



**Title of Document: LARGE DEVELOPMENT FRAMEWORK  
(Re-Recorded to correct File Naming and a text error)**

**SUBJECT PROPERTY: 39-50 S. KALAMATH  
PARCELS:**

Parcel Identification Number: 161228638  
Schedule Number: 0509610014000

Parcel Identification Number: 161228620  
Schedule Number: 0509610013000

Parcel Identification Number: 161228697  
Schedule Number: 0509611001000

Parcel Identification Number: 161227887  
Schedule Number: 0509600007000

**SUBJECT PROPERTY OWNER:  
Westside Investment Partners/ ACM Kalamath VII LLC  
4100 E Mississippi, Suite 500  
Denver, CO 80246**

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forthwith shall be applicable to all owners, successors and/or assigns until this document is formally amended or withdrawn pursuant to DZC Section 12.4.12.*

## **I. Purpose of Framework**

This Large Development Framework (LDF) documents the required regulatory applications and review, sequencing of applications and reviews, and high-level project requirements for the project proposed at 50 S. Kalamath. The LDF is drafted 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.

The information described in this LDF is intended to:

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

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

All formal plan and technical reviews and permitting will occur in accordance with the prescribed application and review process identified within this LDF document. Further, they will 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.

## **II. Application and Owner Information**

Westside Investment Partners/ ACM Kalamath VII LLC  
4100 E Mississippi, Suite 500  
Denver, CO 80246  
Contact: Patrick Schmitz

## **III. LDR Boundary**

The boundary of the Large Development Review Area incorporates four separate parcels that compose the extent of the proposed development parcels and adjacent streets. See **Attachment 1** for the LDR Boundary and Legal Description.

#### **IV. Project Information – Project File No. 2019PM0000399**

The collection of four parcels proposed for redevelopment is bound by Ellsworth Avenue to the north, Interstate-25 and Lipan Street to the west, Burlington-Northern Rail Line to the south and Santa Fe Drive to the east with Kalamath Street running north-south between included parcels. Collectively, the site is 6.43 acres containing a vacant warehouse and two unused parking lots. Proposed future development includes initial planning on the largest parcel for 471 dwelling units with a parking garage as well as associated open space for the development. In addition, the southern parcel is planned for mixed use and has been considered for affordable housing. The western-most parcels are planned for mixed use and are envisioned for office and retail.

**Attachment 3** includes the project narrative with preliminary land use, circulation, and open space concepts.

#### **V. Plan Guidance**

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

- Baker Neighborhood Plan (2003)
- Alameda Station Area Plan (2009)
- Denver Moves: Transit
- Denver Moves: Pedestrians & Trails
- Denver Moves: Bicycles
- Parks and Recreation Game Plan
- Blueprint Denver
- Comprehensive Plan 2040
- Housing an Inclusive Denver
- Denver Livability Partnership (Westside TOD) (2014...n/a adopted status)
- South Platte River Corridor Study (2013...n/a adopted status)
- CDOT's I-25 Central Planning and Environmental Linkages (PEL) Study (Year)

The Baker Neighborhood Plan was adopted in 2003 and identifies these properties as part of an industrial area which the plan describes as “fundamentally non-residential”. While the plan has strong guidance against introducing residential into Baker’s industrial area, which the requested I-MX-5 district would enable. There has been change in the area since the plan’s adoption 18 years ago, as noted by the Baker RNO’s support of the introduction of residential into the area and further supported by the recent Blueprint guidance of the area mapped as a future innovation/flex place.

At a high level, Blueprint Denver identifies the area as part of an Innovation/Flex District with the expectation that in this area, industrial uses may transition over time. The subject site contains an abandoned warehouse. This Framework contemplates the proposed transition to a

residential mixed-use site. Plans do not offer specific guidance on transitioning to residential uses for this location, but Innovation/Flex district policies are sufficient to suggest that a transition should incorporate appropriate zoning and design tools to introduce residential development.

Blueprint Denver identifies Innovation/Flex Districts as areas with diverse land use structures including assembly facilities, labs, small logistics and warehousing, local food catering, tech firms, value manufacturing and related office uses. Residential uses are compatible. Multi-tenant buildings are common. Buildings should orient to the street and contain pedestrian-friendly features. (pg. 151).

Plan guidance suggests that appropriate zoning tools, and if appropriate, design standards should be considered to establish and introduce appropriate pedestrian-oriented development.

