

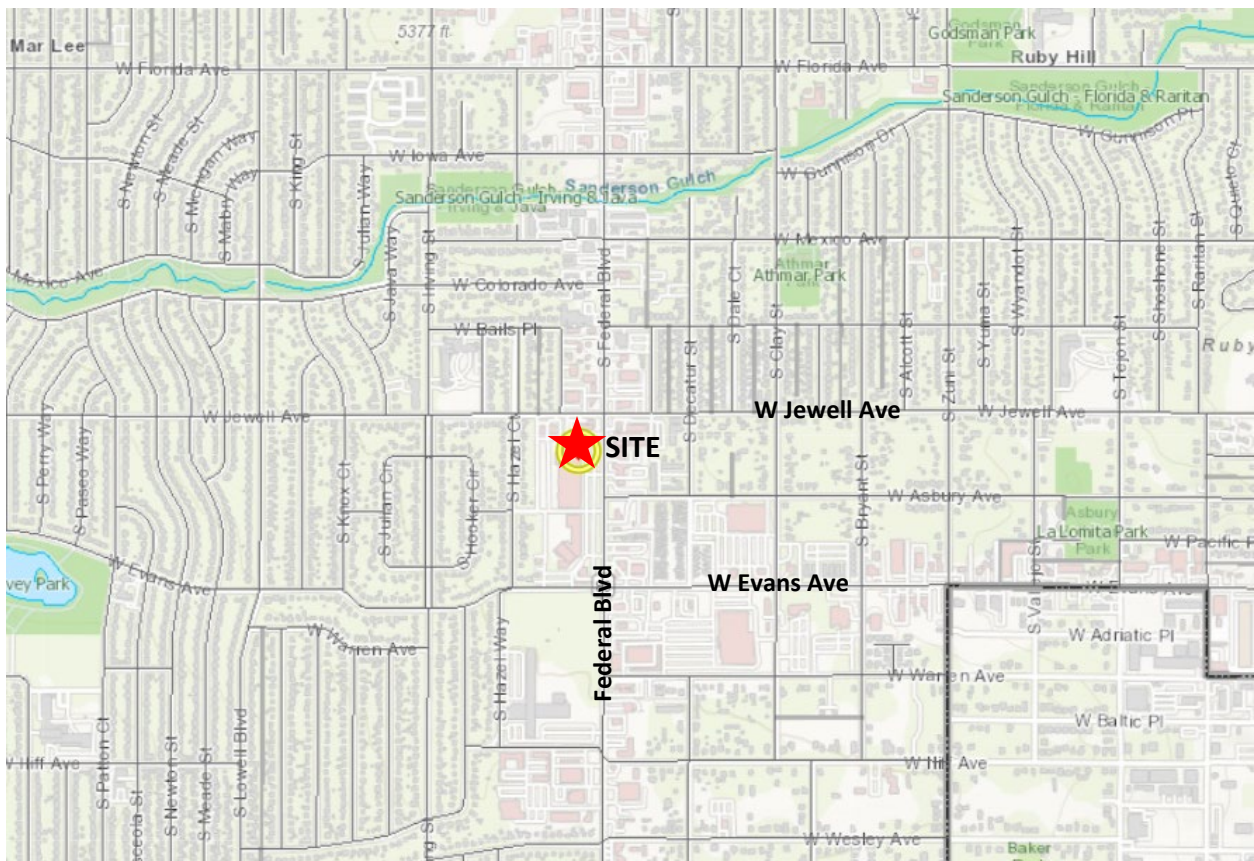
BRENTWOOD HOUSING**LARGE DEVELOPMENT FRAMEWORK****WEST OF FEDERAL BLVD. BETWEEN W. JEWELL AVE. & W EVANS AVE.****Property Legal Description:** See Attachment A – Legal Description**Subject Property Owner:** 1951 S Federal Blvd LLC
Metroplex Asset Management Corp.
P.O. Box 33715
Denver, CO 80233-0715

Figure 1 – Area Map

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shall be applicable to all owners, successors and/or assigns until such time as this document is formally amended or withdrawn pursuant to DZC Section 12.4.12.

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I. Executive Summary

1. Area Context

- a. The Brentwood Housing project is a proposed residential housing project located between West Evans Avenue and West Jewell Avenue to the west of the existing Brentwood Shopping Center that is located along Federal Blvd. in Denver. The site is located within the Harvey Park neighborhood in Council District 2.
- b. This site is primarily zoned S-CC-3X and is a mostly paved area behind the Brentwood Shopping Center. There is a fuel station located at the north end of the site and two small buildings at the south end of the site that would be redeveloped as part of this project. There is currently an access connection to the neighborhood to the west at Asbury Ave. which would be closed as a part of this development. Adjacent to this access drive is a residential property that is proposed to be included as a useable detention pond area that will add to the connectivity with the community.

2. Proposed Land Uses and Intensities

- a. The residential site consists of approximately 4.9 acres. The proposed development includes 20 new residential 3-story townhome units, with entries facing both West Evans Ave. and West Jewell Ave. The concept plan is shown on **Figure 2** and further defined in **Attachment B – Brentwood Housing LDR Application**



Figure 2 – Concept Plan

3. Infrastructure Changes

- a. Utility corridors along the western property boundary, and within the private access drive along the eastern boundary of the multi-family site are intended to provide utility mains that will serve

the proposed buildings. It is intended that the private access drive through the site will include a 30-foot wide Denver Water easement as will be required.

4. Park and Open Space Concepts

- a. The open space within the overall LDF will be provided in phases pending future redevelopment. The initial phase of open space will provide pedestrian corridors and connectivity to the neighboring community and shopping center area through the site and to the adjacent ROWs on the north and south with a trail corridor along the west side of the development. Additionally, the multi-family project provides a central community park open space area for the neighborhood to enjoy.

5. Access and Permeability

- a. Primary vehicular access to the multi-family site is provided by existing full motion access points off Evans Ave. and Jewell Ave., which will be more clearly defined with curb and gutter along the proposed multi-family project frontages.
- b. Cross access being provided through the existing Brentwood Shopping Center to Federal Blvd. The north/south access drive through the site will be a private drive.
- c. The existing access points serving the Brentwood Shopping Center from W. Evans Ave., S. Federal Blvd. and W. Jewell Ave. will remain as-is.

6. Development Phases

- a. Development phasing is not determined at the time of this Framework, but it is likely that the first phase of townhomes will be delivered in approximately two years.
- b. As an option for a future phase 2, we have included a conceptual site plan showing a potential redevelopment scenario for the Brentwood Shopping Center. This redevelopment is not planned at this time and is provided as context for a future potential scenario only. Any potential future redevelopment will provide area for detention and open space. Refer to **Figure 3 – Future Concept Plan Study**



Figure 3 – Future Concept Plan Study

II. Determination of Applicability

On June 6, 2023, a Pre-Application Meeting was held with the city's Development Review Committee (DRC) to discuss the proposed Brentwood Housing Project. Following the meeting, Staff presented the information to the Executive Development Review Committee composed of high-level leadership from multiple agencies. Based on the applicant initiated Large Development Review process and pursuant to Section 12.4.12.2 of the Denver Zoning Code (DZC), the DRC has determined that the Large Development Review (LDR) process is applicable to this project. Factors that contribute to LDR applicability included:

- Tax parcels and Zone Lot configuration;
- Project phasing and sitewide improvements;
- Site design including access, open space and site drainage.

III. Purpose of the Framework

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

This LDF is intended to:

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

The high-level project requirements outlined in this LDF are based upon initial assessment of the proposed development against adopted plans, studies and regulatory programs as identified in this framework and may change based upon the outcome of project reviews and negotiation with the City.

The LDF is not a development agreement between the City and County of Denver and the Applicant. Nothing in this LDF prescribes a specific or guaranteed project outcome, but outlines expectations of the project and process requirements.

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

IV. Applicant and Owner Information

Applicant:

1951 S. Federal Blvd. LLC
Fadi Sawaged
Metroplex Asset Management
Corp.
P.O. Box 33715
Denver, CO 80233-0715
FadiSawaged@gmail.com

Property Owner:

1951 S. Federal Blvd. LLC
Fadi Sawaged
Metroplex Asset Management Corp.
P.O. Box 33715
Denver, CO 80233-0715
FadiSawaged@gmail.com

V. LDR Boundary

The 13.9-acre site (Zone Lot) is owned by 1951 S. Federal Blvd. LLC, excluding the parcel in the north east corner of the Zone Lot which is owned by the McDonald’s Corporation. The site is located on the west side of S. Federal Blvd. between W. Evans Avenue and W. Jewell Avenue in the Harvey Park neighborhood. The boundary for the LDR shall include the ~13.9-acre property minus the property owned by McDonald’s Corporation resulting in ~13.4 acres. The proposed boundary abuts commercial to the north, east and south and residential property to the west. Refer to **Figure 4 – LDR Boundary**.

