stories/Feet	1.5/24'	2/35'
Side Wall Height (max)	15'	No standard
Side Street Setback	5'	3'

### **Other Zone Districts Considered**

Much of the current residential Lowry neighborhood was developed under Former Chapter 59, specifically under a multi-family zone district (R-2 or R-2-A) with waivers and an administratively approved Planned Building Group. This allowed development to have shallow setbacks, high lot coverage, and greater height and bulk than development under standard zoning requirements. When seeking to replicate this development pattern under the Denver Zoning Code, G-RH-3 with waivers was ultimately the applicant's preference, other options, described below, may have achieved similar results:

- Planned Unit Development Zoning
  - A PUD allows for more flexible zoning than what is achievable through a standard zone district and where multiple waivers or conditions can be avoided. This rezoning application includes waivers that are exclusive to form standards – they do not adjust uses, parking, general design standards, definitions or procedures. Generally, the PUD was thought to be too complex a tool than necessary for the request.
- Master Planned Neighborhood Context Zone District (M- zones):
  - Generally, the Master Planned Context zoning is for very large sites that require significant flexibility as a master developer plans for widely different land uses across the site over a long period of time. Unlike other greenfield sites in Denver, the Buckley Annex 70-acre site is guided by a very detailed land use plan that, block-by-block, specifically assigns detailed land uses, heights, and urban design goals. In contrast, most Master Planned Context areas are planned and then zoned for a wide range of lands uses, such as single-family neighborhoods, commercial nodes, and town centers, in order to respond to changes in market demand over time. In addition, current “M” mixed-use zone districts do not ensure an urban form, which is specifically envisioned by the Buckley Annex GDP.
  - While the M-RH-3 or Row House-3 story maximum height zone district could have worked, since other areas within the Buckley Annex site were less consistent with this zone district and applied for different zone districts, applying a M zone district to a small part of an area seemed counterintuitive.
- Other neighborhood context, such as Suburban or Urban Edge, RH/TH zone districts:
  - Would require the same list of waivers
  - Given the framework established within the Buckley Annex GDP for detached sidewalks, alleys, and extensive pedestrian and bicycle networks, these neighborhood context zones were comparably deficient in encouraging this more urban framework.
- Design or Conservation Overlay Zone District is another tool that can refine a standard zone district. For example, the Curtis Park Conservation Overlay Zone District allows new, infill development of certain structures to exceed the otherwise applicable maximum building coverage. This overlay zone was created purposefully to acknowledge the existing and desirable pattern that adopted plans clearly state is preferred within Curtis Park.

### **Waivers to a New Code District – Implications:**

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

- This application allows consideration what future additions may be needed for the Denver Zoning Code. Specifically, where there are Areas of Change combined with plan recommendations for lower-intensity residential land uses such as single-unit attached (or multi-unit that isn't in the form of apartment/condo buildings), how can a higher urban form be achieved? CPD considers this application a case study within a larger effort to research and understand whether other parts of Denver have this condition and may need this same type of zoning.
- It is important to note that similar variations in building height, setback, and bulk requested in the subject waivers are achievable under the Denver Zoning Code but only when there is an existing neighborhood pattern that the new infill development is trying to imitate (typically, development that occurred pre-1956). For example:
  - The “Primary Street Block Sensitive Setback” allows “by-right” a less than 20' primary street setback when a smaller setback is the existing pattern on the block.
  - “Administrative Adjustments” may be granted to increase building height and bulk to allow new development to be more compatible with the existing built pattern on the block.

### **Summary of City Review**

As part of the DZC review process, the rezoning application is reviewed by CPD and referred to potentially affected city agencies and departments for comment. The first review by CPD suggested a few minor refinements and included the more substantive comment addressing the proposed parking waivers, which would have increased the required parking for multi-unit from 1 space per dwelling unit to 2 spaces per dwelling unit. The applicant submitted a revised application that reflected these comments and which eliminated the proposed parking waivers. Additionally, the applicant has informed the City that they adopted an addendum to the Lowry Design Guidelines that requires 2 vehicle parking spaces per dwelling unit. The guidelines are enforced by the Lowry Design Review Committee.

A summary of agency referral responses follows:

**Asset Management:** Approve – No comments

**Denver Fire Department:** Approve Rezoning Only

**Public Works – City Surveyor:** Approve – No comments

**Parks & Recreation:** Approve Rezoning Only

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

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

**Development Services – Wastewater:** Approve. The rezoning is approved by Development Services Wastewater. However, the applicant should be aware that Development Services will not approve any development of this property without assurance that there is sufficient sanitary and storm sewer capacity available. A sanitary study and/or drainage study may be necessary. The results of these studies may require the developer to install major infrastructure improvements or to limit the size of the development. Any proposed development or improvements will be reviewed for compliance to specific wastewater criteria at the time of site plan and/or building permit submittal.



## Public Review Process

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

- Public Input Received
  - 13 **support**
  - 54 **opposed** to this application if a parking waiver for 2 parking spaces per dwelling unit is not added to the application (rather than the 1 space per dwelling unit). The following summarizes common themes in comments:
    - Addendum to the Lowry design guidelines that includes a “recommendation” that developers provide 2 parking spaces per unit but this is left to the discretion of the Lowry Design Review Committee; zoning is enforceable
    - Lowry is not “transit oriented development”; remains an auto dependent community; difference between providing 500 vs 250 parking spaces is significant (based on up to 250 rowhomes);
    - Please listen to the existing community that surrounds this site
    - Application already contains waivers, this parking waiver can be included as well
    - This proposed parking waiver is designed to “preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods” – a goal cited in the property owner’s application
    - To please balance needs of the existing communities with the request by the applicant
- First Notice on April 10, 2014: CPD staff provided Informational notice of the rezoning application to affected members of City Council and registered neighborhood organizations, according to Section 12.3.4.5.A.1 of the Denver Zoning Code.
- Second Notice on May 20, 2014 for Planning Board Public Hearing: The property was legally posted for a period of 15 days announcing the June 4, 2014 Denver Planning Board public hearing, and written notification of the hearing was sent to all affected registered neighborhood organizations and City Council members. The June 4<sup>th</sup> public hearing was held, three testified in opposition and four testified in support of the rezoning, and the Planning Board unanimously (10-0) recommended to the City Council approval of the proposed rezoning application.
- Third Notice on June 10, 2014 for LUTI meeting: The rezoning application has been referred to the Land Use, Transportation and Infrastructure Committee of the City Council for review. LUTI is a public meeting.
- Fourth and Final Notice for City Council Public Hearing: Following LUTI committee review, the rezoning application is referred to the full City Council for final action after a public hearing on second reading.

