



Title of Document: 63rd & Argonne - LARGE DEVELOPMENT FRAMEWORK

Subject Property: 18706 E. 64th Avenue

City Project No.: 2021-PM-0000449

Property Legal Description: Block 4 Lot 1 of the Gateway Center Filing No. 7 plat

SUBJECT PROPERTY OWNER:
Brue Baukol Capital Partners
1555 Blake Street, Suite 210
Denver, CO 80202



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shall be applicable to all owners, successors and/or assigns until such time as this document is formally amended or withdrawn pursuant to DZC Section 12.4.12.

63rd & Argonne - Large Development Framework

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 proposed development. The LDF is required per Section 12.4.12 of the Denver Zoning Code (DZC) following determination by the Development Review Committee (DRC) that the proposed development is subject to the Large Development Review (LDR) Process.

This LDF is intended to:

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

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

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

II. Applicant and Owner Information

Applicant:

Mike Cooper
Boulder Creek Neighborhoods
712 Main Street
Louisville, CO 80027

Owner:

Jordan Swisher
Brue Baukol Capital Partners
1555 Blake Street, Suite 210
Denver, CO 80202
jordan.swisher@bruebaukol.com

III. LDR Boundary

The 6.27-acre site is located south of (future) E. 63rd Avenue, east of Argonne Street, and west of future Ceylon Street. The LDR boundary is coincident of Block 4 Lot 1 of the Gateway Center Filing No. 7 plat, recorded with reception number 2021033496.

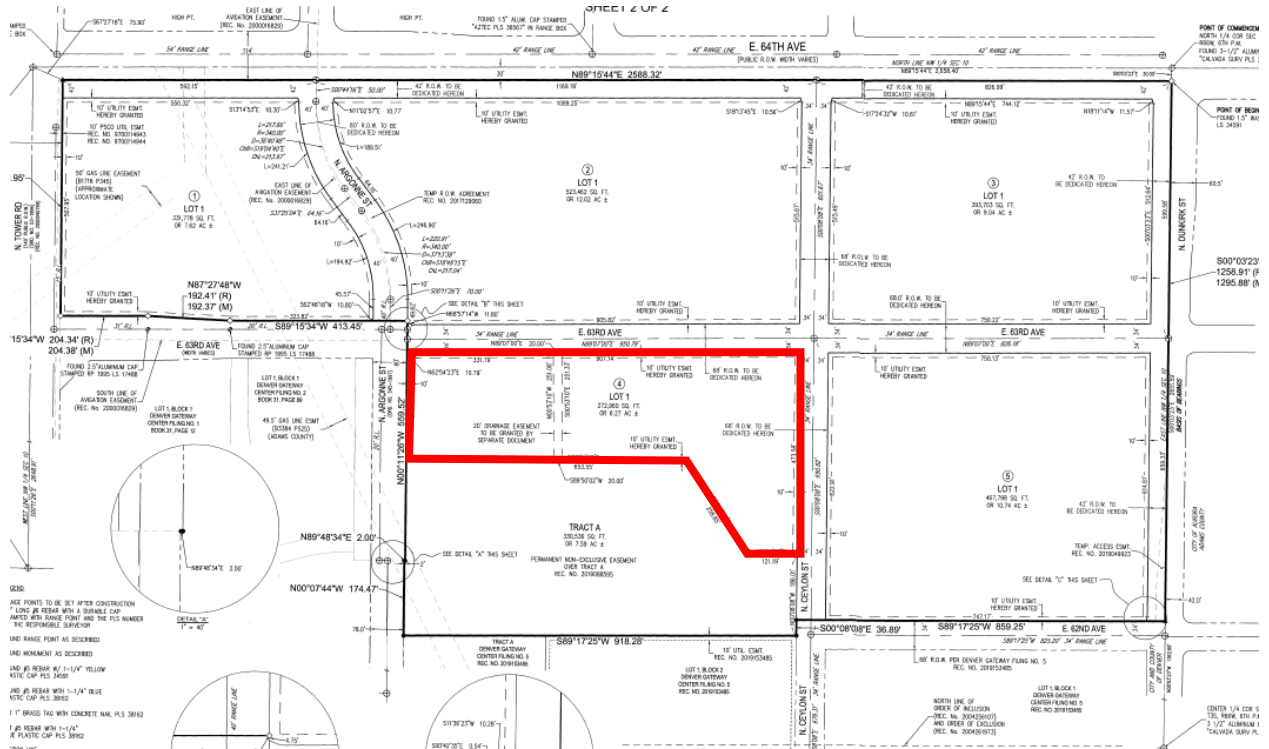


Figure 1 – LDR Boundary

IV. Project Information

A. Overview

The applicant proposes approximately 95 attached dwelling units as tri- and five-plex on 6.27 acres for a density of approximately 16.4 du/ac. The existing C-MU-20 zoning designation permits multiple unit dwellings however the existing zoning waivers limit residential uses. The proposal, also known as Cottages at Gateway, proposes to rezone to S-MX-2 or S-MX-3. See [Attachment A – Application Narrative](#).

The approved Filing No. 7 subdivision plat shows 63rd St., bordering the site to the north, as being the primary east west connection with N. Argonne Street and N. Ceylon Street, bordering the site to the west and east respectively, being the primary north-south vehicular connections. The Area Map and Illustrative Site Plan, [Figures 2 and 3](#) below, depict the site being accessed by an east-west internal roadway. Additionally access is from N. Ceylon St.

Units adjacent to N. Argonne St., 63rd Ave. and N. Ceylon St. all front the adjacent streets. Internally, the units are alley loaded and face green space. The layout takes advantage of the “Drainage/Open Space” to the south (Tract A) to provide for a more open feel where no future development is permitted. The concept plan assumes a ‘General’ building form, which encourages the activation of the surrounding streets through build-to requirements, transparency

requirements and pedestrian connections. The proposed development is anticipated to occur in one phase.

Infrastructure improvements will tie to the overall infrastructure plans approved in conjunction with the Filing No. 7 plat. As noted, with the Filing No. 7 plat, all surrounding primary infrastructure improvements are designed and planned for coordination as the affected parcels develop.