Mobility within the Innovation/Flex District is varied. The subject property site includes a large block and two wedge blocks to the west and south of the site. Given the site's location between Santa Fe and Kalamath (two state highway corridors), there are some constraints to be considered regarding access to and from the site as well as access and traffic management related to the adjacent local and collector streets of Ellsworth and Bayaud.

Based on existing Plans and known conditions, the following sections outline the timing and sequencing of required regulatory applications.

## **VI. Required Planning and Regulatory Applications**

The following regulatory processes have been identified as necessary for this project.

- Official Map Amendment (rezoning) of the land within the LDR boundary
- Mobility Study to be scoped following the LDR Framework completion
- Development Agreement (topics broadly included in Section VII)
- Site Development Plan(s) for vertical development
- Transportation Engineering Plans (TEP)
- Storm Sewer Construction Plans and Final Drainage Report (SSPR)
- Sanitary Sewer Construction Plans (SSPR)
- Erosion Control Plan and Report (EC)
- Sewer Use & Drainage Permit (SUDP)

## **VII. Development Agreement Topics**

- a. Affordable Housing
- b. Off-site Improvements, if any
- c. Bayaud Avenue enhancements
- d. Open Space location and phasing
- e. Form-based design and use standards or similar zoning solution (contemplating overlay or similar tool to provide for street level activation and building standards consistent with development of pedestrian-oriented neighborhoods).

## VIII. Development Review Process

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

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

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

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

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

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

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

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

**Vertical Site Development** - Anticipated applications required to support vertical development on individual sites within the overall development. Multiple sites are being developed independently, each site will require its own set of applications.

Applications within the Initial Regulatory category must be submitted, reviewed and approved prior to submittal of any application for horizontal or vertical development. \*

The assigned Project Coordinator, in consultation with other development review Agencies, may allow submittal of horizontal and vertical applications prior to final action on prerequisite applications based upon the status of prerequisite applications.

**Table 1: Required Applications**

Application Type	Prerequisite Application(s)	Approval Authority	Final Action Sequencing
<b>Regulatory Applications</b>			
Rezoning	Affordable Housing Agreement	City Council	Public Hearing for rezoning and City Council action on Development Agreement to occur on same City Council Agenda.
Development Agreement	Rezoning	City Council	Final action on to be on same City Council Agenda as rezoning public hearing
<b>Vertical Site Development Applications</b>			
Mobility Study*	Rezoning	DOTI	Prior to initiation of Site Development Concept Plan
Site Development Plan(s)*	Rezoning	Development Review Committee	Following approval of rezoning and associated development agreement and mobility study
Site Specific Engineering Construction Plan(s) for site infrastructure (SSPR, TEP, etc)	Concurrent with Site Development Plan	DOTI	Prior to, or concurrently with Site Development Plan
Sewer Use and Drainage Permit(s)	Prior to or concurrent with Building Permit	DOTI	After Site Development Plan approval but prior to Building Permit approval
Zoning Construction Permit(s)	Site Development Plan	Community Planning and Development / Project Coordination	After Site Development Plan approval, prior to building permit approval.
Building Permit(s)	Site Development Plan	Community Planning and Development	After Zoning Construction and Sewer Use and Drainage Permit

\* The assigned Project Coordinator, in consultation with other development review Agencies, will allow submittal of horizontal and vertical applications prior to final action on prerequisite applications based upon the status of prerequisite applications.

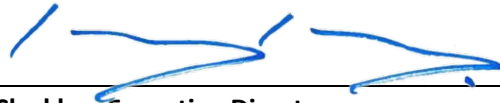
## IX. Community Information Meeting

The Large Development Review process requires a community information meeting. This meeting was held on **February 5, 2020** and the summary of this meeting is included in **Attachment 2**. Key issues raised during the community meeting included traffic circulation concerns and the implications for open space access and pedestrian circulation related to the transition of the property from industrial to residential. This Framework identifies steps needed during the development process to study and address these concerns.