## Criteria for Review / Staff Evaluation

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

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

**(b) DZC Section 12.4.10.13**

1. Consistency with Adopted Plans

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Portion of Buckley Annex at approximately 6700-7398 and 6701-7399 Lowry Boulevard, and 6701-7399 Archer Place to G-RH-3 with waivers

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2. Uniformity of District Regulations and Restrictions

3. Public Health, Safety and General Welfare

**(c) DZC Section 12.4.10.14**

1. Justifying Circumstances (also referenced in Section 12.4.10.1)

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

## Buckley Annex General Development Plan – 2013

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

### Rowhouse Boulevard:

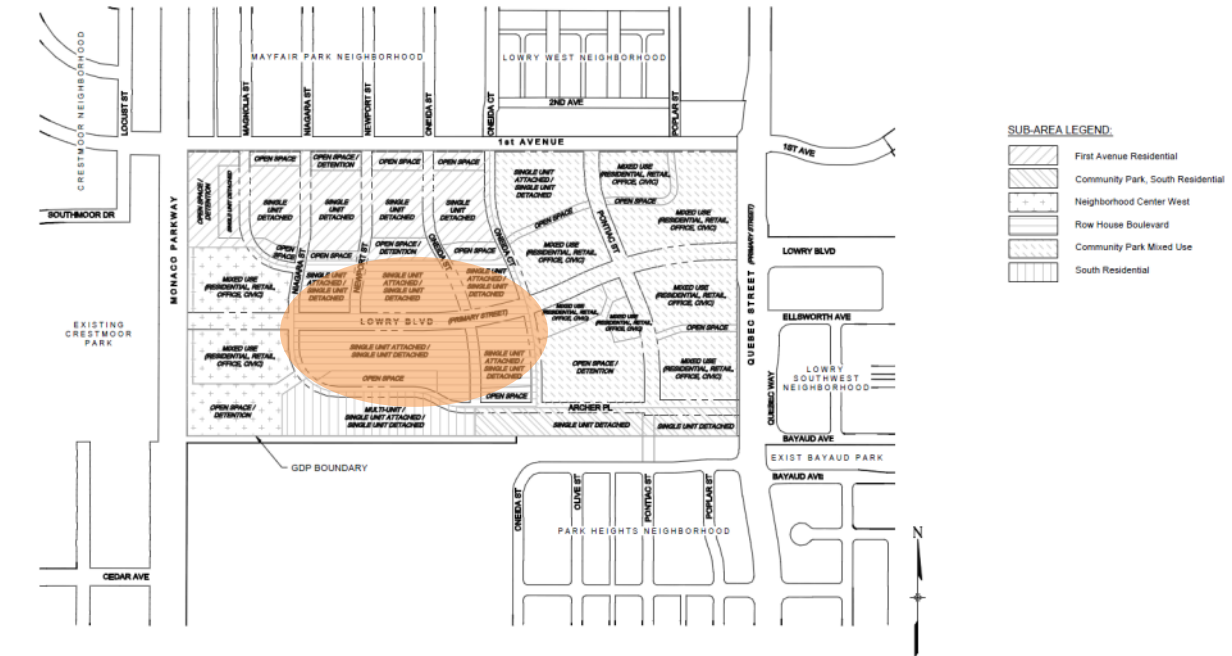
Intent: The Rowhouse Boulevard subarea connects the entire neighborhood by defining Lowry Boulevard as a comfortably scaled urban rowhouse/townhouses district. Rowhouses/townhouses overlook a tree-lined boulevard where bikers, joggers, and walkers pass by using the trail to and from Crestmoor Park, neighborhood retail, the community park, and the surrounding neighborhoods.

Land Use: Single unit attached, single unit detached.

Height: Maximum 3 stories.

Urban Design:

- Build-to lines and pedestrian entrances along Lowry Boulevard.



*The proposed rezoning is consistent with this subarea intent language. The G-RH-3 with waivers provides a land use of multi-unit, form standards for a row house urban form with pedestrian entrance required for each dwelling unit and a height maximum of 3 stories.*



## **(b) DZC Section 12.4.10.13**

### **1. Consistency with Adopted Plans**

The following adopted plans apply to this property:

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

#### **Denver Comprehensive Plan 2000**

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

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

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

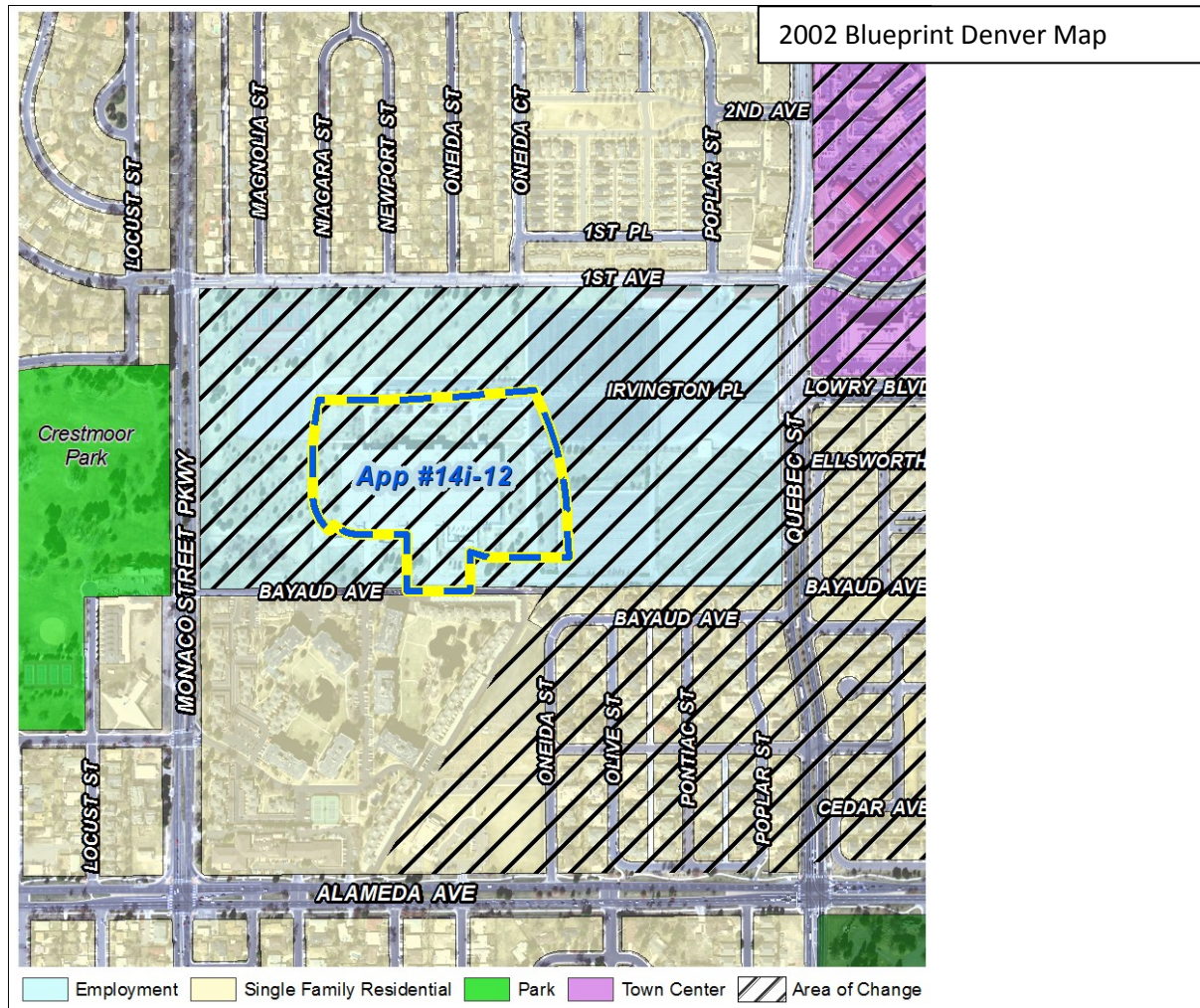
#### **The Lowry Reuse Plan – 1993, 2000**