Figure 2 – Applicant’s Area Map



Figure 3 – Illustrative Site Plan

B. Public Outreach

A Community Information Meeting was held on January 11, 2022, pertaining to the proposed Cottages at Gateway residential development. No residents or members of the public were in attendance. Melissa Sotelo, Council Aide, Councilmember Stacie Gilmore, District 11 attended and asked questions about the project.

V. Plan Guidance

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

- Blueprint Denver 2019
- Comprehensive Plan 2040
- Transportation Standards and Details for the Engineering Division (April 2017)
- Vision Zero
- Denver Moves
- Denver Parks and Recreation Game Plan
- Far Northeast Area Plan

Plan guidance highlights include the following goals and principals:

A. Blueprint Denver Future Neighborhood Context: Suburban

- Suburban Neighborhood context represents the most varied development in Denver's neighborhoods. Commercial development is focused along main corridors and centers bordering residential areas. Block patterns are generally irregular with curvilinear streets. Alleys are not commonly found. Buildings are typically set back from the street and range in scale.
- Walkable and bikeable with access to transit but still mostly reliant on cars.
- Parks of various sizes, natural areas, open spaces, schools, civic and social spaces. A range of recreational amenities. Trees are found on private property but also on the street.

B. Blueprint Denver Future Place Type: Residential High-Medium

- Range of uses from single-unit and multi-unit residential to commercial corridors and centers.
- Access varies but is generally from higher intensity street types. Multimodal networks are more accessible.
- A range of parks and outdoor spaces occur, depending on context. Green infrastructure may occur in a variety of forms and scales on redeveloped sites. Street trees are found in lawns or planters, depending on context.

C. Blueprint Denver Growth Area: Greenfield Residential

D. Blueprint Denver Modal Priority: Argonne Street for Bicycles and Pedestrians

- Historically, a disproportionate amount of transportation investment focused on infrastructure for automobiles. This created an outcome of spending more time on congested roadways. To encourage a mode shift toward more efficient travel modes, investments must be made that support multimodal infrastructure. Identifying modal priority streets indicates where investment will occur to support people walking or rolling, biking or taking transit. Argonne Street is both a bicycle and pedestrian priority street.

E. The Far Northeast Area Plan:

- **Overview:** The proposed commercial and for rent multifamily uses are generally consistent with the Far Northeast (FNE) Area Plan. Plan guidance that needs consideration includes:
 - **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.
 - **2.1.8 – Zoning and Other Regulations**
 - LU-16: Rezone Former Chapter 59 properties into the Denver Zoning Code.
 - LU-16.5: Evaluate tools to help ensure that a portion of the value of increased development potential obtained through rezoning is shared with the community through provision of affordable housing consistent with Section 2.1.10 of this plan.
 - **2.2.6 – Bicycles**
 - MOB-5: Build bicycle infrastructure and conduct more planning and development for future routes.
 - Priority Streets: Argonne is a bicycle and pedestrian priority street.
 - **2.3.5 – Parks and Recreation**
 - QOL-7: Grow parks and recreation access and diversify services and programs.
 - **2.3.6 – Natural Environment**
 - Green infrastructure refers to the network of parks, open spaces, drainageways, and floodplains, which help mitigate the pollution impacts of impervious (hard) surfaces and urbanization.
 - Green infrastructure integrates on-site natural features, landscaped areas, and small scale engineered hydrologic controls to promote pollutant removal and reduce stormwater runoff volumes and peak flows in receiving waterways.
 - **DIA-3 Urban Design**
 - Surface parking should be located to the sides and rear of buildings so as to limit its visibility from the primary street.
 - **3.3.5B – Create a Variety of Centers Throughout the DIA Neighborhood**
 - DIA-5. DIA Neighborhood: Community and regional centers- streets and connectivity.
 - 5.2. Further subdivide the street grid to avoid creating superblocks, and promote a pedestrian-oriented street grid.

- Maximum block size should not exceed 550 feet. The desired block size dimension is an average of 400 feet.
- Collaborate with Public Works to ensure sufficient road capacity and hierarchy on the future street network.
- Avoid the use of dead-end streets and cul-de-sacs.

VI. Equity Analysis

A. 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. As a city, we advance equity 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.

B. How do we measure Equity?

Equity is measured using three concepts: Access to Opportunity; Vulnerability to Displacement; and Housing and Jobs Diversity. Each equity concept is measured using multiple metrics for example Access to Opportunity score measures Social Determination to Health, Built Environment, Access to Healthcare, Child Obesity, Life Expectancy, Access to Transit, and Access to Centers and Corridors.

C. 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: 2.3
- Vulnerability to Displacement: 2 out of 3
- Housing Diversity: 3 out of 5
- Job Diversity: Total Jobs: 22,345/Total Jobs per Acre: 0.83/higher in innovation jobs

D. Access to Opportunity - Measures Social Determination to Health, Built Environment, Access to Healthcare, Child Obesity, Life Expectancy, Access to Transit, and Access to Centers and Corridors



E. Vulnerability to Displacement – Measures Educational Attainment, Rental Occupancy, Median Household Income

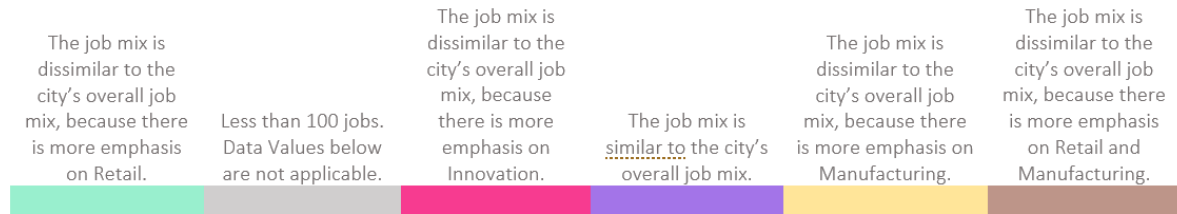
Vulnerability to Displacement – measures Educational Attainment, Rental Occupancy, Median Household Income



F. Housing Diversity – Measures Missing Middle Housing, Diversity of Bedroom Count Per Unit, Owners to Renters, Housing Costs, Income Restricted Units



G. Job Diversity – Measures Retail, Innovation, and Manufacturing



H. Why we measure Equity?

Identifying issues of inequity in a specific area provides an understanding of existing challenges, which guides the City, applicant, and staff to provide opportunities through new development that ease inequity concerns in the area. By specifically addressing the low scoring metrics we improve the overall equity within the community and throughout the City at large. The following analysis provides a breakdown of equity specific to this site and highlights the low scoring metrics.