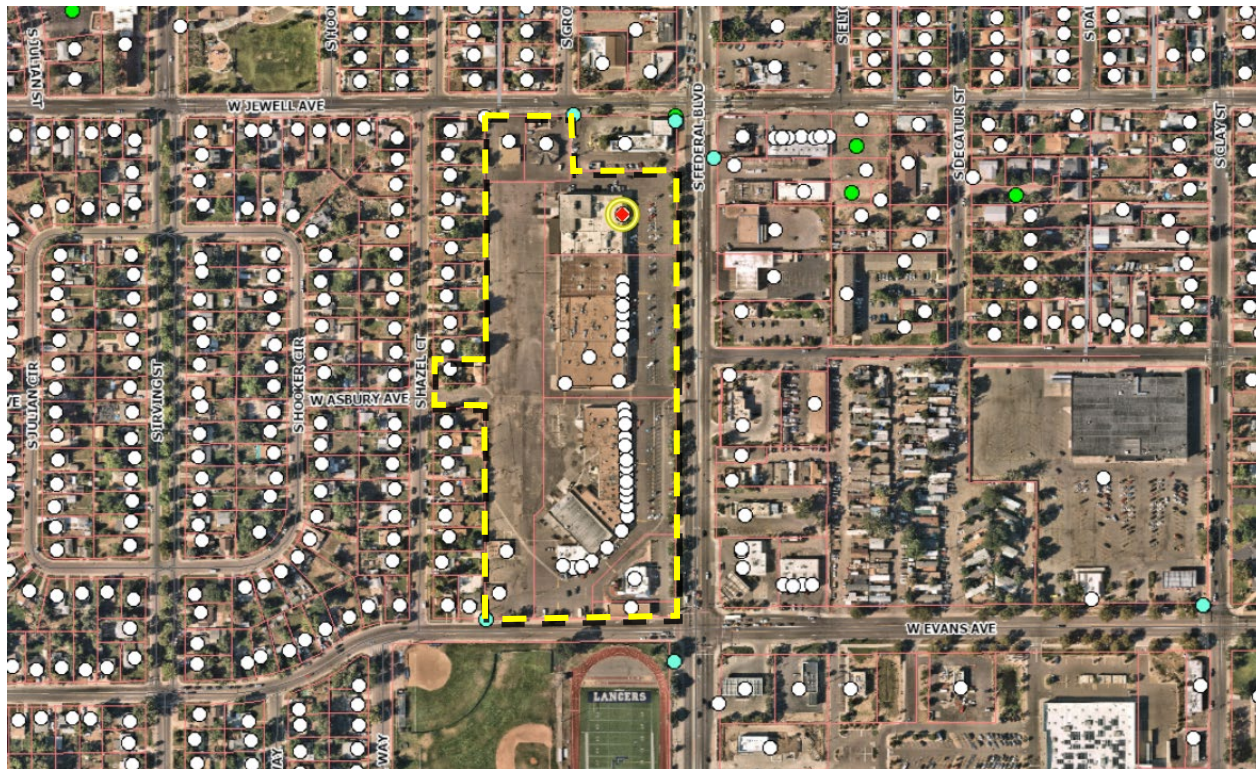


Figure 4 – LDR Boundary

VI. Adopted Plan Guidance

The City's adopted Plans, studies and/or regulatory programs provide clear and sufficient guidance for review of the proposed large development project and will serve as a basis for providing project process and requirements. Please refer to the **Final Scope** for a summary of adopted plan guidance.

VII. Equity

Equity is when everyone, regardless of who they are or where they come from, has the opportunity to thrive. Where there is equity, a person's identity does not determine their outcome. As a city, equity is advanced by serving individuals, families, and communities in a manner that reduces or eliminates persistent institutional biases and barriers based on race, ability, gender identity and sexual orientation, age and other factors. Refer to the **Attachment B – Brentwood Housing LDR Application** for more information.

VIII. Anticipated Outcomes & Project Commitments

This section identifies desired outcomes and project commitments that will be fulfilled during subsequent processes and during development. See Section VIII for Development Review Process.

Adopted plan goals for the area include the creation of:

- High quality sustainable infill development;
- Pedestrian-oriented design and enhanced connectivity;
- Enhanced and meaningful open space for new residents and the adjacent community;
- Providing diversity in housing options;
- Providing ground level activation along perimeter streets and supporting neighborhood serving commercial.

2. Land Use & Site Design

- a. **Rezoning** - Rezoning is proposed for the existing PUD parcel located at the northwest corner of the site and is proposed to be rezoned to S-CC-3x, consistent with the rest of the property.
- b. **Pedestrian-oriented design** - As a part of the multi-family project, pedestrian connectivity through the site will be provided between W. Evans Ave. and W. Jewell Avenue. Defined walkways will also connect through the shopping center and open space easement area from South Hazel Court to South Federal Blvd. Bike racks will be provided at various locations to serve both the residential and commercial developments.
- c. **Open Space** - In addition to the open space connectivity corridors, the multi-family project provides a central community park area for the neighborhood to enjoy.
- d. **Diversity in housing options** - The proposed project will provide an alternative housing option for this area which is consistent with the goal of expanding affordability and housing diversity within the City.
- e. **Building Orientation** - Multi-family buildings located along W. Evans Ave. and W. Jewell Ave. frontages will be oriented with entrances toward the street to enhance and activate the street frontages.

3. Transportation & Mobility

- . There are existing bus stops near the northeast corner of the site on the adjacent McDonalds property and along W. Evans Ave. near Federal Blvd. There is an existing bike lane along W. Jewell Ave. which will be maintained. Pedestrian connectivity through the LDR area will be improved with the added pedestrian walkways and improved crossings through the project from north to south along the west side of the multi-family development and the walkway improvements from east to west from S. Hazel Ct. to Federal Blvd.

4. Parks & Open Space

- a. The open space within the overall LDF will be provided in phases pending future redevelopment. The initial phase of open space will provide pedestrian corridors and connectivity to the neighboring community and shopping center area through the site and to the adjacent ROWs on the north and south with a trail corridor along the west side of the development. Additionally, the multi-family project provides a central community park open space easement area for the neighborhood to enjoy.
- b. The project shall meet or exceed the 10% OS area for the new portion (affected area) of the project. Redevelopment of the remaining area will require open space at that time.
- c. The open space within the community park open space easement area and stormwater detention must be thoughtfully designed to reflect the needs and interests of future residents. For example, townhome development such as this may be desirable for families, and a children's play area should be provided. Additionally, consider an improvement upon standard stormwater detention basins to provide native landscaping and/or recreational amenities such as seating and other park features to create a better benefit for residents.
- d. In the Site Development Plan submission, include the design of the community park and stormwater detention and how they work together. Additionally, describe, as a narrative, how the maintenance of the park and the new trees on the site will be provided for as well as how the park will remain accessible to the public. The open space will need to comply with DZC 10.8.1, at a minimum, which will include a public access easement for the community park.
- e. The Site Development Plan should include a table listing the required open space and the open space provided.
- f. The Site Development Plan should demonstrate an appropriate clearance for truck turning movements at the driveways with new trees. The concept does not appear to allow enough room for large vehicle movements and the growth of healthy shade-bearing trees.

5. Affordable Housing

- a. The proposed project will provide an alternative housing option for this area which is consistent with equity goals within the City. The proposed project will be required to comply with Mandatory Affordable Housing requirements, as set forth in the Expanding Housing Affordability policy package passed in June 2022. These requirements are codified in Article X, Section 27 of the Denver Revised Municipal Code. Based on the size of the zone lot, the site will be considered for the High Impact Development designation, though the applicant is welcome to submit a request for waiver of the designation, as set forth in DRMC Sec. 27-229. Additional compliance

guidelines can be found in the Expanding Housing Affordability Rules and Regulations, at denvergov.org/affordablehousingfee

6. Stormwater & Wastewater, Floodplain and Waterways

- a. The current concept plan locates the proposed detention/stormwater pond in the two parcels located along Hazel Court. This area is intended to serve the detention needs for the multi-family site while also being aesthetically designed to provide a usable community amenity area.