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

### Blueprint Denver – 2002

The proposed rezoning is consistent with Blueprint Denver.

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



### Blueprint Denver Area of Change

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

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

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

*The proposed rezoning is consistent with the Area of Change planning goals because the G-RH-3 with waivers zone district create the potential to create a new neighborhood that includes characteristics of Denver's traditional neighborhoods. The waivers allow for development patterns similar to what would be allowed for existing established neighborhoods through special provisions described on page 3 of this report in the section "Waivers to New Code District – Implications."*

### Blueprint Denver Future Land Use - Employment

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

*The proposed G-RH-3 with waivers rezoning provides special attention to design, specifically by providing a land use and building height transition from adjacent established single-family Areas of Stability to the subject property. This provides for a compatible infill plan that responds to adjacent neighborhoods.*



## **2. Uniformity of District Regulations and Restrictions**

Because the proposed zoning is G-RH-3 with waivers it is a unique zone district and is therefore uniform with itself.

## **3. Public Health, Safety and General Welfare**

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

### **(c) DZC Section 12.4.10.14**

#### **1. Justifying Circumstance**

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

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

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

Neighborhood Context: The requested G-RH-3 with waivers zone district is within the General Urban Neighborhood Context. This neighborhood context is characterized by multi-unit residential uses located along local and residential arterial streets. It consists of a regular pattern of orthogonal block shapes, detached sidewalks, and the presences of alleys. Residential buildings have consistent orientation and setbacks. There is a balance of pedestrian, bicycle and vehicle reliance with a greater access to the multi-modal transportation system.

Zone District General Purpose: Residential zone districts within this neighborhood context promote and protect higher density residential neighborhoods; reinforce desired development patterns in existing neighborhoods while creating standards for new neighborhoods; and provide standards for buildings to orient to the street, access from the alley and have high lot coverage and shallow front yards.

Zone District Specific Intent: Specifically, G-RH-3 allows for urban house, duplex and row house building forms not taller than 3 stories.

*The proposed rezoning is consistent with the above intent language. The base G-RH-3 zone district provides a land use and building form that promotes higher density. The proposed waivers allow for shallow front setbacks, high lot coverage, and side wall height, which accommodates for a new neighborhood within an Area of Change.*

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

### CPD Recommendation

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

### Planning Board Recommendation

The Planning Board unanimously (10-0) recommended to the City Council approval of the proposed rezoning application.

### Attachments

1. Application
2. Public comments received

## Zone Map Amendment (Rezoning) - Application

1/26/12

PROPERTY OWNER INFORMATION*		PROPERTY OWNER(S) REPRESENTATIVE**	
<input type="checkbox"/> CHECK IF POINT OF CONTACT FOR APPLICATION		<input checked="" type="checkbox"/> CHECK IF POINT OF CONTACT FOR APPLICATION	
Property Owner Name	Lowry Economic Redevelopment Authority (LRA)	Representative Name	Robert J. Gollick, Inc.
Address	7290 East 1st Avenue	Address	609 South Gaylord Street
City, State, Zip	Denver, Colorado 80230	City, State, Zip	Denver, Colorado 80209
Telephone	303 343-0276	Telephone	303 722-8771
Email		Email	bgollick@comcast.net
<p><b>*If More Than One Property Owner:</b> 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><b>**Property owner shall provide a written letter authorizing the representative to act on his/her behalf.</b></p>	
<p>Please attach Proof of Ownership acceptable to the Manager for each property owner signing the application, such as (a) Assessor's Record, (b) Warranty deed or deed of trust, or (c) Title policy or commitment dated no earlier than 60 days prior to application date.</p>			
SUBJECT PROPERTY INFORMATION			
Location (address and/or boundary description):		Approximately 6700 – 7398 & 6701 - 7399 Lowry Boulevard & 6701 - 7399 Archer Pl. (Rowhouse Boulevard)	
Assessor's Parcel Numbers:		Portions of: 0608400023000	
Legal Description: (Can be submitted as an attachment. If metes & bounds, a map is required.)		See Exhibit "D": Legal Description	
Area in Acres or Square Feet:		15.577± acres or 678,516± square feet	
Current Zone District(s):		O-1	
PROPOSAL			
Proposed Zone District:		G-RH-3 with Waivers (3.9.14)	



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

## ATTACHMENTS

Please check any attachments provided with this application:

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

Please list any additional attachments:

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



**DENVER**  
THE MILE HIGH CITY

COMMUNITY PLANNING & DEVELOPMENT

## CUSTOMER GUIDE

Appendix Page 3

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

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

Property Owner Name(s) (please type or print legibly)	Property Address City, State, Zip Phone Email	Property Owner Interest % of the Area of the Zone Lots to Be Rezoned	Please sign below as an indication of your consent to the above certification statement (must sign in the exact same manner as title to the property is held)	Date	Indicate the type of ownership documentation provided: (A) Assessor's record, (B) warranty deed or deed of trust, (C) title policy or commitment, or (D) other as approved	Property owner representative written authorization? (YES/NO)
<b>EXAMPLE</b> 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 Economic Redevelopment Authority (LRA)	7290 East 1st Avenue Denver, Colorado 80230 303 343-0276		<i>Montgomery C. Fox</i>	3/28/14	A	Yes
Lowry Economic Redevelopment Authority		100%				

[www.denvergov.org/rezoning](http://www.denvergov.org/rezoning)



**June 4, 2014**

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

**Row House Boulevard**

Approximately 6700 – 7398 & 6701 - 7399 Lowry Boulevard and 6701 - 7399 Archer Place (Both sides of proposed Lowry Boulevard and both sides of Archer Place in the central portion Boulevard One. See the location graphic below).