I. Equity Analysis for 63rd and Argonne

The equity analysis for access to opportunity provided a score of 2.3 out of 4, with 4 being the most equitable. While the project site scored well in the percentage of people with a high school degree living above the poverty line with an average life expectancy and access to healthcare, the area lacks access to public transit, parks and grocery stores. The site is also somewhat vulnerable to displacement with lower than city averages for median household income and the percentage of people with a college degree. While the lack of housing for rent reduces vulnerability to displacement, it also reduces housing diversity. The area lacks a wide range of housing costs and rental options as most of the homes in the area are owner occupied. However, the area does have a higher amount of homes with a range of bedroom counts, as well as income restricted units and missing middle housing, which includes duplexes, townhomes, and small apartment buildings. As for job diversity, the area lacks retail and manufacturing jobs compared to the rest of the city, but it has a significant amount of innovation jobs, which is basically everything other than retail and manufacturing. While the city doesn't define an ideal mix of jobs, more diversity can increase job opportunities for a wider variety of people.

J. Equity Response by Applicant

The LDR Application Equity Response identifies key project concepts that will help achieve equity for a number of metrics. The applicant's proposal to provide townhomes for rent will increase the diversity of housing types and costs in the area. However, the applicant should consider deeper levels of affordability beyond 90%-100% AMI. The inclusion of open space, play equipment, and pedestrian connections will help address inequities related to access to parks, child obesity, and access to centers and corridors. The applicant's full response is provided in **Attachment B – Equity Brief**.

VII. Anticipated Development Outcomes Consistent with Adopted City Plans

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

Land Use and Site Design

- a) While the concept plan meets some of the FNE goals of improving housing diversity in the area (missing middle-density & rental housing), the future plans will need to address the following goals:
 - i. LU-20: Promote citywide affordable housing programs in the Far Northeast.
 - ii. LU-21: Encourage affordable housing in mixed-income developments that appeal to households of various sizes and income levels.
 - iii. QOL-7: Grow parks and recreation access and diversify services and programs.
- b) As defined in Section 10.8.1, Open Space in Large Developments, A minimum of 10% of the Net Development Area as defined in Section 13.1.6.4.A.
- c) In conjunction with the required open space, an organizing element for the project area is required for consistency with the area plan and the design standards and guidelines.

Transportation Services

- a) TDM (Transportation Demand Management): The City has adopted a new ordinance and rules-®ulations to further [Denver's mobility goals](#) by ensuring that residents and employees in new development have expanded choices for how they move about our city. These regulations require new developments to implement and manage measures known as Transportation Demand Management (TDM) which are strategies that expand people's travel options and create attractive alternatives to driving. Denver's TDM program will benefit the community by reducing the number of people driving; creating more walkable, bike-able, and transit-friendly communities; and improving community health and the environment.

The measures required of developers correspond to the size of the development, the type of use, and the site's land-use context and transit proximity. Details and information are available on the City's [Transportation Demand Management](#) webpage.

- b) No access to Argonne Street will be permitted because it is a bicycle and pedestrian priority street.
- c) The City may allow more than two access point on 63rd Avenue, as approved with the Site Development Plan process.

Parks and Open Space

- a) The parks and open space requirements for the approved plat were based on a non-residential use which doesn't satisfy the needs for residential development. Please include an illustration and description of how the project anticipates satisfying the Gateway Rules & Regulations for major parks and a neighborhood park. Applicant should clearly note how they are also meeting the 10% open space requirement per the DZC 10.81. The clarification and illustration will be included in the LDR Framework and subsequent documents.

- b) Rezoning of this parcel should be considered together with entire Denver Gateway Center and initial planning for parks and open space, as well as prior understanding of the development program without major residential uses and current proposals for residential uses and the related park and open space requirements. Applicant should document and address any planned public access or pedestrian connections to the proposed central drainage, and explain the suitability or not of amenitizing that space for recreational or wildlife/pollinator habitat purposes.
- c) Based on the updated plan received on 10/27:
 - a. The 40% reduction isn't applicable because the proposed 'tot lot' is not contiguous with a portion of public-school site designed for outdoor recreation.

Department of Housing Stability

- a) 63rd & Argonne/Gateway Cottages is planned to be a for-rent community which may contribute towards providing housing for the "missing middle". No affordable housing agreement has been agreed upon with HOST.

Stormwater and Wastewater

- a) Public infrastructure for the north half of Gateway Filing 7 was designed under Phase 2, \\Nas01p\Shared_dirs\CPD\DS\DRC\2019\PROJMSTR\0000191\2-SITE\WASTEWATER\STORM. Construction of phase 2 is planned to commence upon development of this LDR. Separate onsite private infrastructure is required for each block.