**X. Approval**

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

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



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**Eulois Cleckley, Executive Director**  
**Department of Transportation and Infrastructure**

6 April 2020

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**Date**

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

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**Date**



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

6 April, 2020

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**Date**

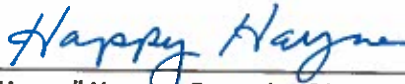
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**Eulois Cleckley, Executive Director**  
**Department of Transportation and Infrastructure**

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**Date**

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

*3-31-20*  
\_\_\_\_\_  
**Date**

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

\_\_\_\_\_  
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**Eulois Cleckley, Executive Director**  
**Department of Transportation and Infrastructure**

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**Date**

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

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**Date**

*Laura E. Aldrete*

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

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6 April, 2020

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**Date**

**ATTACHMENT 1 –LDR BOUNDARY/LEGAL DESCRIPTION**

**(LEGAL DESCRIPTION)**

Parcel One:

Block 13, Lake Archer Subdivision, according to the recorded Plats thereof, EXCEPT that part of Lot 12 in said Block 13, lying South and West of a line extending from a point on the West line of said Lot 12, which is 28.45 feet North of the Southwest corner of said Lot to a point on the South line of said Lot, which is 35.2 feet East of said Southwest corner,

City and County of Denver,

State of Colorado.

Parcel Two:

All of Lot 20, Block 12, Lake Archer Subdivision and that portion of Lots 4 to 6 and 16 to 19, inclusive, Block 12, Lake Archer Subdivision, lying within the following described parcel:

Beginning at the Southeast corner of said Lot 16; thence North, along the East line of said Block 12, 200 feet to the Northeast corner of said Lot 19;

Thence West, along the North line of said Lot 19, 160 feet, to the Northwest corner thereof, said corner being also the Southeast corner of said Lot 5;

Thence North, along the East line of said Lots 5 and 4, 100 feet, to the Northeast corner of said Lot 4;

Thence West, along the North line of said Lot 4, 120 feet;

Thence Southeasterly, along a straight line, 410.4 feet, more or less, to the Point of Beginning,

City and County of Denver,

State of Colorado.

Excepting therefrom any portion of land lying within that public alleyway as dedicated in Resolution No. CR14-0824, Series of 2014, recorded October 22, 2014 at Reception No. 2014128517.

Parcel Three:

That portion of the following described property, lying West of South Santa Fe Drive:

That portion of the SE  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of Section 9 and the SW  $\frac{1}{4}$  of the SW  $\frac{1}{4}$  of Section 10, Township 4 South, Range 68 West of the 6th P.M., described as follows:

Commencing at the NE corner of the SE  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of Section 9, Township 4 South, Range 68 West, running thence South on Line of said Section, 206 feet to a point, which is the beginning;

Thence West, parallel with the North line of said SE  $\frac{1}{4}$  of said Quarter Section, 510 feet to East line of right of way of the Denver and New Orleans Railroad Co.;

Thence Northwesterly along line of said right of way and parallel with track of said railroad and 50 feet distance from centerline thereof 250 feet, more or less, to a point 30 feet South of North line of SE  $\frac{1}{4}$  of said Quarter Section;

Thence East parallel with said last mentioned line 680 feet, more or less, to West line of right of way of the Denver and Rio Grande Railroad at a point 25 feet from centerline of narrow gauge department of said railroad;

Thence Southeasterly along said line of said right of way, 190 feet, more or less, to a point directly East of Place of Beginning;

Thence West 54 feet to Place of Beginning, EXCEPT that part for Santa Fe Drive described in Instrument recorded November 13, 1939, in Book 5327 at Page 257 as condemned in the City and County of Denver, State of Colorado, and EXCEPT that portion of the above-described property lying East of South Santa Fe Drive,

City and County of Denver,

State of Colorado.

LDR Boundary



**ATTACHMENT 2 – COMMUNITY INFORMATION MEETING SUMMARY**

## 50 S Kalamath Street LDR Community Outreach Meeting Hirschfeld Towers February 5, 2020

### **Attendees:**

Kenneth Ho, Principal at Westside Investment Partners  
Patrick Schmitz, Vice President at Westside Investment Partners  
Deirdre Oss, City of Denver Planning Department  
Courtney Levingston, City of Denver Planning Department  
Mark Tabor, Denver Parks and Recreation  
Melissa Thate, Department of Housing Stability  
Approximately 25 members of the community

Patrick Schmitz called the meeting to order at 6:10 p.m.

Mr. Schmitz began the meeting by introducing the attendees and speakers. He gave a brief description and background of Westside Investment Partners, and then discussed the history of the Property and its current conditions as it sits today. Deirdre Oss briefly discussed the LDR process and its underlining purpose. Kenneth Ho went on to discuss why Westside was seeking a rezoning to I-MX-5, and why it would benefit the community and City as a whole. Courtney Levingston then wrapped up the presentation portion of the meeting by discussing plan guidance, and how the Property fits into relevant city plans. From here, the meeting consisted of approximately two hours of Q&A and open discussion.