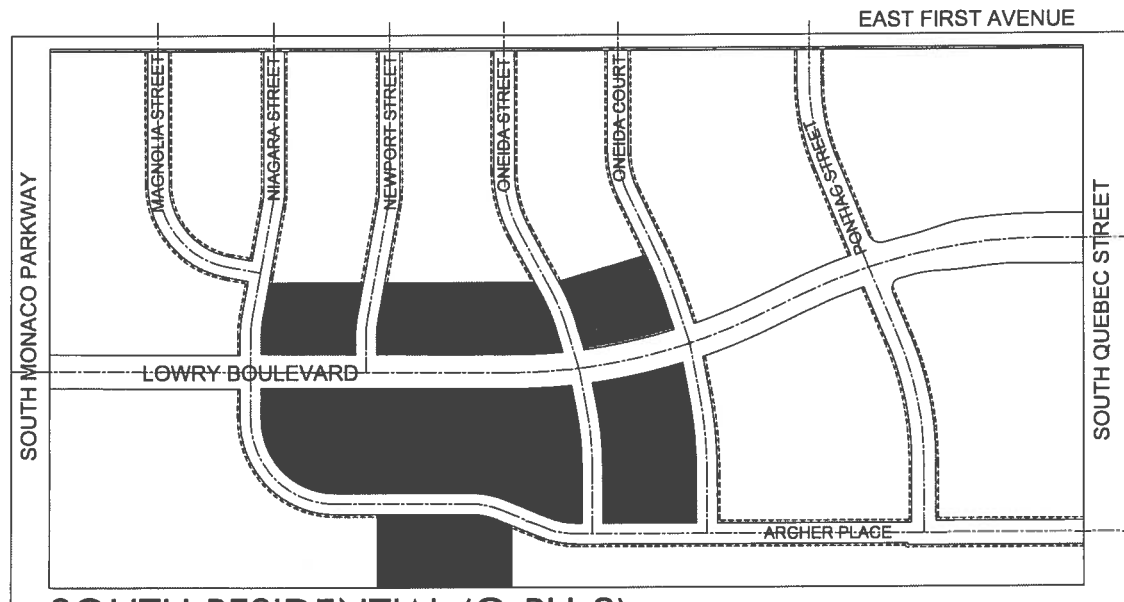
Application No. 2014I-00012

Current Zoning: O-1

Proposed Zoning: G-RH-3 with waivers

Site Size: 15.577± acres or 678,516± square feet

**ZONING LOCATION EXHIBIT**



**SOUTH RESIDENTIAL (G-RH-3)  
ROW HOUSE BOULEVARD (G-RH-3)**

**Property Owner**

**Lowry Economic Redevelopment Authority**

7290 East First Avenue

Denver, Colorado 80230

**Authorized Representative:**

Robert J. Gollick, Inc.

609 South Gaylord Street

Denver, Colorado 80209  
303 722-8771  
[bgollick@comcast.net](mailto:bgollick@comcast.net)

Included as part of this addendum are the following documents:

**Exhibit "A":** Proposed Waivers

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

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

**Exhibit "C":** Description of Justifying Circumstances

- Neighborhood Context and Effect of Rezoning

**Exhibit "D":** Legal Description and Graphic Exhibit

**Exhibit "E":** Letter of Authorization

**Exhibit "F":** Summary of Neighborhood Outreach Program

**Note:** Proof of Ownership (Deed Submitted Separately)



**Exhibit "A": Proposed Waivers**

Per Section 12.3.3.3.B (Application Contents, B. Submittal Waivers) and Section 12.4.10.6 (Waivers of Rights and Obligations and Approval of Reasonable Conditions) of the Denver Zoning Code, we, the undersigned owner of the property under application for the rezoning referenced herein, do hereby waive certain rights or obligations of the Denver Zoning Code and instead shall comply with the waivers contained herein, on pages 3 through 7 of this application.

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

Agreed to by:.....

  
\_\_\_\_\_  
Montgomery Force, Executive Director  
**Lowry Economic Redevelopment Authority**

G-RH-3 with waivers:

1. Sections 6.3.3.4.A (Urban House), B (Duplex), C (Garden Court), and D (Row House) building forms in the Denver Zoning Code are hereby waived and, instead only the "Urban House" "Duplex" and "Row House" building form tables contained in this rezoning application are applicable.
2. Sections 6.3.4.5.A (Detached Accessory Dwelling Unit), B (Detached Garage), and C (Other Detached Accessory Structures) building forms in the Denver Zoning Code are hereby waived, and instead the single "Detached Accessory Structures" building form table contained in this rezoning application is applicable.

## WAIVER 1.

**URBAN HOUSE**

<b>HEIGHT</b>		<b>G-RH-3 with waivers</b>
Stories (max)		2.5
Feet (max)		35'
Side Wall Height (max)		na
<b>SITING</b>		<b>G-RH-3 with waivers</b>
<b>ZONE LOT</b>		
Zone Lot Size (min)		3,000 ft <sup>2</sup>
Zone Lot Width (min)		25'
<b>SETBACKS AND BUILDING COVERAGE</b>		
Primary Street (min)		10'
Side Street (min)		3'
Side Interior (min)		3'
Rear, alley/no alley (min)		5' / 20'
Building Coverage (max)		na
<b>PARKING BY ZONE LOT WIDTH</b>		<b>All Zone Lot Widths</b>
Parking and Drive Lot Coverage in Primary Street		2 Spaces
Setback (max)		and 320 ft <sup>2</sup>
Vehicle Access	From alley; or Street access allowed when no alley present (See Denver Zoning Code Sec. 6.3.7.6)	
<b>DETACHED ACCESSORY STRUCTURES</b>		See Waiver 2
<b>DESIGN ELEMENTS</b>		<b>G-RH-3 with waivers</b>
<b>BUILDING CONFIGURATION</b>		
Attached Garage Allowed		See Waiver 2
Primary Street Facing Attached Garage Door Width in first 50% of lot depth (max)	35% of the entire width of the Primary Street facing facade of the primary structure or 16', whichever is greater	
<b>GROUND STORY ACTIVATION</b>		
Pedestrian Access, Primary Street		Entry Feature
<b>USES</b>		<b>G-RH-3 with waivers</b>
All allowable Primary Uses shall be allowed within this building form. See Division 6.4 Uses and Parking		

See Denver Zoning Code Sections 6.3.5 - 6.3.7 for Supplemental Design Standards, Design Standard Alternatives and Design Standard Exceptions