DEN

Denver International Airport received your referral letter and we appreciate the opportunity to comment on the proposal. DEN provides the following comments:

- The property is located south of DEN, within the 55 DNL and will be subject to overflights. A White Paper on Noise DNL is attached, for reference.
- The proposed development is in the “5-Mile ‘Known - Wildlife Attractant Separation Area” for the final build-out of future DEN Runways, as defined by the Federal Aviation Administration (FAA). The USDA Wildlife Biologists assigned to DEN (Benjamin.J.Massey@usda.gov and [@dia-operations-usdawildlife@flydenver.com](https://twitter.com/dia-operations-usdawildlife)) assist in implementing DEN's Wildlife Hazard Management Plan and have requested coordination as this project progresses. USDA and DEN will provide assistance with the requirements outlined in the current version of FAA Advisory Circular 150/5200-33C (see link below). DEN also requests that the landscape plan include maintenance of trees and grasses to reduce attractants for wildlife such as raptor species, blackbirds/starlings, and geese. Fruit-producing trees and shrubs should be avoided. Water quality ponds/detention structures must be designed to meet a 48-hour drain time following a 100-year event.

https://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentnumber/150_5200-33

- The site is found within/under the navigable airspace associated with DEN, as promulgated and regulated by the Federal Aviation Administration (FAA) under 14 CFR Part 77, Objects Affecting the Navigable Airspace. Based on Part 77 and the development site location, the proponent is required to file notice with the FAA, via the FAA Form 7460-1 process (Notice of Proposed Construction or

Alteration), of any structure or temporary construction equipment (e.g., cranes) that penetrate Part 77 surfaces. The FAA website from which the need for the 7460 process can be determined (“Notice Criteria Tool”) and/or the filing can be initiated is:

<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>.

Environmental Quality

The Denver Department of Public Health & Environment - Division of Environmental Quality (EQ) conducted a cursory review of readily available internal files to help identify potential environmental conditions that could impact the proposed project. EQ is not aware of site-specific environmental concerns.

Although EQ is not aware of contaminated environmental media at the Site, undocumented contamination could be encountered during ground-disturbing activities. The applicant could consider completing environmental site assessments prior to redevelopment to help determine the presence, nature and extent of potential contamination at the Site and to identify specific cleanup needs. If encountered during construction, contaminated environmental media and regulated materials must be properly managed and disposed in accordance with applicable regulations.

Scope & Limitations: EQ performed a limited search for information known to EQ regarding environmental conditions at the project Site. This review was not intended to conform to ASTM standard practice for environmental site assessments, nor was it designed to identify all potential environmental conditions. In addition, this review was not intended to assess environmental conditions for any potential right-of-way, park or open space dedication. Please contact EQ to discuss environmental criteria if property is proposed to be dedicated or transferred to the City and County of Denver. The City and County of Denver provides no representations or warranties regarding the accuracy, reliability, or completeness of the information provided.

General Notes: Most of Colorado is high risk for radon, a naturally occurring radioactive gas. Due to concern for potential radon gas intrusion into buildings, EQ suggests developers consider installation of a radon mitigation system in structures planned for human occupation or frequent use. It may be more cost effective to install a radon system during new construction rather than after construction is complete.

If renovating or demolishing existing structures, there may be a concern of disturbing regulated materials that contain asbestos or lead-based paint. Materials containing asbestos or lead-based paint should be managed in accordance with applicable federal, state and local regulations.

The Denver Air Pollution Control Ordinance (Chapter 4- Denver Revised Municipal Code) specifies that contractors shall take reasonable measures to prevent particulate matter from becoming airborne and to prevent the visible discharge of fugitive particulate emissions beyond the property on which the emissions originate. The measures taken must always be effective in the control of fugitive particulate emissions on the Site, including periods of inactivity such as evenings, weekends, and holidays.

The Denver Noise Ordinance (Chapter 36- Denver Revised Municipal Code) identifies allowable levels of noise. Construction noise is exempted from the Noise Ordinance from 7 A.M. to 9 P.M.

Monday through Friday and 8 A.M. to 5 P.M. Saturday and Sunday. Variances for nighttime work are allowed, but the variance approval process requires two to three months. Be aware, finished projects may change the acoustic environment, but must maintain compliance with the Noise Ordinance. Violations of the Noise Ordinance commonly result from, but are not limited to, the following sources: music, public address and alarm systems, the operation or improper placement of HV/AC units, generators, and loading docks. For variance requests or questions related to the Noise Ordinance, please contact Paul Riedesel (720-865-5410).

Sustainability and Climate

A conversation with representatives from the Office of Climate Action & Sustainability together with Community Planning and Development is encouraged to discuss specific sustainability goals and outcomes for the project. The City teams can support strategies to comply with plans, regulations, and policies targeting high performance projects in alignment with community visions and goals, and other efforts around green infrastructure, site, and vertical side improvements.

- a) Ecosystem considerations: The project team is encouraged to speak to how the team has or will gain understanding of what lives on, migrates to, or is affected by landscape and natural elements within the property, speaking with as much quantification and specificity as possible to how landscape elements on this property can benefit health – eg: air quality, heat island, pollinator support, adaptive species trees and plants with minimal irrigation. Please speak to process the team will utilize to ensure benefits are incorporated to support health of Denver’s greater ecosystem.
- b) Community engagement: The project team is encouraged to identify stakeholders from the Denver community expected to be affected by what this site both becomes, and can potentially become, and to speak to the planned Denver resident engagement process: what process the project team has gone through and/or will go through to learn and understand community aspirations for this location; where immediately connected neighborhoods wish their neighborhood to show leadership; what the broader Denver community hopes to gain from this neighborhood in terms of leadership, resource balance, ecosystem support, and innovation for Denver’s health and ongoing strength as a community.
- c) District scale measures: The project team is encouraged to speak to how the team has or will approach evaluating district scale opportunities within the property to support site specific and broader community benefits. Examples of opportunities include but are not limited to: energy efficiency, renewable energy on site, water quality and quantity treatment and innovation (in the vein of Brighton Blvd or Sun Valley innovations), habitat, collection of challenging recyclables, resiliency (eg livability during power interruption), resident engagement (eg onsite agriculture or Community Supported Agriculture hosting or engagement in landscape care / gardening or other). Some of the best, most relevant ideas with the greatest chance of success can come through community engagement and ideas: what the community and neighborhood want and value. The project team is encouraged to speak to how consideration of strategies and opportunities will be approached and incorporated.
- d) Protection from wildfire: With increasingly warmer and drier conditions now pervasive in this region, the project team is encouraged to consider planning strategies targeting effective fire separation of built structures from surrounding wildlands, or other protective measures focused on preventing potential future wildfire risk from affecting properties within this neighborhood.