### Questions and comments:

We have organized the discussion section by topic and in order we feel was most to least discussed.

Traffic and Mobility – The most frequent topic was around increased traffic and mobility around the Property. There were many comments and concerns over the increase in traffic that would come with new development. Multiple community members expressed that heavy traffic already existed near the Property, especially on Ellsworth Ave, as Bayaud Ave to the south is a one-way street. Community members mentioned the dangerous conditions caused by a lack of pedestrian infrastructure the fast speeds of cars on Santa Fe Dr and Kalamath St. As discussion continued, they asked if it would be possible to work with the City to incorporate a better solution to make these roads safer. As part of this discussion, many neighboring business owners asked if it would be possible to incorporate curb cuts along Santa Fe Ave and Kalamath St. There was also interest from the community in turning Bayaud back into a two-way street. One question was asked about the Bicycle Master Plan as well as another about how walkability would be integrated into the project. Ms. Oss replied that the Bicycle Master Plan wasn't specifically adopted, the overall desire was to place an emphasis and focus on mobility and creating an environment that people felt safe to walk and bike through and could connect the Property to the rest of the neighborhood.

Parking – Various questions were asked about how parking was being thought about and if there would be enough spaces for the influx of new residents and people coming for the proposed new

retail. Mr. Ho explained that the residential building would have an above ground parking garage with the housing units wrapped around the garage making it hidden to the public. Community members expressed that the parking in the area was already minimal and they had concerns that it would be worse with new development. The community did not want parking reductions imposed by the City.

Building Design – Another series of comments focused on building design. Community members wanted the building to have greater a setback than existing conditions to establish a more pedestrian friendly environment. The City and Westside mentioned possibly incorporating design standards into the development agreement and the community was generally supportive, however, specific guidance was not discussed. Concerns identified included having a tree lawn away from the street to avoid chemical stress and to increase articulation and setbacks and transparency to avoid feeling like the building is imposing. Westside is currently in discussions with CPD on a possible design overlay which would address many of these comments and could be put in place before the SDP process.

Open Space – A question was asked about planned open space for the residential building and if it would be sufficient for the new residents as well as their pets. Kenneth responded saying that the SDP will be consistent with City regulations requiring at least 10% open space. We would also like to incorporate other resident amenities within the building such as fitness centers and exercise runs for dogs and other pets. The connection from the Property to Dailey Park, one quarter mile to the west, was also discussed. The access point to the park will be Bayaud Ave. At the site planning level, focusing open space along Bayaud Avenue and improving Bayaud's pedestrian and bicycle orientation could accomplish these goals.

Residential use - With some of the concerns raised, Mr. Ho asked the attendees if anyone would be opposed to seeing residential uses at the Property, everyone at the meeting supported the residential use. It was also noted, that in 2003 when the Baker Neighborhood area plan was being established, the residents of the community were supportive of residential uses to the west of the RTD Train Tracks. A compromise was reached with owners to label the area strictly industrial to avoid higher foot traffic a fear of residential uses increasing graffiti in the area. With the industrial presence diminishing and changing environment of the neighborhood, this fear no longer seems relevant, and residents are still supportive of introducing residential uses to the western portion of Baker.

Grade Separation - Other questions were raised about the possible grade separation for the nearby railroad that would force the City to condemn the Property site as well as other nearby land. In speaking with CDOT, Westside was informed that any rezoning or plans done on the Property would not impact CDOT's plan and they do not have any opposition to the potential rezoning.

The meeting concluded around 8:45 PM.



## **ATTACHMENT 3 – LDR APPLICATION**

## **LDR Application**

### **Statement of Compliance with General Review Criteria (DZC 12.4.12.6)**

On August 27, 2019, ACM Kalamath VII LLC (“Owner”) submitted a rezoning application (application number 2019I-00045) which proposed a rezone to the approximately 6.444-acres located at 50 S. Kalamath Street, 39 S. Kalamath Street, 101 S. Santa Fe Drive, and 10 S. Lipan Street, Denver, CO 80223 from I-A UO-2 & I-B UO-2 to I-MX-5 UO-2 (the “Property”). After multiple discussions with CPD, the Owner was informed on October 25, 2019, that they would be subject to the LDR process due to some of the complexities with the Property. Attached is our large development proposal.