**WAIVER 1.****DUPLEX**

<b>HEIGHT</b>		<b>G-RH-3 with waivers</b>
Stories (max)		2.5
Feet (max)		35'
Side Wall Height (max)		na
<b>SITING</b>		<b>G-RH-3 with waivers</b>
<b>ZONE LOT</b>		
Zone Lot Size (min)		3,000 ft <sup>2</sup>
Zone Lot Width (min)		25'
<b>SETBACKS AND BUILDING COVERAGE</b>		
Primary Street (min)		10'
Side Street (min)		3'
Side Interior (min)		3'
Rear, alley/no alley (min)		5' / 20'
Building Coverage (max)		na
<b>PARKING BY ZONE LOT WIDTH</b>		<b>All Zone Lot Widths</b>
Parking and Drive Lot Coverage in Primary Street		50%
Setback (max)		
Vehicle Access	From alley; or Street access allowed when no alley present (See Denver Zoning Code Sec. 6.3.7.6)	
<b>DETACHED ACCESSORY STRUCTURES</b>		<b>See Waiver 2</b>
<b>DESIGN ELEMENTS</b>		<b>G-RH-3 with waivers</b>
<b>BUILDING CONFIGURATION</b>		
Attached Garage Allowed		See Waiver 2
Primary Street Facing Attached Garage Door	35% of the entire width of the Primary Street facing facade	
Width in first 50% of lot depth (max)	of the primary structure or 16', whichever is greater	
<b>GROUND STORY ACTIVATION</b>		
Pedestrian Access, Primary Street		Entry Feature
<b>USES</b>		<b>G-RH-3 with waivers</b>
All allowable Primary Uses shall be allowed within this building form. See Division 6.4 Uses and Parking		

See Denver Zoning Code Sections 6.3.5 - 6.3.7 for Supplemental Design Standards, Design Standard Alternatives and Design Standard Exceptions

## WAIVER 1.

**ROW HOUSE**

<b>HEIGHT</b>		<b>G-RH-3 with waivers</b>
Stories (max)		3
Feet (max)		40'
Side Wall Height (max)		na
<b>SITING</b>		<b>G-RH-3 with waivers</b>
<b>ZONE LOT</b>		
Zone Lot Size (min)		6,000 ft <sup>2</sup>
Zone Lot Width (min)		50'
<b>SETBACKS</b>		
Primary Street (min)		10'
Side Street (min)		5'
Side Interior (min)		5'
Side Interior, adjacent to Protected District (min)		10'
Rear, alley/no alley (min)		5'/5'
<b>PARKING</b>		
Surface Parking between building and Primary Street/Side Street		Not Allowed/Not Allowed
Vehicle Access		From alley; or Street access allowed when no alley present (See Denver Zoning Code Sec. 6.3.7.6)
<b>DETACHED ACCESSORY STRUCTURES</b>		See Waiver 2
<b>DESIGN ELEMENTS</b>		<b>G-RH-3 with waivers</b>
<b>BUILDING CONFIGURATION</b>		
Street-facing Garage Door Width per Primary Structure (max)		20'
Attached Garage Allowed		See Waiver 2
<b>GROUND STORY ACTIVATION</b>		
Pedestrian Access		Each unit shall have a street-facing Entrance
<b>USES</b>		<b>G-RH-3 with waivers</b>
Primary Uses shall be limited to Multi Unit Dwelling (3+) and allowable Group Living and Nonresidential uses. See Division 6.4 Uses and Parking		

See Denver Zoning Code Sections 6.3.5 - 6.3.7 for Supplemental Design Standards, Design Standard Alternatives and Design Standard Exceptions



## WAIVER 2.

**DETACHED ACCESSORY STRUCTURES**

<b>HEIGHT</b>		<b>G-RH-3 with waivers</b>
Stories (max)		2
Feet (max)		35'
Bulk Plane		na
<b>SITING</b>		<b>G-RH-3 with waivers</b>
<b>ZONE LOT</b>		
Exemption from maximum Building Coverage		na
Zone Lot Size (min)		3,000 ft <sup>2</sup>
Additional Standards		See Section 6.3.4.3
<b>SETBACKS</b>		
Setback from Primary Street Facing Facade of Primary Structure (min)		10'
Side Street (min)		3'
Side Interior (min)		0'
Rear, no alley (min)		5'
Rear, alley, where garage doors face alley (min)		5'
Rear, alley, where garage doors do not face alley <sup>a</sup> (min)		0'
Vehicle Access	From alley; or Street access allowed when no alley present See Denver Zoning Code Sec. 6.3.7.6 for exceptions	
<b>DESIGN ELEMENTS</b>		<b>G-RH-3 with waivers</b>
<b>BUILDING CONFIGURATION</b>		
Building Footprint (max)		864 ft <sup>2</sup> per unit <sup>**</sup>
Horizontal Dimension (max)		36' per unit
Allowed Number of Primary Street Facing Vehicular Access Doors in the front 50% of the lot depth (max)		3 per unit
Cumulative Width of All Primary Street Facing Vehicular Access Doors in the front 50% of the lot depth (max)		28' per unit
<b>USES</b>		<b>G-RH-3 with waivers</b>
Accessory Uses Only, including accessory dwelling unit where permitted. See Division 6.4 for permitted Accessory Uses		

See Sections 6.3.5 - 6.3.7 for Supplemental Design Standards, Design Standard Alternatives and Design Standard Exceptions

<sup>a</sup>Setbacks less than 5' may be subject to more restrictive building and fire code review - Side facing gable roof ends are not permitted where setbacks are less than 5'

<sup>\*\*</sup>When used with a Primary Single Unit Dwelling Use, the permitted building footprint for a detached garage may be increased to 1,000 ft<sup>2</sup>

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

### **REVIEW CRITERIA**

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

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

### **Review Criteria 1. Denver Comprehensive Plan 2000**

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

#### ***Land Use Chapter***

#### **Objective 1: Citywide Land Use and Transportation Plan**

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

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

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

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

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

### **Objective 3: Residential Neighborhoods and Business Centers**

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

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

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

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

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

### **Objective 4: Land Use and Transportation**

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

Strategy 4-A: Encourage mixed-use, transit-oriented development that makes effective use of existing transportation infrastructure, supports transit stations, increases transit patronage, reduces impact on the environment, and encourages vibrant urban centers and neighborhoods.

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

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

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

### **Mobility Chapter**

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

Objective 4: Changing Travel Behavior

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

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

### ***Legacies Chapter***

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

### **Objective 2 New Development, Traditional Character**

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

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

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

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

*The Lowry Redevelopment Authority has a 15-year history of providing quality urban design. Boulevard One will carry on that legacy. Additionally, the 2010 Denver Zoning Code is a form-based Code with development regulations built-in. This assures quality urban design. Boulevard One is utilizing that Code.*

### **Objective 3 Compact Urban Development**

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

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

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

### ***Housing Chapter***

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

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

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

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

*Boulevard One has incorporated several housing types into the overall plan. The proposed G-RH-3 will permit one of those housing product types, single-unit dwellings.*

### ***Environmental Sustainability Chapter***

**Strategy 2-F** Conserve land by:

- Promoting infill development within Denver at sites where services and infrastructure are already in place.
- Designing mixed-use communities and reducing sprawl, so that residents can live, work and play within their own neighborhoods.