VIII. Planning and Regulatory Applications; and Agreements

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

- Rezoning
- Development Agreement: A voluntary development agreement is anticipated for the project to address details related to affordable housing as well as the difference regarding the park land fees due to the change in use for the property post subdivision completion.

IX. 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 divided into three large categories consisting of similar application types that are generally submitted and reviewed concurrently:

- **Regulatory Applications and Agreements** – 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.

Concurrent submittal and review may be permitted upon approval by the Project Coordinator and other development review agencies.

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

Table 1: Required Applications

Application Type	Prerequisite Application(s)	Approval Authority	Final Action Sequencing
Regulatory Applications and Agreements			
Rezoning	LDR	City Council	Final action approval by the Development Review Committee
Development Agreement	None	TBD based on DA content	Final executed agreement to be complete prior to City Council public hearing for rezoning
Site Development Applications			
Site Development Plan	All horizontal infrastructure applications specific to phase	Development Review Committee	After all required horizontal infrastructure applications specific to site
Site Specific Engineering Construction Plan(s) for site infrastructure (SSPR, TEP, etc)	Concurrent with Site Development Plan	DOTI	Prior to, or concurrently with Site Development Plan
Sewer Use and Drainage Permit(s)	Prior to or concurrent with Building Permit	DOTI	After Site Development Plan approval but prior to Building Permit approval
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

X. Community Information Meeting

Pursuant to the DZC, the Large Development Review process requires holding a community information meeting. This community meeting was held on October 14, 2021. A report summarizing the community information meeting is included in **Attachment E – Community Information Meeting Summary**.

- Attachments (5):
- Attachment A - LDR Application
 - Attachment B – Equity Brief
 - Attachment C – Noise DNL White Paper
 - Attachment D – Noise Contour Maps
 - Attachment E – CIM Summary

XI. Approval

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

- A. The LDF identifies the type and sequencing of regulatory and planning tools needed to implement adopted City Council Plans, and
- B. 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.



Aug 16, 2022

Adam Phipps, Executive Director
Department of Transportation and Infrastructure

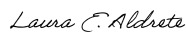
Date



Aug 3, 2022

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

Date



Jul 24, 2022

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

Date

XII. Ownership Acknowledgement

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



Jul 22, 2022

By: Jordan Swisher, Authorized Representative
Brue Baukol Capital Partners

Date



Development Services
Attn: Stephen Wilson, AICP
Senior Development Project Administrator
City and County of Denver
201 W. Colfax Ave., Dept 205
Denver, CO 80202

January 27, 2022

**RE: E. 63RD & ARGONNE ST. (COTTAGES AT GATEWAY) – LARGE DEVELOPMENT REVIEW
FRAMEWORK PLAN SUBMITTAL (2021PM0000449)
BLOCK 4, LOT 1, DENVER GATEWAY CENTER, FILING NO. 7**

Dear Mr. Wilson,

We are pleased to submit this formal Large Development Review application on behalf of the owner, Brue Baukol and the applicant, Boulder Creek Neighborhoods. The following team of consultants has been assembled to complete this application:

<p>Applicant: Boulder Creek Neighborhoods Mike Cooper 712 Main St. Louisville, CO 80027 720-837-5491 / MCooper@LiveBoulderCreek.com</p>	<p>Owner: Brue Baukol Capital Partners Jordan Swisher 1555 Blake Street, Suite 210 Denver, CO 80202 M: 720.917.4286 / jordan.swisher@bruebaukol.com</p>
<p>Civil Engineer: JR Engineering Kurtis Williams 7200 S. Alton Way, Suite C400 Centennial, CO 80112 (303) 740-9393 / JWilliams@JREngineering.com</p>	<p>Planner / Landscape Architect Norris Design Kristin Dean 1101 Bannock St. Denver, CO 80204 303-892-1166 / kdean@norris-design.com</p>

In addition to this narrative, the following additional documents are attached:

- Exhibit A: Equity Brief Response
- Exhibit B: Vicinity Map
- Exhibit C: Illustrative Site Plan
- Exhibit D: Architectural Elevations

We look forward to working with the City and County of Denver through the application and review process for the proposed community along E. 63rd Ave. Please reach out to me if you have any comments, questions, or requests for additional information.

Sincerely,
Norris Design

Kristin Dean, AICP
Senior Associate

CONTEXT

Cottages at Gateway is proposed to be a new for-rent residential community located at southeast intersection of E. 63rd Ave. and N. Argonne St. in the Denver Gateway Subdivision near the Denver International Airport (DEN). DEN is the primary economic engine for the state of Colorado, generating more than \$33.5 billion for the region annually, and is the biggest driving force behind the growth around in this area. The site is approximately 6.26 acres and is surrounded by vacant land to the north, south, and east. Microtel Inn & Suites is located to the west of N. Argonne St. Tract A, Block 4 Denver Gateway Center, Filing No. 7, located directly south of the subject property, is identified for drainage, utility, and open space purposes to be maintained by the Denver Gateway Center Metropolitan District. The site is zoned C-MU-20 (& 30) WVRS*/AIO (Commercial Mixed-Use District with Waivers). Surrounding zoning includes GTWY, and C-MU-30 WVRS*/AIO. Following approval of the LDR, subsequent applications for rezoning and Concept Site Development Plan will be submitted.

NEIGHBORHOOD SITE PLAN

The Cottages at Gateway is planned to be an alley loaded for-rent community consisting of approximately 95 two-story rental townhome units with attached garages (approximately 15.2 du/ac). About half the homes will front E. 63rd Ave., Argonne St., and Ceylon St., and the other half of the homes will front park and open space areas. Each home will have a two-car garage. The proposed community will include a myriad of pedestrian connections adjacent to the site and throughout to access the neighborhood parks and open space to the south. All homes include front porches, which fosters social interactions and creates an overall sense of connection and community.

The proposed rental townhomes will provide an important Missing Middle housing type.