The Property is in the Baker Neighborhood and consists of four parcels southwest of Ellsworth Avenue and Santa Fe Drive (see attached Exhibit A and B). The Property has multimodal access throughout Denver by I-25 just west of the Property, Santa Fe Drive and Kalamath Street, both immediately adjacent to the property, and 6<sup>th</sup> Avenue roughly 0.5 miles to the north. In addition, the Property is 0.5 miles from the Alameda Light Right Rail Station and within 1 mile of the 10<sup>th</sup> and Osage Station, with an RTD bus route stop one block from the Property as well. The Property is also next to multiple existing bike paths and shared lanes as outline in Exhibit C.

The most recent Baker Neighborhood Plan adopted in February 2003 identifies the area as strictly industrial and does not support residential uses. In our Community Meeting, Steve Harley, the chairman of the Baker Zoning Committee, noted that during the neighborhood planning process, industrial owners did not want mixed use development because they were concerned about residential uses causing graffiti. Neighboring residents supported residential uses in the west of the RTD line, but as a compromise, agreed to label this sector as strictly industrial. At our neighborhood meeting, everyone in attendance, including neighboring commercial owners and residents, supported residential uses at the Property and west of the RTD line in general. Additionally, since the publication of the most recent Baker Neighborhood Plan, the area surrounding the Property has transformed tremendously as Denver has grown. This transformation started with the RTD FasTracks program, which broke ground in 2004, and has greatly expanded public transit in the vicinity of the Property. Specifically, the program expanded Alameda Station which went from only connecting to the H line in 2003, to having connections to the H, C, E, D, and F Lines. These additions sparked the Gates Rubber Factory redevelopment, near the Broadway Light Rail Station, which turned acres of industrial land into mixed use development. Shortly thereafter, the Denver Design District opened, and these developments prompted a number of changes in the west Baker neighborhood. More recent area plans, such as the Alameda Station Area Plan (2009) and Blueprint Denver (2019) now call for this area to be an Innovative Flex zone that includes mixed-use developments and supports residential uses that can take advantage of the greatly improved public transit system. Recent redevelopment in the area includes the Alameda Station Apartments (2013), Denizen Apartments (2015), and most recently the former K-Mart site at Broadway Market Place has been torn down and a 7-story, 342-unit apartment community is currently under construction. These are all outlined in Exhibit A. Despite these changes, the lack of diversity in the area’s housing has remained low, and the City’s equity analysis determined that the area around the Property is only slightly vulnerable to displacement. The Property is showing as a “1” on its 3-point scale, with 3 being more vulnerable. This is shown in Exhibit D.

The Property currently is a home to a vacant warehouse and two surface parking lots. The previous user of the site, Sports Authority, was leasing the existing 213,000 square foot warehouse and was forced to leave when they filed chapter 7 bankruptcy in April 2016. Although the Property has been heavily

marketed by brokers specializing in industrial space, it has remained vacant for more than 3 and a half years. The building has been deemed obsolete for its current industrial use. Redevelopment is required to prevent the Property from becoming dilapidated. The Owner is proposing a rezoning redevelopment that is consistent with the more recently published area and city plans.

The requested zone map amendment request will rezone the Property to the I-MX-5 Zone District while keeping the existing UO-2 Use Overlay District. This would allow the development of a mix of commercial and/or residential buildings up to five stories. As described in the Denver Zoning Code, the Industrial Mixed-Use districts are intended to provide a transition between mixed use areas and I-A or I-B Industrial Districts, by accommodating a variety of industrial, commercial, civic, and residential uses (DZC 9.1-3). The Property is within one block of I-A; I-B; I-MX-3; I-MX-5, and C-RX-5 zone areas. The rezoning will also support the Alameda Station area plan goal to “create diverse housing options within the Core Station Area supported by a strong market for residential development along transit line.” (Alameda Station Area Plan P. 8)

Additionally, per section 10.8-1 of the Denver Zoning Code, at least 10% of the site will be public open space. Designing and locating open space on site to improve the pedestrian connection to Dailey Park, via Bayaud Avenue will be an important part of the SDP process.

## **Parcels**

The Property is composed of the following four parcels:

**50 S Kalamath St** - an approximately 5.15-acre parcel containing a 213,000 square foot vacant warehouse that was formerly occupied by Sports Authority. We believe this parcel provides an excellent opportunity to be redeveloped from an obsolete, windowless industrial building into a residential apartment complex given the parcel’s size, immediate access to I-25, and location next to existing amenities. Some of these amenities include: the Alameda Light Rail Station (0.5 miles), the 10<sup>th</sup> and Osage Light Rail Station (1 mile), Safeway Grocery Store (0.55 miles), King Soopers Grocery Store (1.5 miles), Denver’s La Familia Recreation Center (0.25 miles), Dailey Park (0.25 miles), Washington Park (1.5 miles), the South Platte River Trail (0.4 miles), Denver Health Hospital (0.75 miles) and many more. See attached Exhibit A.