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

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

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

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

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



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

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

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

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

Blueprint Denver Strategies (for implementation)

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

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

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

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

infrastructure improvements, and regulatory decisions as development proceeds within the subject area.

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

The subject parcel sub area is Row House Boulevard (G-RH-3 with waivers) and is described as follows:

**South Residential and Row House Boulevard**

**Intent:** The South Residential and Row House subarea(s) connect the entire neighborhood by defining Lowry Boulevard as a comfortably scaled urban row House/townhouse district. Row Houses/townhouses overlook a tree-lined boulevard where bikers, joggers and walkers pass by using the trail to and from Crestmoor Park, Lowry Parks, neighborhood retail, the community park and the surrounding neighborhood.

**Land Use:** Single unit attached, single unit detached

**Height:** Maximum 3 Stories

**Urban Design:**

- Build-to lines and pedestrian entrances along Lowry Boulevard

**Exhibit "C":**

**Section "A" Description of Justifying Circumstances**

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

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

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

developer of the site, as it has for the rest of Lowry, and will sell land to residential and commercial developers for vertical construction.

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

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

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

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

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

### **Section "B" Neighborhood Context and Effect of Rezoning**

The proposed amendment is to provide a framework for the development of a property located

at one of the City's most important sites that reflects the goals and expectations of the approved Buckley Annex GDP (approved May of 2013) The G-RH zone district is intended for single-unit and multi-unit residential development. The G-RH-3 zone districts was adopted by City Council to respond to development parcels such as this and categorized as General Urban Neighborhood Context. The Zoning Code describes the neighborhood context of the G-RH-3 district as consisting of 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. Residential uses are primarily located along local and residential arterial streets and buildings typically have consistent, shallow to moderate front setbacks, shallow side setbacks and consistent orientation.

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

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

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

As the Code states, the specific intent of the G-RH-3 is a multi unit district allowing Urban House, Detached Accessory Dwelling Unit, Duplex, Garden Court and Row House building forms. Row houses will not be taller than three stories.

**Exhibit "D": Legal Description: G-RH-3South Residential and Row House Boulevard**



**Parcel 3**  
**Proposed Zoning (G-RH-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. 1<sup>st</sup> 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 North 89°59'52" West, along said southerly line of E. 1<sup>st</sup> Ave., a distance of 1093.52 feet to the centerline of proposed Oneida Ct.;  
 thence along said centerline of proposed Oneida Ct. the following three (3) courses:

- 1.) South 00°00'08" West a distance of 240.38 feet to a point of curve;
- 2.) along the arc of a curve to the left having a radius of 230.00 feet, a central angle of 25°55'12", an arc length of 104.05 feet and whose chord bears South 12°57'30" East a distance of 103.17 feet;
- 3.) South 25°55'07" East a distance of 107.45 feet to the **POINT OF BEGINNING**;

thence along said centerline of proposed Oneida Ct. and S. Oneida Ct. the following six (6) courses:

- 1.) South 25°55'07" East a distance of 35.24 feet to a point of curve;
- 2.) along the arc of a curve to the right having a radius of 1000.00 feet, a central angle of 7°40'29", an arc length of 133.95 feet and whose chord bears South 22°04'53" East a distance of 133.85 feet;
- 3.) South 18°14'39" East a distance of 102.50 feet;
- 4.) South 10°31'57" East a distance of 124.75 feet to a point of curve;
- 5.) along the arc of a curve to the right having a radius of 1000.00 feet, a central angle of 10°31'57", an arc length of 183.83 feet and whose chord bears South 05°15'59" East a distance of 183.57 feet;
- 6.) South 00°00'00" East a distance of 139.13 feet to the centerline of proposed Archer Pl.;

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

- 1.) North 90°00'00" West a distance of 308.38 feet to a point of curve;
- 2.) along the arc of a curve to the right having a radius of 198.00 feet, a central angle of 22°03'36", an arc length of 76.23 feet and whose chord bears North 78°58'12" West a distance of 75.76 feet;
- 3.) North 67°56'24" West a distance of 29.67 feet;

thence South 00°00'29" West a distance of 150.60 feet to the northerly line of Bayaud Ave.;

I:\PROJECTS\_INF\22241028\_Lowry\_Master\6.0 Projects\23187266.04512-Boulevard One Filing No. 1\6.0\_Design\Survey\Zoning\Zoning Parcel 3 - Boulevard One Filing No. 1.rtf

Page 1 of 2

thence North 89°59'31" West, along said northerly line of Bayaud Ave., a distance of 269.34 feet;  
 thence North 00°00'29" East a distance of 224.50 feet to the northerly line of proposed E. Archer Pl.;

thence along said northerly line of proposed E. Archer Pl. the following two (2) courses:

- 1.) North 89°59'31" West a distance of 194.94 feet to a point of curve;
- 2.) along the arc of a curve to the right having a radius of 168.50 feet, a central angle of 39°39'42", an arc length of 116.64 feet and whose chord bears North 70°09'40" West a distance of 114.33 feet;

thence South 39°33'30" West a distance of 29.50 feet to the centerline of proposed E. Archer Pl. and a point of non-tangent curve;

thence along said centerline of proposed E. Archer Pl. and Niagara St. the following four (4) courses:

- 1.) along the arc of a curve to the right having a radius of 198.00 feet, a central angle of 50°32'10", an arc length of 174.64 feet and whose chord bears North 25°04'44" West a distance of 169.03 feet;
- 2.) North 00°11'21" East a distance of 199.95 feet to a point of curve;
- 3.) along the arc of a curve to the right 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 North 05°20'33" East a distance of 35.57 feet;
- 4.) North 10°29'45" East a distance of 153.37 feet;

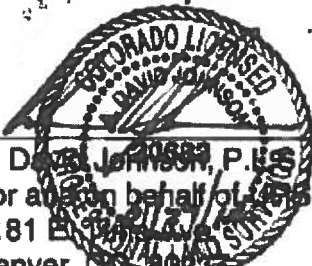
thence South 89°54'16" East a distance of 270.02 feet;

thence North 86°58'42" East a distance of 350.14 feet;

thence North 85°01'11" East a distance of 284.53 feet to the **POINT OF BEGINNING.**

Containing 678,516 square feet or 15.577 acres, more or less.