This pedestrian-oriented neighborhood will provide substantial Missing Middle Housing, which is in high demand in the city of Denver and the Gateway neighborhood. The key elements of the Missing Middle includes:

- Multi-unit, clustered buildings, providing a scale of housing between single-family homes and large apartment and condo buildings.
- Compatible in scale with single-family homes
- Attainable housing choices to middle-income families without subsidies between 60–110% AMI

The proposed community will be market-rate attainable, with initial rents targeting around 90-100% AMI. This home type does not yet have a presence in the surrounding market and will thus increase the diversity of housing and housing equity in the Far Northeast area of Denver. This home type will also complement the planned, future mixed-use and other residential developments in the surrounding area, as well as benefit from the future businesses that located in said retail and office development.

ACCESS AND MOBILITY

The proposed community is bounded by proposed streets to the north (E. 63rd Ave.) and east (N. Ceylon St.), and the existing street to the west (Argonne St.). A seven-acre open space area borders the property to the south. Sidewalks and tree lawns along all public street frontages will be provided in accordance with the approved TEP. No additional ROW is proposed or needed within the Property. The current design for Argonne Street includes bike lanes along the property frontage connecting with the bike lanes to the north. No modifications to the currently designed infrastructure plans surrounding the site are anticipated at this time with the exception that full-movement access to Argonne be approved to enhance overall circulation within the community. The applicant requests that this conversation continue through the concept plan review process.

Access is proposed along all three street frontages, including a full movement access on Argonne, one full-movement access on E 63rd and one full movement access on Ceylon. As noted, all homes will be rear-loaded and accessed by private alleys to provide internal circulation. This neighborhood design facilitates a more pedestrian-oriented community and fosters more social interaction than traditional communities with front-loaded garages. In addition to the sidewalks along the perimeter public streets, sidewalks are planned along the internal private drive and along the southern boundary of the site. Direct, publicly accessible pedestrian connections will also be provided to the Tract A, Open Space area to the south. The applicant is committed to providing additional improvements to Tract A to enhance the pedestrian experience, including additional landscaping and a pollinator garden.

OPEN SPACE AND PARKS

The organizing elements of this community are the internal park areas and the pedestrian connections throughout the neighborhood and to the 7.6 ac open space to the south (Denver Gateway Center, Filing 7, Tract A). The applicant is committed to meeting the 10% open space requirement per the City of Denver Zoning Code and meeting the neighborhood park requirements established by the Denver Gateway Subdivision Rules and Regulations, the provisions of which may overlap (i.e. the proposed park areas may count for both the 10% open space requirement and the Denver Gateway Subdivision Rules and Regulations). Per the concept plan, the primary park area fronts Ceylon St., just across from the proposed school site. The parks planned for this community may include community gardens, play equipment, shelters, and seating areas. Details will be determined through the concept planning and SDP process.

The 7.6 acre property to the south is designated for open space and detention (Denver Gateway Center, Filing 7, Tract A). This property has the potential to serve as an open space area, with pedestrian trails and enhanced landscaping, which would not only serve the residents of the Cottages at Gateway, but would also provide an outdoor recreational opportunity for the broader community. This open space can be accessed from public roads as well as from pedestrian pathways through the Cottages at Gateway community.

CONSIDERATION OF ADOPTED PLANS

Multiple adopted plans include policies relative to the development of this site. Below is a brief summary of some of the more significant guiding principles:

- **Comprehensive Plan 2040**: Cottages at Gateway expressly meets the following goals of the Comprehensive Plan:
 - Goal 1 Strategy A - "Increase development of housing units close to transit and mixed-use development."
 - Goal 2 Strategy A - "Create a greater mix of housing options in every neighborhood for all individuals and families."
 - Goal 8, Strategy A - "Promote infill development where infrastructure and services are already in place."
 - Goal 8, Strategy B - "Encourage mixed-use communities where residents can live, work and play in their own neighborhoods."

The development of approximately 95 for-rent residential townhomes will increase housing options in the area. The community is directly south of the planned Altaira High Point mixed-use development and the two developments will be synergistic in creating an overall mix of retail, office, and housing while transitioning to a significant open space area to the south. Publicly accessible

open space with direct connections from sidewalks and public streets will be designed within the Cottages at Gateway community.

- **Blueprint Denver:** The property is located within a “Future Growth Area”, is identified as “Suburban” under the Future Neighborhood Context and has a Future Place Type designation of “High-Medium Residential”. The conceptual plan envisions 95 townhomes on 6.26 acres for a density of 15.17 du/acre. With the mixed-use community planned to the north of Argonne St., these two communities will result in a mix of residential homes with neighborhood-serving retail. The myriad of pedestrian connections adjacent to and throughout the site, along with the planned publicly accessible park areas, lend to easily accessible park and open space areas. Additionally, the community will contribute Missing Middle housing in the form of for-rent townhomes, increasing the diversity of housing options in this area of the City where housing needs are still underserved. This walkable, residential neighborhood will increase equitable opportunities for those without vehicles. The Property’s proximity to the RTD would also merit those without vehicles and would stimulate its use within this area as a transit option.
- **Far Northeast Area Plan:** The proposed community will meet the objective of Policy 2.1.1 of the Far Northeast Area Plan (FNEAP) by contributing much needed housing to this area as it continues to grow and develop. The developer understands that affordable housing requirements will be determined through the rezoning and Development Agreement processes. It should be noted that offering a for-rent home type that lives like single-family detached homes will provide an option for housing that does not currently exist in the area. In accordance with Policy 2.1.8, the applicant will apply for a rezoning of the property to a zoning district identified in the current Denver Zoning Code. As noted throughout this narrative, pedestrian connections adjacent to and throughout the community will be provided along with publicly accessible open space areas, all in an effort to meet the parks, recreation and natural environment policies established under Sections 2.3.5 and 2.3.6 of the FNEAP. The owner is willing to make additional improvements to Tract A to the south to enhance the open space and pedestrian experience, which would benefit residents and visitors of the Cottages at Gateway community as well as those from existing and planned communities in the area.