7. Environmental Quality

- a. The applicant should consider proper due diligence, including environmental site assessments (ESAs), in order to determine the potential presence, nature and extent of possible contamination and to identify specific cleanup needs within the project area. If encountered during development activities, contaminated environmental media and regulated materials must be properly managed in accordance with applicable local, state, and federal environmental regulations and statutes. State and federal environmental regulations and guidance may be applicable to the handling and disposition of suspect materials depending on the conditions encountered.
- b. Because of the potential for vapor intrusion into buildings from contaminated soil or groundwater, the applicant may wish to consider installation of a vapor mitigation system, which would also accommodate concerns for naturally occurring radon gas. This is of special concern should the proposal include on-grade or below-grade living or working spaces.

8. Landmark Comments

- a. The property at 3100 W Jewell Ave was formerly a Big Top convenience store, a local chain of Googie-style buildings. There are very few remaining Big Top buildings in Denver, and this building is one of the most intact examples, retaining an extremely high degree of integrity. Without a demo or CDE application, city staff cannot determine whether a property would have potential to be an individual landmark, as extensive research on the property would be needed to make the determination. This building may have potential to be a landmark and should be considered for incorporation it into the project design.

IX. Development Review Process

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

Table 1a: Development Review Process and Sequencing

Application Type	Prerequisite Application(s)	Approval Authority	Final Action Sequencing & Concurrency
Planning & Zoning Processes			
Large Development Review	None	Development Review Committee	Final action approval by the Development Review Committee
Rezoning	LDR	City Council	

Table 1b: Development Review Process and Sequencing

Application Type	Prerequisite Application(s)	Approval Authority	Final Action Sequencing & Concurrency
Horizontal Infrastructure Entitlements			
Infrastructure Master Plan			Not required
Subdivision			Not required

Table 1c: Development Review Process and Sequencing

Application Type	Prerequisite Application(s)	Approval Authority	Final Action Sequencing & Concurrency
Standard Site Development Applications			
Site Development Plan(s)	LDR	DRC	
Site Specific Engineering Construction Plan(s) for site infrastructure (SSPR, TEP, SUDP/Floodplain Permit, etc)	Concurrent with SDP	DOTI	Prior to, or concurrently with Site Development Plan
Sewer Use and Drainage Permit(s)	Prior to or concurrent with Building Permit	DOTI	After Site Development Plan approval but prior to Building Permit approval
Zoning Construction Permit(s)	SDP	CPD / Project Coordination	After SDP approval, prior to building permit approval.
Building Permit(s)	SDP	CPD	After Zoning Construction and Sewer Use and Drainage Permit

XI. Community Information Meeting

Pursuant to the DZC, the Large Development Review process requires holding a community information meeting. A Community Information Meeting was held on Thursday, July 27th from 6 to 7 p.m. via Zoom. Invitations were sent per the city’s requirements to individual property owners within the vicinity of the property inviting them to the virtual meeting. Signs with meeting details were posted on the property ahead of the meeting per the city’s requirements. The meeting was attended by approximately fifteen members of the community, city staff and representatives of the project team. The project team shared updated plans for the LDR application, answered questions from the neighbors, and shared their contact information for future correspondence. A summary of the neighborhood meeting and questions asked is included in Community Information Meeting Summary is provided in the **Attachment B – Brentwood Housing LDR Application**.

XII. Large Development Framework Summary

The Large Development Framework, once executed, will complete the Large Development Review process.


Attachments (2): Attachment A – Legal Description
 Attachment B – Brentwood Housing LDR Application

Note: The **Brentwood Housing Final Scope** is available in the city records under the project number 2022-PM-0000609

XI. Approval

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

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


Adam Phipps (Oct 27, 2023 16:30 MDT)

Oct 27, 2023

Adam Phipps, Executive Director
Department of Transportation & Infrastructure

Date


Laurie Mathews (Oct 26, 2023 10:40 MDT)

Oct 26, 2023

Laurie Mathews, Interim Executive Director
Department of Parks & Recreation

Date


Jill Jennings Golich (Nov 6, 2023 21:02 MST)

Nov 6, 2023

Jill Jennings Golich, Interim Executive Director
Department of Community Planning & Development

Date

Ownership Acknowledgement

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


Fadi Sawaged (Oct 26, 2023 11:44 GMT+3)

Oct 26, 2023

Fadi Sawaged, Authorized Representative
1951 S. Federal Blvd. LLC

Date

EXHIBIT A

A ZONE LOT SITUATED IN THE NORTHWEST QUARTER OF SECTION 29, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY AND COUNTY OF DENVER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 29; THENCE S16°10'47"W, A DISTANCE OF 177.75 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF SOUTH FEDERAL BOULEVARD, SAID POINT BEING THE **POINT OF BEGINNING**.

THENCE ALONG SAID RIGHT OF WAY LINE, S00°09'28"E, A DISTANCE OF 1122.95 FEET, SAID COURSE BEING PARALLEL WITH AND 50 WEST OF THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 29;

THENCE DEPARTING SAID RIGHT OF WAY LINE OF SOUTH FEDERAL BOULEVARD, S89°11'53"W, A DISTANCE OF 486.89 FEET, ALONG THE NORTH RIGHT OF WAY LINE OF WEST EVANS AVENUE TO THE SOUTHEAST CORNER OF LOT 21, BLOCK 9 OF BURNS BRENTWOOD SUBDIVISION FILING NO. 2, FILED UNDER BOOK 19, PAGE 57 IN THE CITY AND COUNTY OF DENVER'S CLERK AND RECORDER'S OFFICE.

THENCE N00°01'50"E, A DISTANCE OF 531.50 FEET, TO THE SOUTHEAST CORNER OF LOT 12, BLOCK 9 OF SAID BURNS BRENTWOOD SUBDIVISION FILING NO. 2;

THENCE S89°11'53"W, A DISTANCE OF 129.77 FEET, TO THE SOUTHWEST CORNER OF SAID LOT 12;

THENCE N00°01'50"E, A DISTANCE OF 121.00 FEET, TO THE NORTHWEST CORNER OF LOT 11, BLOCK 9 OF SAID BURNS BRENTWOOD SUBDIVISION FILING NO. 2;

THENCE N89°11'53"E, A DISTANCE OF 129.77 FEET, TO THE NORTHEAST CORNER OF SAID LOT 11;

THENCE N00°01'50"E, A DISTANCE OF 610.51 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF WEST JEWELL AVENUE, SAID POINT ALSO BEING THE NORTHEAST CORNER OF LOT 1, BLOCK 9 OF SAID BURNS BRENTWOOD SUBDIVISION FILING NO. 2;

THENCE ALONG SAID RIGHT OF WAY LINE, N89°11'53"E, A DISTANCE OF 212.72; SAID COURSE BEING PARALLEL WITH AND 30 FEET SOUTH OF THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 29;

THENCE DEPARTING SAID RIGHT OF WAY LINE, S00°09'28"E, A DISTANCE OF 140.01 FEET;

THENCE N89°11'53"E, A DISTANCE OF 270.02 FEET, **TO THE POINT OF BEGINNING**.

SAID PARCEL CONTAINS 590,157 SQUARE FEET OR 13.5481 ACRES, MORE OR LESS.

BASIS OF BEARING - FOR THE ABOVE LEGAL DESCRIPTION, ALL BEARINGS ARE BASED ON THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 29, WHICH BEARS S00°09'28"E, AND IS MONUMENTED ON THE NORTH END BY A 3-1/4" ALUMINUM CAP STAMPED "IMPACT LAND SURVEYORS, T4S R68W, 1/4, 20, -*- , A9, 2008, PLS 29420", AND ON THE SOUTH END BY A 3-1/4" ALUMINUM CAP STAMPED "COLORADO DEPARTMENT OF TRANSPORTATION, C 1/4 COR, S29, T4S R68W, 6TH PM, 1994, PLS 28666".

ALL LINEAL DISTANCES ARE REPRESENTED IN U.S. SURVEY FEET.