We are currently under contract with a multifamily developer whose concept plan shows approximately 471 units, or 91.37 units per acre. Their initial concept submittal includes a wrap style building including an above ground parking garage, wrapped by residential units. Current plans are to have approximately 0.62 acres of open green space on the southern end of the building, which is 12.05% of the parcel. The developer is a long-term holder of their assets. Additionally, the Owner is currently working with the City on an affordable housing agreement that will outline affordable housing requirements on this parcel.

**39 S Kalamath St** - an approximately 0.53-acre parcel that is currently an unused parking lot. We are envisioning a mixed-use development on this parcel with potential uses including retail, office, flex-industrial, residential, affordable housing, or possibly a mixture of these. We envision any development of this parcel would be completed in one phase. Early studies show an approximately 40,000 to 50,000 square foot building would be able to be developed on this parcel. Additionally, the Owner is currently working with the City on an affordable housing agreement that will outline affordable housing requirements on this parcel.

**101 S. Santa Fe Dr and 10 S. Lipan St** – these two parcels combined consist of approximately 0.75-acres and is currently an unused surface parking lot. The two parcels are currently bisected by a small alley which runs from Ellsworth Ave and travels south to a dead-end at the Burlington Northern Rail Line, outlined in Exhibit B. Currently, the alley easement is encroached by a fence, a portion of a building, parking spaces, and a curb, rendering the dead-end alley useless. The current vision for the site is to develop a mixed-use office building with ground floor retail. In order to develop anything on the 10 S Lipan St parcel, the alley will need to be vacated. Our preliminary drawings are showing capacity to build an approximately 60,000 square foot building on top of a garage podium with retail uses.