COMMUNITY INFORMATION MEETING

A virtual Community Information Meeting was held on January 11, 2022 via Zoom. Invitations were sent per the City’s requirements to individual property owners within the vicinity of the property. A sign displaying meeting details was posted on the property ahead of the meeting in accordance with City requirements. There were no neighbors that attended the meeting. Aside from representatives of the owner, developer and consultant team, several City staff members attended. In addition, Melissa Sotelo, Council Aid to Councilmember Stacie Gilmore, District 11 attended and asked the following questions:

- Will affordable homes be provided with the project?
 - *Response: LDR will establish affordable housing requirements and will be worked out with the City during that process.*
- Will there be any murals/public art?
 - *There is an opportunity to incorporate art into the public/open space which would be a part of the overall amenity package*
- Will there be crosswalks at access points
 - *Yes, pedestrian crosswalks will be provided in addition to other pedestrian and bicycle improvements.*
- What is planned for public parks and playgrounds?
 - *Open space areas are shown on conceptual plan, but the specific park, open space and amenities have not been fully planned. Those details will be considered and reviewed later in the process and approved as part of the SDP*

EQUITY ANALYSIS

Responses to the equity analysis are provided as an exhibit to this application. Residential development of the proposed property will offer equitable opportunities to the surrounding community by providing market rate attainable housing for the Missing Middle, with rents targeting the 90-100% AMI range. This home type is anticipated to attract more people to the Gateway area and would narrow the gap on the equity index in relation to housing needs. Since the surrounding community is predominantly for-sale single family detached homes, offering a for rent product that lives like a single-family home will diversify the residential market. Additionally, these new residents will support the economic vitality of future retail businesses in this rapidly growing area of Denver.

With the construction of sidewalks along Argonne, E. 63rd Ave. and Ceylon St. as a part of the overall development of this new community, the walkable/bikeable connections in the area will be improved, further increasing equitable opportunities for those without vehicles. The Property's proximity to the RTD would also merit those without vehicles and would stimulate its use within this area as a transit option.

UTILITIES

The lot was recently platted under Denver Gateway, Filing No. 7. The plat approval also included approvals for a TEP (2019PM0000191/2019-TRAN-0000151), Sanitary Sewer Plans (2019-SSPR-0000115), Storm Sewer Plans (2019-SSPR-0000114), Stormwater Management Plans (2019-EC-0000115) and Denver Water Plans. Thus, the master infrastructure plans have already been approved for all the properties within Filing No. 7. Phasing and timing of improvements will be determined through the SDP review process.

Equity Brief: 63rd Avenue & N. Argonne Street

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.

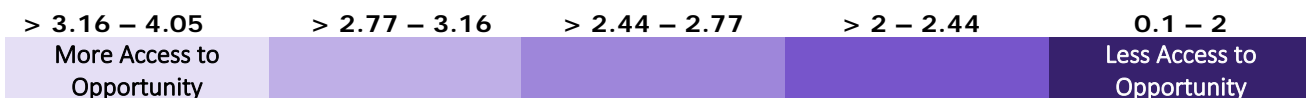
How do we measure equity?

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 an 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 measured 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:

The job mix is dissimilar to the city's overall job mix, because there is more emphasis on Retail.	Less than 100 jobs. Data Values below are not applicable.	The job mix is dissimilar to the city's overall job mix, because there is more emphasis on Innovation.	The job mix is similar to the city's overall job mix.	The job mix is dissimilar to the city's overall job mix, because there is more emphasis on Manufacturing.	The job mix is dissimilar to the city's overall job mix, because there is more emphasis on Retail and Manufacturing.
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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 63rd Avenue and N. Argonne Street is summarized below, with additional maps and context included.

Adopted Area Plan Direction – Far Northeast Area Plan

The state of inequity is especially concerning and important to address for development in the Far Northeast (FNE), due to this site scoring in the middle to low-range of Denver neighborhoods across all three equity concepts. The FNE currently has low overall access to essential facilities, services, and amenities. The *Far Northeast Area Plan (FNE Area Plan)* and *Blueprint Denver* provide guidance towards equity in the community and throughout the city.

- The suburban development patterns found throughout FNE (such as winding streets, low density residential development, and single-use commercial areas) contribute to the area's access challenges. Because these challenges are inherent to suburban development patterns, continued development of such patterns in FNE will likely continue to score lower than other, more urban parts of Denver.
- The diversity of housing options in FNE is low compared to the options available throughout the rest of Denver. Being a suburban community, most of the housing in the area consists primarily of single family detached homes. Increasing diversity within the suburban context requires expanding housing types beyond single family homes and increasing the supply of attached and multifamily housing types. A wider range of housing sizes and types would support a greater variety of household sizes at varying price points, thus improving access to opportunity and expanding equity.
- While the FNE data did not show its residents are vulnerable to displacement when analyzing how long they have lived in their homes (home tenure), they are vulnerable to displacement in the categories of educational attainment and household income.
- The FNE is moderately diverse in the types of employment opportunities available. While job-related diversity scores ranked well in FNE overall, they can still be improved through various land use and economic strategies aimed at further diversification. Additionally, the large amounts of undeveloped land in many of FNE's employment areas presents a strong opportunity to attract more jobs. Regions within Far Northeast with significant amounts of employment are found primarily in three areas:

- Between Havana Street and Peoria Street (predominantly manufacturing jobs)
- Between Chambers Road and Tower Road (predominantly retail jobs)
- North of 56th Avenue (predominantly innovation jobs)
- While the above points apply to FNE in general, the DIA neighborhood is unique as existing development is isolated and sparse with a lack of infrastructure preventing access to amenities, and low income and education levels among DIA residents put them at risk of displacement.