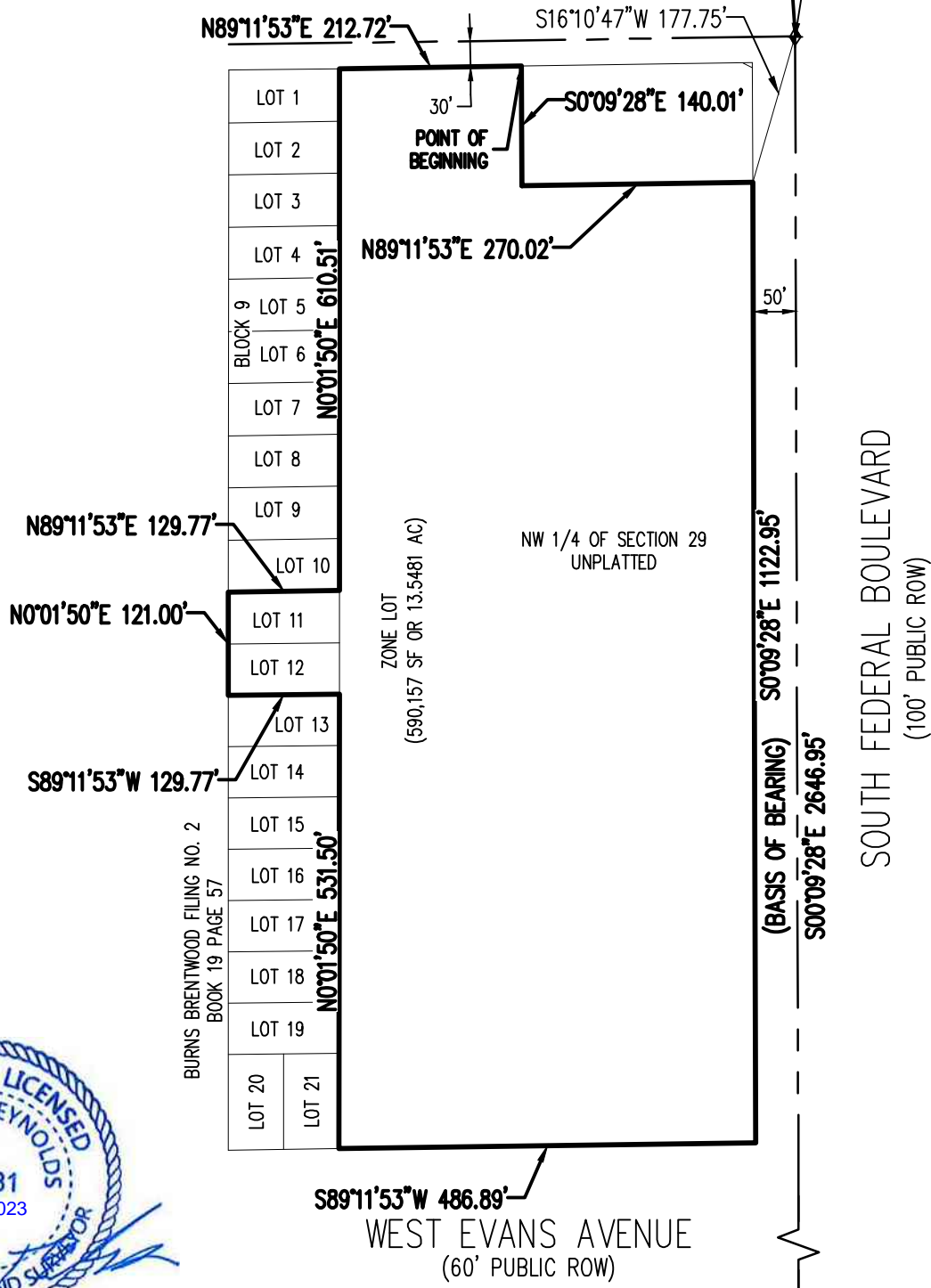
THE PURPOSE OF THE ABOVE DESCRIPTION IS TO DESCRIBE THE LIMITS OF THE ZONE LOT.

KEVIN W. REYNOLDS
PROJECT 1SF.001
PREPARED FOR AND ON BEHALF OF
GALLOWAY AND COMPANY INC.
5500 GREENWOOD PLAZA BLVD. SUITE 200
GREENWOOD VILLAGE, COLORADO 80111



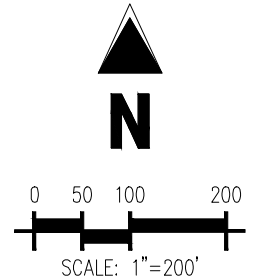
ILLUSTRATION FOR
EXHIBIT A
WEST JEWELL AVENUE (60' PUBLIC ROW) POINT OF COMMENCEMENT

3-1/4" ALUMINUM CAP
STAMPED "IMPACT LAND SURVEYORS,
T4S R68W, 1/4, 20, -*-, A9, 2008,
PLS 29420"



NOTE:
THIS DOES NOT REPRESENT A MONUMENTED LAND
SURVEY. IT IS INTENDED ONLY TO DEPICT THE
ATTACHED DESCRIPTION.

3-1/4" ALUMINUM CAP
STAMPED "COLORADO DEPARTMENT
OF TRANSPORTATION, C 1/4 COR,
S29,T4S R68W, 6TH PM, 1994,
PLS 28666"



ZONE LOT
3029 W Evans Avenue

Illustration for Exhibit A

Project No: 1SF.001
Drawn By: RCE
Checked By: KWR
Date: 09.25.23

Galloway

5500 Greenwood Plaza Blvd., Suite 200
Greenwood Village, CO 80111
303.770.8864 • GallowayUS.com

Brentwood Housing PROJECT NARRATIVE

The Brentwood Housing project is a proposed multi-family residential project located between West Evans Avenue and West Jewell Avenue to the west of the existing Brentwood Shopping Center that is along Federal Blvd. in Denver. The multi-family site consists of approximately 4.9 acres. The proposed development includes 20 new residential 3-story townhome units, with entries facing both West Evans Ave. and West Jewell Ave. The proposed multi-family plan reflects a mix of (5) 4 unit buildings, (12) 5 unit buildings, and (3) 6 unit buildings, each planned to have garage parking for 2 cars.

Land Use

This current site is primarily zoned S-CC-3X and is a mostly paved area behind the Brentwood Shopping Center. There is a fuel station located at the north end of the site and two small buildings at the south end of the site that would be redeveloped as part of this project. Additionally at the northwest corner of the site, there is a PUD parcel that has an existing retail building. The intention would be to rezone this PUD parcel and redevelop it as part of this project. As an amenity feature to the multi-family project, there are two S-SU-D zoned parcels along Hazel Court that are proposed to be included as a useable detention pond area that will add to the connectivity with the community.



Open Space and Pedestrian Connectivity

The open space on the project is intended to provide pedestrian corridors and connectivity to the neighboring community and shopping center area through the site and to the adjacent ROWs on the north and south. Additionally, the multi-family project provides a central community park area for the neighborhood to enjoy. Bike racks have been shown throughout the site to support multi-modal transportation.

Access

Primary vehicular access to the multi-family site is provided by full motion access points off Evans Ave. and Jewell Ave., with cross access being provided through the existing Brentwood Shopping Center to Federal Blvd. The north/south access drive through the site will be a private drive.

Utilities

Utility corridors along the western property boundary, and within the private access drive along the eastern boundary of the multi-family site are intended to provide utility mains that will serve the proposed buildings. It is intended that the private access drive through the site will include a 30' Denver Water easement as will be required.

Phasing

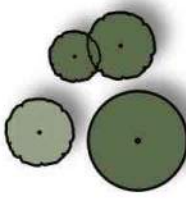

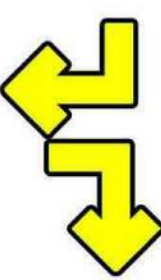
The multi-family development is planned to be processed and constructed in a single phase with landscaping enhancements as reflected on the site plan along the west side of the existing Brentwood Shopping Center and along the pedestrian connection through the center of the site to Federal Blvd.


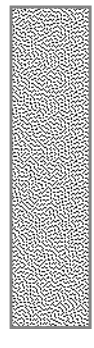
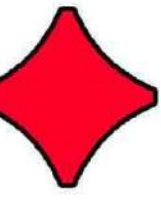
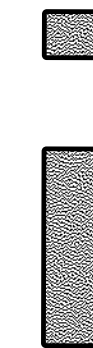
As an option for a future phase 2, we have included a conceptual site plan showing a potential redevelopment scenario for the Brentwood Shopping Center. This redevelopment is not planned at this time, and is provided as context for a future potential scenario only. Any potential future redevelopment will provide area for detention and open space.

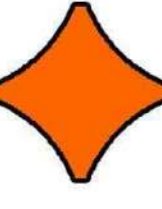
Detention/Community Area

The current concept plan locates the proposed detention/stormwater pond in the two parcels located along Hazel Court. This area is intended to serve the detention needs for the multi-family site while also being aesthetically designed to provide a community amenity area.