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

 01/27/14  
 A. David Johnson, P.E. 20683  
 For and on behalf of URS Corporation  
 8181 E. 12th Ave.  
 Denver, CO 80231  
 Ph. 303.740.2600 Fax 303.694.2770

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 1\6.0\_Design\Survey\Zoning\Zoning Parcel 3 - Boulevard One Filing No. 1.rtf

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



November 6, 2013

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

RE: Boulevard One Zoning Submittals

Dear Bob,

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

Respectfully,  
**LOWRY REDEVELOPMENT AUTHORITY**

  
Montgomery C. Force  
Executive Director

**EXHIBIT "F"**

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

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



8/22/07	Transportation task force # 1	LRA evening	60	Discussion of traffic studies and related impact issues
9/4/07	Transportation task force # 2	LRA evening	60	Continued research and discussion of transportation issues
9/6/07	Combined task force # 6	Machebeuf High School evening	250	Redevelopment plan reviewed; discussion of remaining challenges and plan enforcement with an undetermined developer
9/27/07	Planning/Disposition Subcommittee	evening		Redevelopment plan reviewed and impacts discussed
10/9/07	Lowry Community Advisory Committee	evening		Redevelopment plan reviewed and various elements discussed
10/10/07	Planning task force # 2	evening		Working session with task force members to reach a consensus on outstanding issues and balance opposing views
10/25/07	Planning/Disposition Subcommittee	evening		Report from 10/10 task force working session and further discussion
11/14/07	Final BA Redevelopment Plan Public Comment Meeting	Montclair Academy evening	300	Final plan presented and reviewed; public comments gathered
12/18/07	Combined Planning/Disposition & Community Advisory Committees	Eisenhower Chapel evening		Reviewed plan again with action taken to recommend submittal to AF and HUD
1/29/08	LRA Board of Directors	Eisenhower Chapel evening		Reviewed aspects of plan with action taken to submit the plan to AF and HUD
6/5/12	Lowry Community Advisory Committee	Eisenhower Chapel 5:30-7 pm	40	BA planning history, community planning process, development timeline, GDP plan process, site plan refinements Requested recommendation to submit GDP with refinements
6/13/12	Lowry United Neighborhoods	Village at Lowry 6:30-8 pm	60	BA redevelopment planning process, proposed, site plan refinements, proposed improvements to 1 <sup>st</sup> Ave, proposed berm on 1 <sup>st</sup> 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 <sup>st</sup> 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 <sup>st</sup> Ave, proposed berm on 1 <sup>st</sup> 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 <sup>st</sup> Ave berm, Updated Traffic Study
8/16/12	Planning/Disposition Subcommittee	Eisenhower Chapel 5-6:30 pm	30	Transportation Update, Demolition, Project Schedule Update
8/28/12	LRA Board of Directors	LRA 8:30-9:30 am	20	Sustainability Program
9/4/12	Lowry Community Advisory Committee	LRA 5:30-7 pm	25	Transportation Update, Demolition Project Schedule Update
9/20/12	Planning/Disposition Subcommittee	LRA 5-6:30 pm	15	GDP Overview and Process, Buckley Annex Transportation Plan
10/2/12	Lowry Community Advisory Committee	LRA 5:30-7:15	30	GDP Overview & Process, Buckley Annex Transportation Planning
10/18/12	Planning/Disposition Subcommittee	LRA 5-6:15 pm	15	GDP Update and CCD Comments, First Avenue Berm
10/23/12	LRA Board of Directors	LRA 8-9:30 am	25	GDP Update
11/13/12	Lowry Community Advisory Committee	LRA 5:30-7:30 pm	40	GDP update and CCD comments; First Ave berm, DPS Update; Overview of CCD zoning code
12/4/12	LRA Board of Directors	LRA 8-9:30 am	35	GDP update that CCD requested additional traffic counts; design guidelines addendum for Buckley Annex still to come; zoning suggestions to come from CCD then for public comment; DPS plan to be in place when needed
12/11/12	CCD required public meeting	Eisenhower Chapel	150	GDP review; public comment and Q/A session; open house period to look at the

		6-8:30 pm		plan and ask questions
12/18/12	Open house sponsored by Councilwoman Susman	Temple Emanuel 6:30-8 pm	100	Open house format with discussion of the various elements of the GDP at stations around the room
2/5/13	Lowry Community Advisory Committee	Eisenhower Chapel 6-7:30 pm	100	Open House format with questions/discussion at stations around the room, a public comment period, discussion among the CAC with action to recommend that the LRA Board approve the updated GDP
2/26/13	LRA Board of Directors	LRA 8:30-10 am	15	Discussion and action taken to move forward with submittal of the GDP (public comment made by 5 attendees)
3/19/13	LRA Board of Directors	LRA 8:30-10 am	4	GDP status update was given that the presentation to the Denver Planning Board was moved from 3/20/13 to 4/3/13
4/24/13	Planning/Disposition Subcommittee	LRA 5-6:15 pm	1	Educational discussion on CCD zoning code and proposed zoning for Buckley Annex
5/7/13	Community Advisory Committee	LRA 5:30-7 pm	3	Educational discussion on CCD zoning code and proposed zoning for Buckley Annex (public comment made from 1 attendee)
5/21/14	LRA Board of Directors	LRA 8-10:00 am	0	Educational discussion on CCD zoning code and proposed zoning for Buckley Annex
6/20/13	Planning/Disposition Subcommittee	LRA 5-6:30 pm	1	Action taken to recommend the approval of the proposed zone districts (public comment was answered in the discussion prior to action taken)
7/9/13	Community Advisory Committee	LRA 5:30-7 pm	0	Action taken to recommend that the LRA Board approve the proposed zone districts
7/23/13	LRA Board of Directors	8-10:00 am	9	Resolution passed to submit a zoning application for the proposed 5 districts with conditions for Buckley Annex (5 public comments given)
8/27/13	LRA Board of Directors	8-9:00 am	6	Zoning update that additional meetings will be done with Registered Neighborhood Organizations (RNOs) (5 public comments given)
8/27/13	Mayfair Park RNO	LRA 6-7:30 pm	10	Overview of zoning; discussed 1 <sup>st</sup> Ave.; price points & lot sizes; alleys opening to 1 <sup>st</sup> 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 <sup>st</sup> 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 <sup>st</sup> 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
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Public Comments received as of 5:00 pm on Wednesday, May 28, 2014



**From:** [Bill Hunter](#)  
**To:** [Planningboard - CPD](#)  
**Subject:** Buckley Annex parking - Map Amendment 20141-00012  
**Date:** Wednesday, May 28, 2014 8:26:31 AM

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Hello,

i live in the East Park neighborhood of Lowry and understand there will be a vote regarding parking for the rowhouses that are planned, and that currently the direction is to dismiss the recommendation to increase the requirement of two parking spaces per unit.

I urge you to keep this requirement in place. The LRA and zoning have already acted to blight our community in East Park by their actions at The Legends, and we now have unsafe, overly narrow streets with ~50-80 cars daily parking on our streets in front of single-family homes, as the high density units at The Legends do not have enough parking for their tenants.

it is an absolute myth to believe that Lowry is a "transit oriented development", bus routes and light rail are not convenient here, and people are not getting rid of their cars, they are parking them all over our neighborhood, making it look congested and cluttered, when it was deliberately designed to be the opposite.