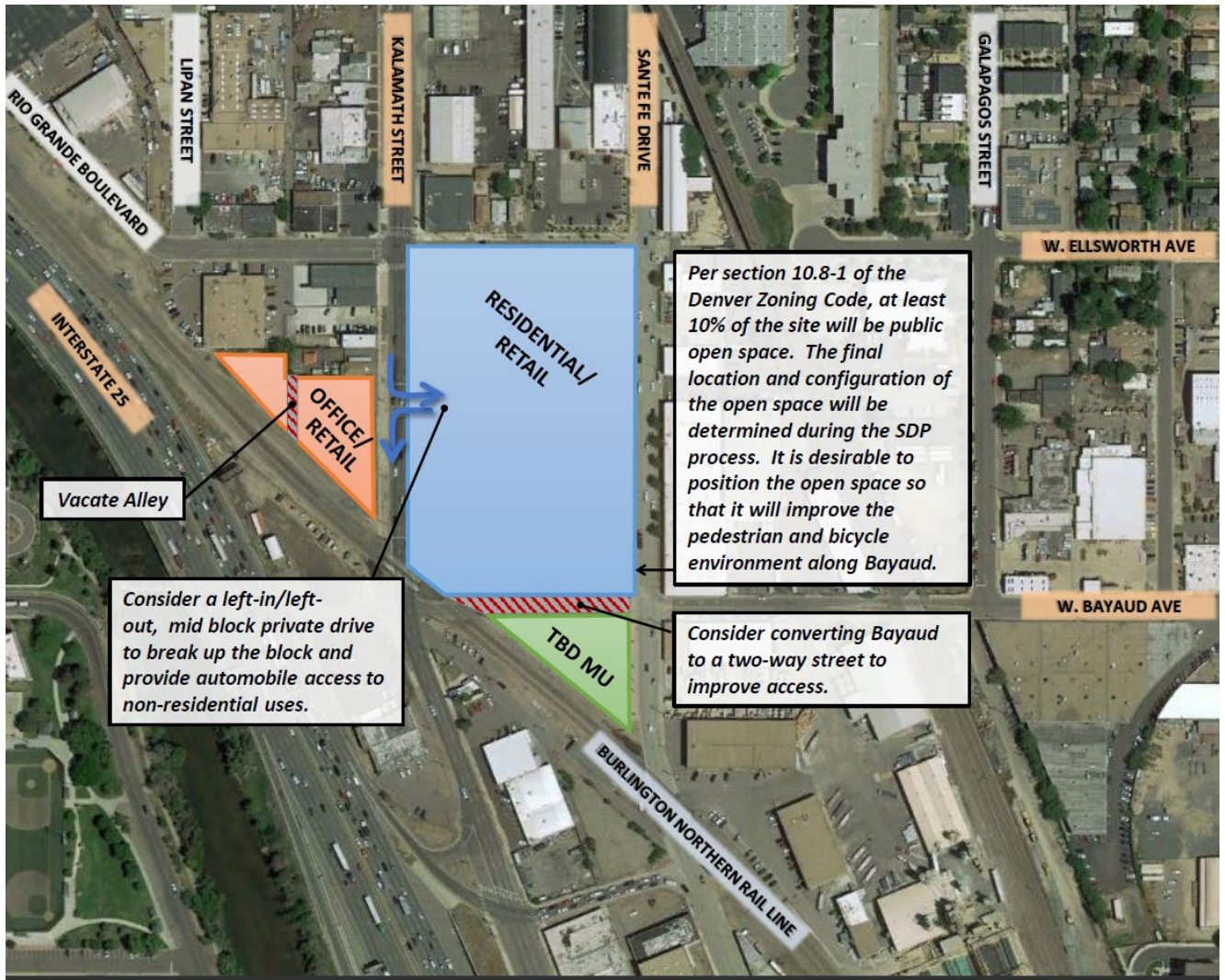
# Exhibit A

Macro View of the Property and its neighboring amenities



## Exhibit B

Close up visual of the Property and its proposed uses



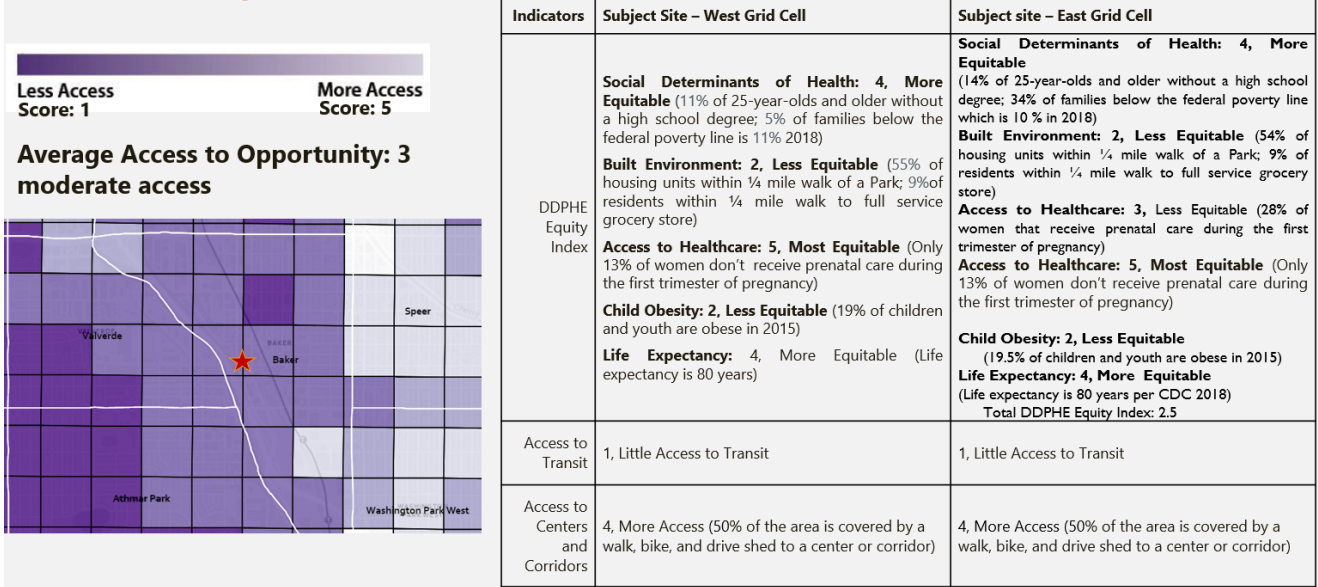
### Exhibit C

Existing bike infrastructure, trails, and public transit near the Property



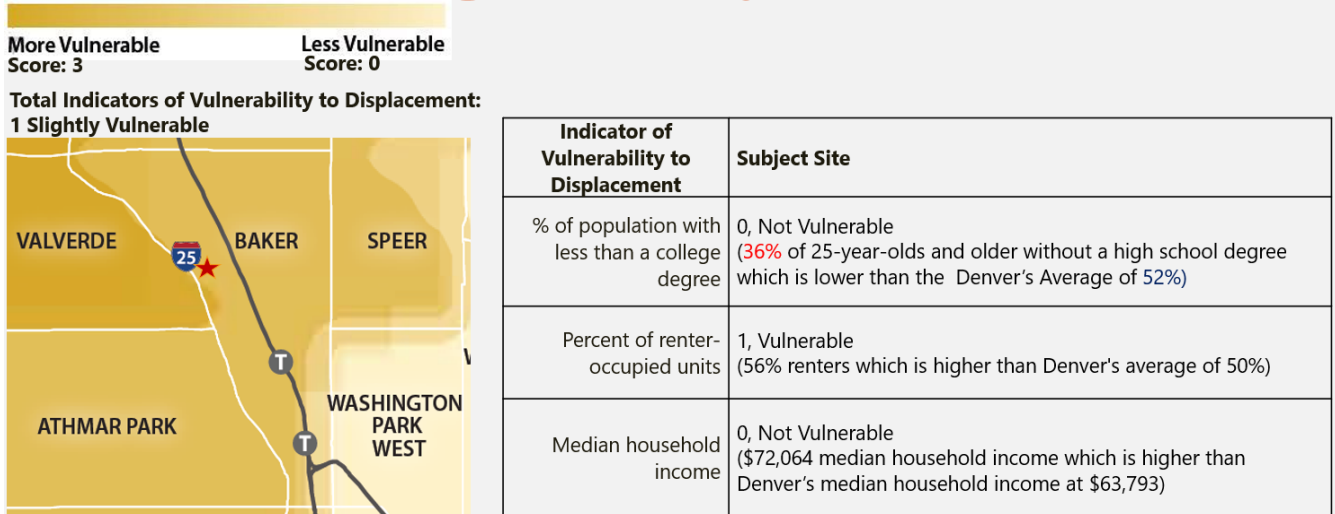
## Exhibit D

### Consistency with Adopted Plans: Blueprint Denver



For more information on the metrics and methodology, see Appendix C of Blueprint Denver and the DDPHE Neighborhood Equity Index. Most data sources are from 2014-2018 ACS 5 Year estimate

### Consistency with Adopted Plans: Blueprint Denver – Equity Concepts – Reducing Vulnerability to Displacement

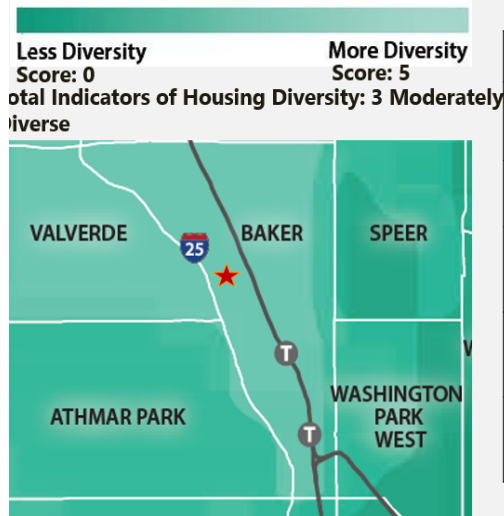


Involuntary displacement can occur when residents or businesses can no longer afford to stay in an area due to increasing property values.

For more information on the metrics and methodology, see Appendix C of Blueprint Denver. Most data sources are from Census ACS 2014-2018



# Consistency with Adopted Plans: Blueprint Denver- Equity Concepts – Housing Diversity



Indicator of Housing Diversity	Subject Site
<b>Missing Middle Housing</b>	0, Slightly Not Diverse (17% of housing with 2-19 units compared to Denver which has 19% middle density housing)
<b>Diversity of Bedroom Count per Unit</b>	1, Diverse (Housing units have a comparable mix of 0-1 bedrooms to 3 – 4 bedroom units to city average)
<b>Owners compared to Renters</b>	1, Diverse, (43% owners, 56% renters compared to Denver's 49% owners, 51% renters)
<b>Housing Costs</b>	0, Not Diverse (Housing costs are skewed to more to low earners where the housing affordable earning up to 80% AMI)
<b>Income Restricted Units</b>	1, Diverse (Subject site census tracts has more than (525 units) the citywide average of 163 units per census tract)

For more information on the metrics and methodology, see Appendix C of Blueprint Denver. Most data sources are from 2016