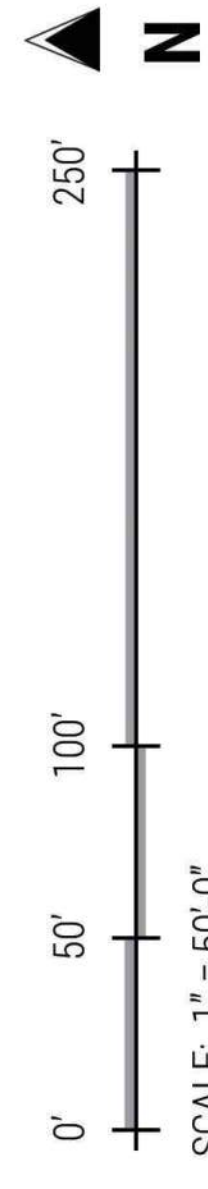
LEGEND:

-  PROPOSED NEW TREES
-  PROPERTY LINE
-  RIGHT IN / RIGHT OUT

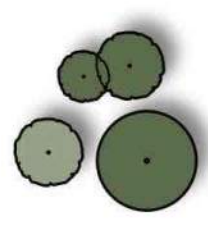




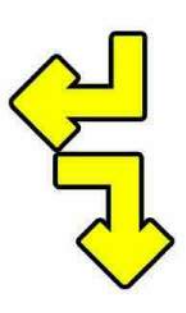

-  PROPOSED NEW BIKE RACKS
-  PROPOSED GUEST PARKING
-  PROPOSED FULL MOVEMENT
-  EXISTING BIKE ROUTE

-  FULL MOVEMENT
-  ACCESS via AGREEMENT

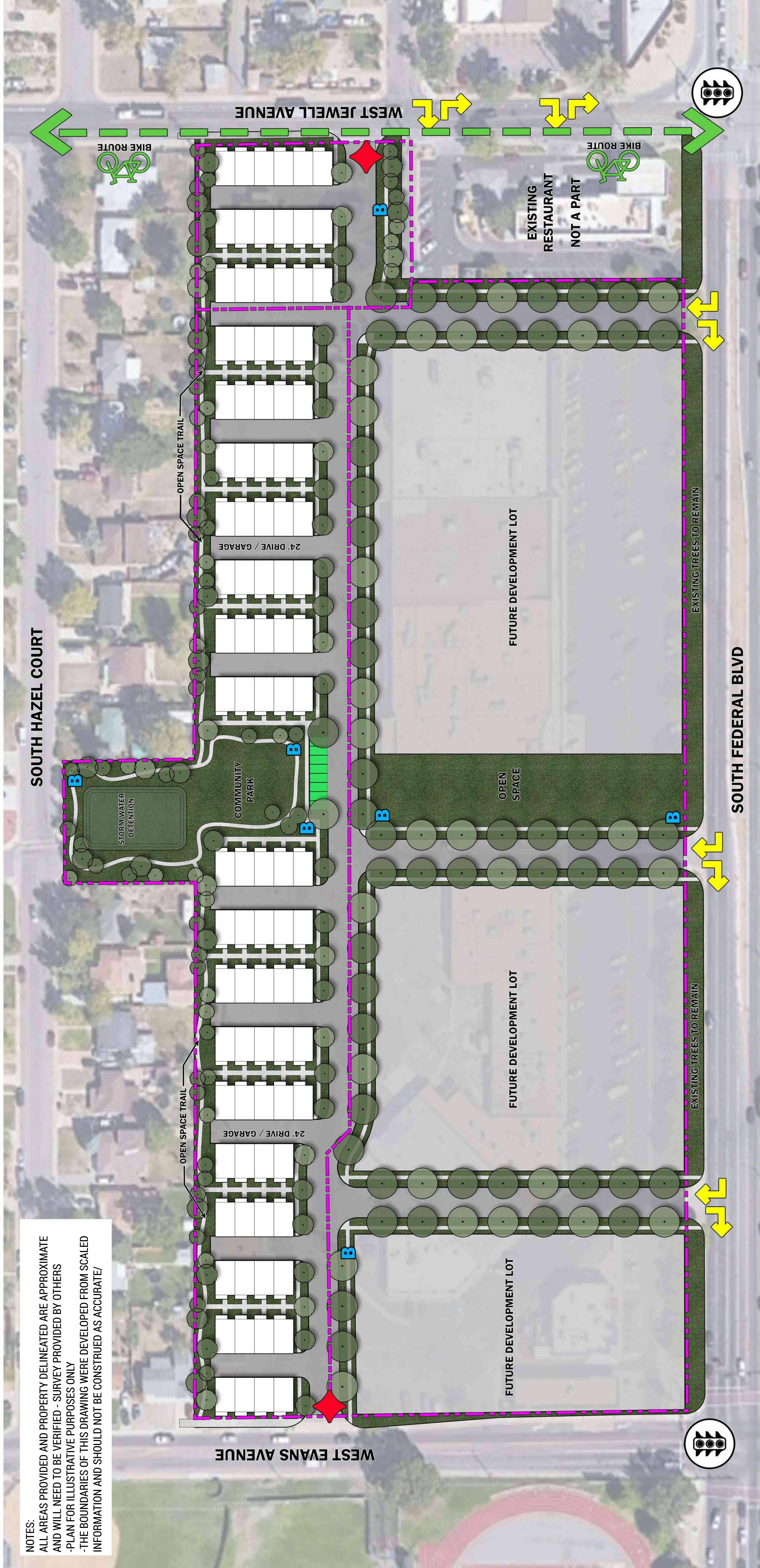
NOTES:
 ALL AREAS PROVIDED AND PROPERTY DELINEATED ARE APPROXIMATE AND WILL NEED TO BE VERIFIED - SURVEY PROVIDED BY OTHERS
 -PLAN FOR ILLUSTRATIVE PURPOSES ONLY
 -THE BOUNDARIES OF THIS DRAWING WERE DEVELOPED FROM SCALED INFORMATION AND SHOULD NOT BE CONSTRUED AS ACCURATE/



LEGEND:

-  PROPOSED NEW TREES
-  PROPOSED NEW BIKE RACKS
-  PROPOSED GUEST PARKING
-  PROPOSED FULL MOVEMENT
-  PROPERTY LINE
-  RIGHT IN / RIGHT OUT
-  EXISTING BIKE ROUTE

NOTES:
 ALL AREAS PROVIDED AND PROPERTY DELINEATED ARE APPROXIMATE AND WILL NEED TO BE VERIFIED - SURVEY PROVIDED BY OTHERS
 -PLAN FOR ILLUSTRATIVE PURPOSES ONLY
 -THE BOUNDARIES OF THIS DRAWING WERE DEVELOPED FROM SCALED INFORMATION AND SHOULD NOT BE CONSTRUED AS ACCURATE/



BRENTWOOD HOUSING

1951 SOUTH FEDERAL BLVD. LLC

CONCEPTUAL SITE PLAN OPTION B

05.02.2023

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Overview

What is equity?

Equity is when everyone, regardless of who they are or where they come from, has the opportunity to thrive. Where there is equity, a person’s identity does not determine their outcome. The city’s vision is for every resident to live in a complete neighborhood with access to jobs, amenities and services so that all Denverites – regardless of their race, ability, income, age, gender, etc. – can thrive.

New development projects can impact equity for an area through factors such as access to open space, access to and the mix of jobs, and housing choices. Each rezoning and/or Large Development Review (LDR) proposal provides an opportunity to understand how one project can improve, or at least not increase, existing inequities.

How do we measure equity?

Equity is measured using three concepts from Blueprint Denver: Access to Opportunity; Vulnerability to Displacement; and Housing and Jobs Diversity. Each equity concept is measured using multiple metrics. For example, Access to Opportunity measures several indicators that reflect the city’s goal for all neighborhoods to have equitable access to a high quality of life, including access to transit, fresh food, and open space.