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

Please do not allow this again, there is no remedy for residents once the damage is done by your decisions. I urge you to drive through our neighborhood during the early morning and evenings and experience how congested it becomes, and tell me that you really think the parking is adequate, and you hope to see the same in the Buckley Annex.

If you do go forward with minimal parking, then I further urge you to redesign your lovely artist drawings on the <http://lowryredevelopment.org/annex/> page to look more like the reality you are creating, since this is what you will be doing when you require so little parking.

Just to be clear, not one single car on this street belongs to a single-family home, homes that were designed with alley-loaded garages, but without a care at all, LRA and Denver Zoning have created a mess in East Park they have no intention of remedying. I would hate to see it done a second time at the Buckley Annex.



*Bill Hunter*

[wfhunter@gmail.com](mailto:wfhunter@gmail.com)

9577 E. 4th Ave.  
Denver, CO 80230

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

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To the Planning Board:

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

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

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

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

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

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

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

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

be included as well.

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

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

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

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

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To the planning board:

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

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

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

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

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

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

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

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

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

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

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To the Planning Board:

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

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

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

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

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

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

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

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



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

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

Below is further information:

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

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

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

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

Previous survey by LUN showed reliance on automobile on Lowry.

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

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To the Planning Board:

Re: Map Amendment 20141-00012

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

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

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Don Esstman  
225 South Poplar St  
Denver 80230

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

  
<pre><font size="1" color="#014090" face="arial"><em>an independent member of</em>  
BAKER TILLY INTERNATIONAL  
</font>

<font size="2" face="arial">

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

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

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

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

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To the Planning Board:

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

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

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

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

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To the Planning Board:

Re: Map Amendment 20141-00012

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Steve Adams  
110 S. Oneida Street  
Denver, CO 80230

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

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To the Planning Board:

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

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

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

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To the Planning Board:

Re: Map Amendment 20141-00012

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

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

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To the Planning Board:

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

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Thank You,

Virginia Boller  
210 Yosemite Way  
Denver, CO 80230

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

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To the Planning Board:

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

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

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

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To all concerned,

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

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Let's not make another Legends fiasco!

Jim Kelly  
7482 E 8th Place  
Denver, CO 80230

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

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To the Planning Board:

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

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

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**Jason French**

9575 E 3rd Place (East Park)

Denver, CO 80230

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

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Begin forwarded message:

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

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

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

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

To the Planning Board:

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

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

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

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

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

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

**occurring at Lowry.**

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

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

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

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





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

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To the Planning Board:

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

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

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

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

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Erin Woodruff  
453 Alton Way  
Denver, CO 80230

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

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

**Pat Horgan Hegge**

[pathorgan@comcast.net](mailto:pathorgan@comcast.net)

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

[www.pathorgan.nerium.com](http://www.pathorgan.nerium.com)

**Product Video:** [www.pathorgan.theneriumlook.com](http://www.pathorgan.theneriumlook.com)

**Biz Video:** [www.pathorgan.arealbreakthrough.com](http://www.pathorgan.arealbreakthrough.com)

*"GLOW FROM WITHIN"* \_



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

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

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

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

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

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

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

[Michelle.Pyle@denvergov.org](mailto:Michelle.Pyle@denvergov.org)  
[planning.board@denvergov.org](mailto:planning.board@denvergov.org)  
[MaryBeth.Susman@denvergov.org](mailto:MaryBeth.Susman@denvergov.org)

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

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

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

To the Planning Board:

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

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

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

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

- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
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I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

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

[Your name and address]

Below is further information:

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

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

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

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

Previous survey by LUN showed reliance on automobile on Lowry.

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

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To the Planning Board:

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

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[Your name and address

Linda Mayer

211 Oneida St.

Denver, Co. 80220



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

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To Whom it May Concern:

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

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

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

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

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

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

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

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To the Planning Board:

Re: Map Amendment 20141-00012

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

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

<!--[endif]-->

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

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

<!--[endif]-->

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

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

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

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To the Planning Board:

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

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

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

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

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

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

Sincerely,

Ron LaFollette

950 Niagara St.

Denver, CO 80220

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

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To the Planning Board:

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

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

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

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

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

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

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

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

be included as well.

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

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



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

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To the Planning Board:

Re: Map Amendment 20141-00012

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

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

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

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

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

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

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

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

Debby Kaufman  
180 Roslyn St Unit 1203  
Denver CO 80230  
303.587.7909

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

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

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

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

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

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

Regards,

Andy Glockner  
9600 E. 5th Ave.

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

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

To the Planning Board:

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

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

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

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

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
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- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

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

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

the street) is significant.

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

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

Lowry Neighbor, Joyce Evans

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

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To the Planning Board:

**Re: Map Amendment 20141-00012**

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

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

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

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

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

be included as well.

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

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

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

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To the Planning Board:

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

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

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

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



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

- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
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**Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

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

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

existing communities with the request by the LRA.

Jan and John Frame (Lowry resident)

8019 E. 5<sup>th</sup> Avenue

Denver, CO 80230

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

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To the Planning Board:

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

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

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

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

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Diane Gilboa  
President, Friends of Lowry  
East Park Lowry resident

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

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## To the Planning Board

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

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

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

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

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

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

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

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

To the Planning Board:

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

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

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

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7. Additionally, "shared" parking in the center of Lowry is fast proving to be inadequate. Experience shows that even the third large Quad building at Fairmount and Lowry Blvd. now sees overflow parking from its extremely generous two story parking structure.
8. Lowry does not approach becoming a "transit oriented development," yet planning for parking assumes people will have a greatly reduced use of cars on this parcel. Even when light rail is built, Lowry will be 5 or 6 miles to the Gold Line or 225 Line. The Planning Board cannot base its decision on this zoning on the myth to that people will give up their cars to live on Buckley.

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

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

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

To the Planning Board:

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

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

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

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

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

2. The applicable section of the zoning code for G-RH-3 only requires one (1) parking space per unit.
3. The Board of the Lowry Redevelopment Authority heard these concerns at numerous meetings and voted as a Board to include in its initial zoning application a request for this additional requirement on developers.
4. The LRA Board later voted to remove this language from the above referenced zoning application because it was told the City staff would not support this waiver.
5. The LRA Board then included the "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left up to the discretion of a Design Review Committee on a case-by-case basis
6. Addressing parking on a "case-by-case" basis has proven to be an inadequate way to address parking. When an area is just in the beginning stages of development, there is plenty of area around the unfinished/unoccupied units in which to find street parking. When an area approaches build-out, that ease of parking disappears. One parking space per unit will necessitate overflow into other residential neighborhoods.
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