How to read equity scores

Each equity concept is given a scoring metric from most equitable to least equitable. Below is an interpretation of the scoring metrics:

Access to Opportunity - measures an area’s access to opportunity through Social Determinants of Health (percent of population who are high school graduates and percent of families below the poverty line), Built Environment (access to fresh food and open space), Access to Healthcare, Child Obesity, Life Expectancy, Access to Transit, and Access to Centers and Corridors



Vulnerability to Displacement – measures and area’s vulnerability to displacement through Educational Attainment, Rental Occupancy, and Median Household Income

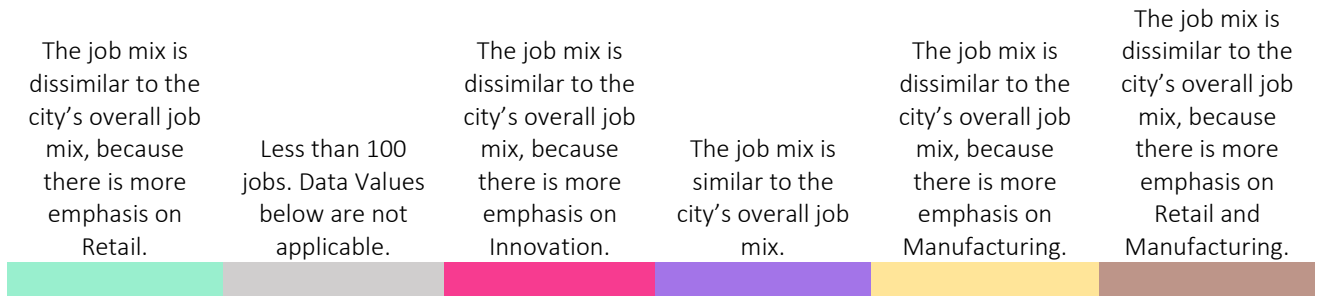


Housing Diversity – measures the diversity of housing stock for an area compared to the city. This includes Missing Middle Housing, Diversity of Bedroom Count Per Unit, Ratio of Owners to Renters, Housing Costs, and Income Restricted Units



Job Diversity – measures two key factors related to the availability and variety of employment options: (1) Jobs density: the amount of jobs in different parts of the city, depicted by the intensity of color and measures as jobs

per acre; and (2) Jobs diversity: The mix of jobs in different parts of the city. The mix of jobs is depicted by different colors:



Why do we measure equity?

Identifying issues of inequity in a specific area helps identify opportunities for new development to reduce those inequities. By specifically addressing the low-scoring metrics, we can improve the equity for the community around the site and throughout the entire city. Below is an equity analysis specific to this site. It highlights lower scores. Staff has provided potential considerations for improving the identified inequities. Please note that these are suggested examples and applicant is expected to provide a broader set of solutions through the Equity Menu provided as an attachment to this document.

Site Equity Analysis

The Equity Analysis below includes 1) equity considerations for the site from adopted plans; 2) scores for specific *Blueprint Denver* equity measures; and 3) initial recommendations for the applicant to consider at the time of development review. This list is not meant to be an exclusive or exhaustive list, and coordination of agreed-upon equity improvements will be an iterative process between the applicant team and the city. Staff has carefully considered and identified equity concerns specific to the site. The planning and equity context for the **Brentwood Housing concept** is summarized below. Note that this neighborhood is not identified as a NEST neighborhood.

Blueprint Denver Direction

Blueprint Denver Growth Strategy – Community Centers and Corridors

A strategic and intentional approach to direct most of our growth to key centers and corridors helps to achieve citywide equity goals to benefit all residents. The core of the approach is guiding growth to vibrant, mixed-use regional centers, including downtown Denver. These regional centers are complemented by mid-sized community centers and corridors where underutilized infill redevelopment sites can be repurposed. Regional centers and community centers and corridors should attract almost two-thirds of all new jobs and half of new households. While many existing and future regional centers already have high quality, frequent transit service, a critical component of the growth strategy's success will be to coordinate the development of transit supportive land uses in community centers and corridors as transit capital investment corridors identified in *Denver Moves: Transit* are implemented. Focusing growth within centers and corridors helps to provide a variety of housing, jobs and entertainment options within a comfortable distance to all Denverites and is a key element of building complete neighborhoods throughout Denver.

Blueprint Denver Context – Suburban

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

Denver's expanded transit system offers quality multimodal options and has generated increased pedestrian and bicycle activity in the Denver Tech Center.

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

Blueprint Denver Future Place Type: Community Center Land Use and Built Form: Typically provides some medium mix of office, commercial and residential uses. A wide customer draw both of local residents from surrounding neighborhoods and from other parts of the city. Activity levels vary depending on the type and mix of uses. A mix of larger and smaller scale buildings, some setback from the street to accommodate parking. Heights are generally up to 5 stories. Transitions gradually within the center out to the surrounding residential areas.

Blueprint Denver Open Space

Open spaces promote social interaction and respond to the distinct uses within the center. Green infrastructure serves the needs of a site or the surrounding area. Open spaces are often integrated into the streetscape. The growth strategy will reduce water use, improve public health indicators such as air quality, and preserve more open space – making Denver better prepared to face the effects of climate change.

Trees, plants and green infrastructure provide moments of relief from the more intense activity. As the population increases, so does the need for parks, open space and other quality of life amenities.

Access to parks: percent of living units within ¼ mile (10 minute walk) to a quality park or open space.

Blueprint Denver Mobility Recommendations:

Multimodal areas are well served by rail service or transit priority streets. Pedestrian and bicycle movement to, from and within these centers is essential. The site is accessible to a larger area of surrounding neighborhood users by a variety of transportation options including Regional Transportation District (RTD) routes.

Bike facilities are along W Jewell Ave and S Zuni Street. Bus routes function along Federal Blvd and Evans Ave. and W Jewell Ave.

Bus Stop Route: 36L, 30L, 31, 30

Bus Stop Name: S Federal Blvd & W Jewell Ave

2.1.1 – Complete Neighborhoods

Residents identified affordable housing and *job creation* as high priorities to address as the area continues to grow and develop.

Site Equity Scores and Recommended Actions

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

The site area's average score is 2.5, with a low score in Access to Transit (Built Environment), access to healthcare, and high child obesity rates. These specific metrics are defined below, along with considerations that align with the goals of *Blueprint Denver*. The applicant is expected to consider additional proposals that are identified in Equity Menu of Strategies attached to this document.

Built Environment

Social

Score	3.5 Somewhat Equitable	Access to Parks		Access to Fresh Food		Access to Healthcare		Child Obesity		Life Expectancy		Access to Transit		Access to Centers and Corridors	
		2.0 Somewhat Equitable	2.0 Less Equitable	1 Least Equitable	2 Less Equitable	3 Somewhat Equitable	0 No Access to Transit	1.00 0-24% of the area is covered by a walk, bike, and driveway to a center or corridor							

Metric	Score	Description	Consideration for Improvement	Response from Applicant
Built Environment	3.5 Somewhat Equitable	Measured by a) % of high school graduates or the equivalent for those 25 years of age or older and b) percent of families below 100% of the Federal Poverty Line.	<ul style="list-style-type: none"> N/A 	N/A
	2.0 Somewhat Equitable	Measured by % of living units within ¼-mile walk to a park or open space. 98.68% of households live within ¼ walk of the park.	<ul style="list-style-type: none"> Commit to provide publicly accessible open space features or amenities in response to community desires or service gaps such as playgrounds or recreational areas 	<ul style="list-style-type: none"> Open space areas within the project will be provided in phases with the initial phase including a trail corridor, pedestrian connections, and a community amenity area.
	2.0 Less Equitable	Measured by % of residents within ¼-mile walk to a full-service grocery store. 2.93% of residents live within ¼ of a full service grocery store.	<ul style="list-style-type: none"> Applicant commits to promoting increased access to fresh food options Applicant commits to provide fresh food outlets on-site, such as a community garden 	<ul style="list-style-type: none"> Within the Brentwood Shopping Center, the Applicant commits to promoting increased access to fresh food options when tenant opportunities make sense.
Access to Healthcare	1.0 Least Equitable	Access to Health Services - such as clinics, prenatal services, and more.	<i>This metric is not expected to be directly impacted by an applicant-driven rezoning but</i>	N/A

			8.18% of women receive no prenatal care during the first trimester of pregnancy in this area		may be indirectly improved via other metrics	<ul style="list-style-type: none"> Open space areas within the project will be provided in phases with the initial phase including a trail corridor, pedestrian connections, and a community amenity area for the surrounding neighborhood.
	Child Obesity	2 Less Equitable	Child Obesity measure % of children in the area that are overweight/obese. 11.70% of children and youth are obese		<ul style="list-style-type: none"> Commit to provide additional publicly accessible open space and/or open space features friendly to children such as playgrounds Partner with recreational providers to provide additional access to on-site open space for surrounding schools, etc. 	<ul style="list-style-type: none"> Open space areas within the project will be provided in phases with the initial phase including a trail corridor, pedestrian connections, and a community amenity area for the surrounding neighborhood.
	Life Expectancy	3 Somewhat Equitable	Life expectancy (in years): 82.10%		<i>This metric is not expected to be directly impacted by the applicant but may be indirectly improved via other metrics.</i>	N/A
	Access to Transit	0.00	No Access to Transit. Site was completely outside of a transit buffer ½ mile from high capacity transit or ¼ mile from frequent transit		<ul style="list-style-type: none"> Commit to provide subsidized Eco passes Commit to provide a circulator or shuttle to connect employees/residents to transit Require walkability analysis to identify additional pedestrian opportunities including sidewalk completion where gaps exist, safe crossings at intersections to promote pedestrian and bike connections Commit to an off-site improvement that addresses pedestrian or bicycle connectivity, such as sidewalk improvements, bicycle facilities, etc. Commit to provide bicyclist support amenities, such as secured and enclosed bicycle 	<ul style="list-style-type: none"> Bike racks will be provided within the proposed residential development area along with pedestrian walkways that provide connection within the LDR boundary and between the adjacent ROWs.

				parking areas, repair kits, maintenance areas.	
				<ul style="list-style-type: none"> Commit to provide free shared bicycle, e-bike, or micromobility share on-site 	
				<ul style="list-style-type: none"> Applicant maps and identifies existing community services in the area Commit to provide off-site sidewalk improvements or bicycle connections to improve connection to existing nearby centers/corridors 	
					<ul style="list-style-type: none"> Applicant is proposing to improve pedestrian connectivity through the Brentwood Shopping Center to the neighborhood to the west, and additionally is providing a trail connection between Jewell & Evans which will improve access to and through the site.

REDUCING VULNERABILITY TO DISPLACEMENT – Stabilizing residents and businesses who are vulnerable to involuntary displacement due to increasing property values and rents.

For Vulnerability to Involuntary Displacement, this area’s average score is 2 out of 3. This means that the area is considered vulnerable to displacement. Specific metrics are defined below, along with considerations that align with the goals of *Blueprint Denver*. The applicant is expected to consider additional proposals that are identified in Equity Menu of Strategies attached to this document.

Educational Attainment	1	1	0	1
Score	Vulnerable	Not Vulnerable	Vulnerable	Vulnerable

Metric	Score	Description	Consideration for Improvement	Response from Applicant
Educational Attainment	1 Vulnerable	Percent of 25 year olds and older without a college degree: 75.9% Citywide Average: 49.7% Lack of opportunities for higher education can leave residents unable to make more money and get jobs to offset increased costs	<ul style="list-style-type: none"> Commit to provide on-site job training or education for neighborhood residents Commit to targeted outreach for on-site jobs 	Property owner will continue to advertise job availability for the Brentwood Shopping Center to the surrounding community and neighbors visiting the shopping center.
Rental Occupancy	0 Not Vulnerable	Percent of Renter Occupied: 25.6% Citywide Average: 49.55%	<ul style="list-style-type: none"> Commit to provide on-site, income-restricted ownership units and provide preference for those units to people who already live or recently in the neighborhood 	The proposed residential units are intended to be for rent townhomes at market rate.

Median Household Income	1 Vulnerable	Median Household income: \$63,772 Denver's Median household income: \$72,661	<ul style="list-style-type: none"> Commit to incorporating access to affordable childcare options on-site 	N/A
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EXPANDING HOUSING DIVERSITY - providing a better and more inclusive range of housing in all neighborhoods.

For Housing Diversity, this area's average score is 1 out of 5, with the area scoring low on missing middle housing, diversity of bedroom count per unit, owner-to-renters ratio, housing costs and income restricted units. Specific metrics are defined below, along with considerations that align with the goals of *Blueprint Denver*. The applicant is expected to consider additional proposals that are identified in Equity Menu of Strategies attached to this document.

Diversity of Bedroom				
Missing Middle Housing	Count Per Unit	Owners to Renters	Housing Costs	Income Restricted Units
Score	1	0	0	0
	Diverse	Not Diverse	Not Diverse	Not Diverse

Metric	Score	Description	Consideration for Improvement	Applicant Response
Missing Middle Housing	0 Not Diverse	Percent Housing with 2-19 units: 0.97% Citywide: 19% If an area had over 20% middle density housing units, it was considered "diverse", if it was less than 20% middle density it was considered "not diverse."	<ul style="list-style-type: none"> Applicant commits to provide a diverse mix of residential types on-site: multi-family, duplex and single family Applicant provides certain percentage of missing middle housing types 	<ul style="list-style-type: none"> Applicant is proposing to add multi-family units to the area adding to the diversity of residential types available.
Diversity of Bedroom Count Per Unit	1 Diverse	Ratio: .60 Mix Type: Mixed Measured by comparing the number of housing units with 0-2 bedrooms to the number of units with 3 or more bedrooms.	<ul style="list-style-type: none"> Applicant commits to build units with a variety of bedroom counts Applicant commits to provide a certain percentage of 3 + bedroom units 	<ul style="list-style-type: none"> Applicant commits to build units with a variety of bedroom counts with a focus on larger units.
Owners to Renters	0 Not Diverse	Owners: 74.45% Renters: 25.55% Denver Owners: 50.45% Denver Renters: 49.55%	<ul style="list-style-type: none"> Applicant commits to provide a strong mix of ownership vs rental properties 	<ul style="list-style-type: none"> Applicant is proposing for-rent units that are constructed such that they could be ownership units in the future.
Housing Costs	0 Not Diverse	Mix Type: High The ratio of (a) housing units affordable to households earning up to 80% if the city's median income to	<ul style="list-style-type: none"> Applicant commits to providing income-restricted units on-site (AMI levels should be tailored to the identified need for that area) 	<ul style="list-style-type: none"> Applicant is proposing market rate units at this time.

	(b) housing units affordable to households earning over 120% of the city's median income.	<ul style="list-style-type: none"> Commit to alternative options to reduce housing costs, such as participation in a community land trust 	
Income Restricted Units	0	<ul style="list-style-type: none"> Applicant commits to provide a specific amount of Income Restricted Units on-site 	<ul style="list-style-type: none"> Applicant is proposing market rate units at this time.
Not Diverse	Income Restricted Units: 0 Citywide Average Income Restricted Units: 142.05		

EXPANDING JOB DIVERSITY – providing a better and more inclusive range of employment options in all neighborhoods.

Job Diversity in this area is dissimilar to the City's overall job mix, with fewer retail and manufacturing options compared to the city. Specific metrics are defined below, along with considerations that align with the goals of *Blueprint Denver*. The applicant is expected to consider additional proposals that are identified in Equity Menu of Strategies attached to this document.

	Retail	Innovation	Manufacturing
Score	84.82%	15.18%	0%
	City Wide Average 56.7%	City Wide Average 35%	City Wide Average 8.3%

Metric	Score	Description	Consideration for Improvement	Applicant Response
Total Jobs	93 Jobs	Total Jobs per Acre: 1.83		
Retail	68 Jobs 23.21%.	This is less than the citywide Retail average of 53.5% Retail Jobs per Acre: 0.42	<ul style="list-style-type: none"> Commit to provide on-site jobs, ideally with targeted outreach to specific communities Commit to provide below-market commercial space for small businesses, nonprofits, incubator space, cultural uses, or community-serving enterprises 	<ul style="list-style-type: none"> Applicant will continue to look for tenant opportunities within the Brentwood Shopping Center that provide new jobs for the community.
Innovation	214 Jobs 73.04%.	This is greater than the citywide Innovation average of 35.7% Innovation Jobs per Acre: 1.34		
Manufacturing	11 Jobs 3.75%.	This is less than the citywide Innovation average of 10.7% Manufacturing Jobs per Acre: 0.07		

Next Steps

The northeast corner of Harvey Park is part of a dynamic system of components that are forever evolving. *Blueprint Denver* establishes a framework for equitable planning across Denver. By incorporating equity into planning, neighborhoods such as those in the Harvey Park neighborhood can achieve *Blueprint Denver's* vision of creating dynamic, inclusive, and complete neighborhoods.

Actions

1. In response to the equity analysis provided by staff above, applicant will need to address the identified equity gaps by completing the Equity Response. The Equity Response column is where responses will be captured by the applicant.

COMMUNITY INFORMATION MEETING SUMMARY BRENTWOOD HOUSING

Date Held: July 27, 2023, via Zoom at 6:00pm-7:00pm

Applicant Representatives/Presenters:

Tasha Bolivar – Galloway
Aaron Foy – Owner’s Representative

City Attendees:

Stephen Wilson – Planner
Tony Lechuga – Planner
Dana Montano – Sr. Councilman Aide – Councilman Flynn’s Office

Total Attendees:

Twenty-two (22)

Outline of Discussion:

1. Intro/Attendees:
 - a. Tasha, Kristoffer, Joe – Galloway (Planning, Architecture, & Engineering Consultants)
 - b. Aaron Foy – Owner Representative



2. Site:
 - a. ~5 acre portion of overall zone lot is proposed for multi-family development
 - b. West Evans to South, West Jewell to North, Brentwood Shopping Center to East, single family homes to west
3. Building:
 - a. 20 buildings with mix of 4 unit buildings; 5 unit buildings; and 6 unit buildings
 - b. 2-3 story townhomes - buildings are not designed yet
4. Access:
 - a. Private access drive between W. Evans and W. Jewell will provide access to each of the units.
 - b. Cross access through existing shopping center to Federal Blvd.
 - c. Pedestrian connectivity and bike racks for multimodal connections to be provided.
5. Private Open Space
 - a. Pedestrian connectivity/walkways
 - b. Community park area
 - c. Shopping center connections from site to Federal Blvd



Feedback/Discussion Topics:

- Privacy for homes adjacent to the west.
 - Landscaping buffer & courtyard layout of buildings.
 - End units along western boundary may only be 2 stories tall pending zoning review and building design.
 - End units along western boundary may have limited windows facing west since those are not primary building facades.
- Will these units be for rent or purchase?
 - At this time the units are planned to be for-rent at market rate with the potential to be for purchase in the future.
 - Affordable housing requirements of the City will be worked through during the design and review process.
- General concerns regarding traffic & parking given existing conditions – numerous accidents and a fatality in the area west of Federal.
 - The design team will be working with the City through the plan review process which includes review by the City's transportation department.
 - A neighbor feels that there is diversity of housing nearby, including homeless outreach in the area.
 - Parking Concerns
 - *Parking is a concern to ownership as well, don't want to impact people getting into/out of center*
 - *Every unit is planned to have a 2-car garage to help with the parking in this area.*
 - *Guest parking spaces have also been provided.*
 - Delivery traffic that delivers goods to shopping center
 - The design team will be working with the City through the plan review process which includes review by the City's transportation department.
 - Modifications to overhead utility lines will be evaluated through the design process.
 - A new delivery dock has been added at the northwest corner of the north building.
 - Delivery routing and circulation will be evaluated through the design process.
- Current ownership has cleaned up the shopping center and done a better job of taking care of property than previous owner.
- Is ownership actively pursuing filling up shopping center?
 - Yes, they are working on leases for vacancies.
 - Ownership wants to build something to be proud of.
- Used to be a vibrant shopping center – had neighborhood gathering space
 - Ownership has worked hard to find tenants for the shopping center and make improvements to the shopping center area, and will continue to fill vacancies.
- Property value and impacts of the development.
 - Property values have risen and fallen in this area over time.
 - The area of the site proposed for redevelopment is currently a large parking area with a few small buildings. This project does not propose modifications to the existing shopping center.
 - The proposed development will include open space easement areas that provide a community amenity area accessible to the public.
- Concern shared regarding this many townhomes in this small a space could lead to crime, traffic, congestion, etc. Would like to see a Rino type area to benefit the neighborhood.
- Question of whether a moratorium on these types of buildings facing each other?
 - Not that that the applicant is aware of.
- Happy that lot got purchased and something is getting done

DISCUSSION FROM CHAT:

1. Chat: *Hello it looks like this zoom meaning is recorded would it be possible to get the recording after the meeting?*
 - Recording will be made available – please email request to: BrentwoodHousingComments@GallowayUS.com
2. Chat: *How will the existing business be affected*
 - No modifications to existing shopping center are being proposed.
3. Chat: *Hi, have you done any work on how these apartments will affect property values for homes along Hazel Ct?*
 - Not at this time.
4. Chat: *Up to how many people do you expect to live in this area? Why did you choose this area? When will construction begin?*
 - Construction will begin as soon as City process is completed
 - 2-3 bedroom townhomes – estimate somewhere between 2-3 people per home – could be roughly 250-270 people
 - Ownership group owning Brentwood center and wanting to upgrade center
 - Money spent upgrading center
 - Rear parking lot not serving much function
5. Chat: *Hi, have you done any work on how these apartments will affect property values for homes along Hazel Ct?*
 - We are not aware of studies being done, but this project addresses some of City's goals for equity based on some of their studies
6. Chat: *Would there be blocking off the back door of the business center where we get our products delivered?*
 - All loading areas intended to stay open
 - Obligations to tenants to maintain access
7. Chat: *in terms of affordable housing how are you going to meet that goal. what are the range of prices are we looking at and how many units of affordable housing units will you have.*
 - Not quite there yet; City has ordinance in place and we will work with City through that process
8. Chat: *Joyce is right on. Scale back the number of units like Novel did at White Fence farm. That will help our feelings about this project.*
9. Chat: *What incentives are being given to the diverse businesses that are already there, and how are you going to encourage them to stay while bringing in new businesses.*
 - Ownership group is always balancing tenants to bring the best tenants possible. No intention to changing existing tenants.
10. Chat: *For those of us who are adamantly opposed to this, what are our next steps to prevent this project as designed from proceeding?*
 - Reach out to Stephen Wilson/consultant team. Based on existing zoning for the property, there is already an opportunity for development in this area.
11. Chat: *Definitely let Kevin Flynn know your concerns. Steven Wilson as well.*
12. Chat: *Added value to their bank account, not our neighborhood.*
13. Chat: *Will there be future meetings as things progress.*
 - There will be public hearings related to the rezoning of the parcel at NW corner.
 - Currently no application to rezone has been submitted; 250' property owners will be notified.
 - No additional community meetings are required.
14. Chat: *What is the intended average rent for these units? You said 2 and 3 bedroom, and 2 car garages. How much will they be rented for?*
 - Market rates are anticipated; tough to know what rents will be in the future depending on market conditions

15. Chat: *Feel free to reach out to me or the applicant team.
Stephen.Wilson2@denvergov.org*
16. Chat: *The biggest traffic issue is the traffic in and out of McDonalds from 5 a m to midnight each and every day. We have thought that their access needs to be expanded to ease traffic and accidents.*
17. Chat: *Could we send this recording of the meeting*
 - Send email requesting recording to:
BrentwoodHousingComments@GallowayUS.com
18. Chat: *Something I read said that the units would eventually be sale. Is there a time line for that.*
 - No timeframe for that at this time.
19. Chat: *Are accommodations for guest parking being provided*
 - Guest parking is shown on the plan in addition to the 2 garage spaces per unit.
20. Chat: *BrentwoodHousingComments@gallowayus.com*
21. Chat: *Will there be an HOA?*
 - As a rental, there will not be an HOA; there will be property management
22. Chat: *Thanks for the info.*

ADDITIONAL MEETING

Based on feedback from Councilman Flynn, there were a couple of his constituents who were not able to join a virtual style meeting. At Councilman Flynn's request, a separate meeting with two neighbors and Councilman Flynn was held at the Webb building on August 10, 2023. Stephen Wilson from the City was in attendance in-person, and Tony Lechuga from the City and Tasha Bolivar from Galloway joined via Teams. The same project presentation from July 27, 2023 was presented at this meeting. Below is a summary of feedback/discussion items from this additional meeting:

- Concern for traffic on Hazel Court.
 - Since the proposed townhome development will close the Asbury Avenue connection, this redevelopment should reduce the amount of traffic utilizing Hazel Court.
- General clean-up, use and maintenance of the area along western property boundary behind the adjacent homes.
 - Over the years and with the previous shopping center owner there has been confusion regarding the area along the western boundary of the shopping center. There are areas where there are duplicate fences with overgrown vegetation in between. Some neighbors have removed the second fence and cleared the vegetation along their rear fence for their own purposes.
 - Vehicular access to rear/side fences of the homes will be limited to pedestrian traffic with the redevelopment of the parking area. No easements exist for vehicular access through the shopping center to the rear/sides of the homes.
 - As a part of the redevelopment, a survey of the property boundary will be done to help establish the limits of construction.
- Environmental concerns due to possible cleaners previously located near bike shop proposed for removal.
 - Denver Department of Public Health will note any environmental concerns during the rezoning review process for the PUD parcel.
 - Applicant will follow applicable requirements related to potential environmental clean-up if identified through their due diligence process.
- Neighbors would like to request another community meeting once the design progresses later in the review process.