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 2.34, with low scores in Built Environment (both access to parks and fresh food score low), Child Obesity, and Access to Transit. These specific metrics are defined below, along with considerations that align with the goals of the FNE Area Plan and 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 Determinants of Health	Access to Parks	Access to Fresh Food	Access to Healthcare	Child Obesity	Life Expectancy	Access to Transit	Access to Centers and Corridors
Score	4.00	1.0	1.0	3	2	3	0	3.67 / 1.00
	More Equitable	Least Equitable	Least Equitable	Somewhat Equitable	Less Equitable	Somewhat Equitable	No Access to Transit	50 - 74% of the western area / 0-24% of the eastern area is covered by a walk, bike, and driveshed to a center or corridor

	Metric	Score	Description	Consideration for Improvement	Response from Applicant
	Social Determinants of Health	4.00 More Equitable	Measured by a) % of high school graduates or the equivalent for those 25 years of age or older: 8% and b) percent of families below 100% of the Federal Poverty Line: 10%	<ul style="list-style-type: none"> NA as this metric is More Equitable 	<ul style="list-style-type: none"> n/a
Built Environment	Access to Parks	1.0 Least Equitable	Measured by % of living units within ¼-mile walk to a park or open space: 22%	<ul style="list-style-type: none"> Applicant commits to providing more open space than required on-site Applicant commits to improving connectivity through an organized street grid, to improve access to amenities including open space 	<ul style="list-style-type: none"> The community will be designed with Open Space which will meet the City's requirements and also with the neighborhood parks required per the Denver Gateway Subdivision Rules and Regulations. A minimum of 10% open space is required, and the development will provide 13%, exceeding the minimum requirement by 30%.
	Access to Fresh Food	1.0 Least Equitable	Measured by % of residents within ¼-mile walk to a full-service grocery store: 0%	<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"> A grocery store with fresh food options is proposed approximately 1 mile south of the Cottages at Gateway development.
	Access to Healthcare	3	Access to Health Services - such as clinics, prenatal services, and more: 15%	<ul style="list-style-type: none"> Applicant maps and identifies where existing facilities are in the area 	<ul style="list-style-type: none"> Per the LDR scope follow-up meeting, maps will be prepared

		Somewhat Equitable	of women receive no prenatal care during the first trimester of pregnancy in this area	<i>This metric is not expected to be directly impacted by an applicant-driven rezoning but may be indirectly improved via other metrics</i>	at a later date following a request by the City.
	Child Obesity	2 Less Equitable	Child Obesity measures % of children in the area that are overweight/obese: 20% of children and youth are obese	<ul style="list-style-type: none"> Applicant commits to providing more open space than required on-site Applicant commits to providing youth-oriented recreational opportunities on-site Applicant commits to creating a pedestrian and bicycle network that connects residential, commercial, civic, and open space uses 	<ul style="list-style-type: none"> Publicly accessible open space, beyond the 10% required, will be provided. Play equipment will be provided on site. A pedestrian network will be provided adjacent to all public streets surrounding the site as well as throughout the neighborhood. Pedestrian connections to the Open Space area to the south (Tract A) will also be provided.
	Life Expectancy	3 Somewhat Equitable	Life expectancy (in years): 78.5	<i>This metric is not expected to be directly impacted by the applicant but may be indirectly improved via other metrics.</i>	<ul style="list-style-type: none"> n/a
	Access to Transit	0 Least Equitable	No Access to Transit. Site is completely outside of a transit buffer ½ mile from high capacity transit or ¼ mile from frequent transit:	<ul style="list-style-type: none"> Applicant commits to promoting the use of and access to public transit 	<ul style="list-style-type: none"> The 169L Line runs north-south along Tower Rd., with a stop in front of the Hampton Inn, less than 0.2 miles from the site. The Pena commuter rail station is less than a mile from the site. Improved pedestrian and bicycle infrastructure in the area, as new development comes on line, will provide opportunities to utilize these public transit services and further expands mobility options. It is anticipated that this community will attract people desiring to take transit to work, DEN, and downtown Denver.
	Access to Centers and Corridors	3.67 / 1.00	50-74% of the western area / 0-24% of the eastern area is covered by a walk, bike, and driveshed to a center or corridor	<ul style="list-style-type: none"> Applicant maps and identifies existing community services in the area Applicant commits to providing direct connections from the 	<ul style="list-style-type: none"> Per the LDR scope follow-up meeting, maps will be prepared at a later date following a request by the City.

				eastern half of the site to the western half of the site	<ul style="list-style-type: none"> Direct connections from the east to the west sides of the site will be provided along E. 63rd St., the interior private drive, and along with southern boundary of the site.
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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 the FNE Area Plan and Blueprint Denver. The applicant is expected to consider additional proposals that are identified in Equity Menu of Strategies attached to this document.

	Educational Attainment	Rental Occupancy	Median Household Income
Score	1	0	1
	Vulnerable	Not 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: 74.72% Citywide Average: 50.6% 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"> Applicant to provide list of local resources for educational assistance 	<ul style="list-style-type: none"> A list of local resources for educational assistance will be provided to future residents.
Rental Occupancy	0 Not Vulnerable	Percent of Renter Occupied: 28.76% Citywide Average: 50.12%	<ul style="list-style-type: none"> NA as this metric is Not Vulnerable 	n/a
Median Household Income	1 Vulnerable	Median Household income: \$54,125 Denver’s Median household income: \$68,952	<ul style="list-style-type: none"> Applicant commits to affordable housing on-site and to target the marketing of affordable units to the nearby community 	<ul style="list-style-type: none"> The entire community is for-rent, which meets the need for “missing-middle” housing. The anticipated rental rates target 90%-100% AMI for all units.

EXPANDING HOUSING DIVERSITY - providing a better and more inclusive range of housing in all neighborhoods.

For Housing Diversity, this area’s average score is 3 out of 5, with the area scoring low on the amount of income restricted units. Specific metrics are defined below, along with considerations that align with the goals of the FNE Area Plan and Blueprint Denver. The applicant is expected to consider additional proposals that are identified in Equity Menu of Strategies attached to this document.

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

Metric	Score	Description	Consideration for Improvement	Applicant Response
Missing Middle Housing	1 Diverse	Percent Housing with 2-19 units: 28.02% 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"> NA as this metric is Diverse 	<ul style="list-style-type: none"> n/a
Diversity of Bedroom Count Per Unit	1 Diverse	Ratio: 0.94 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"> NA as this metric is Diverse 	<ul style="list-style-type: none"> n/a
Owners to Renters	0 Not Diverse	Owners: 71.24% Renters: 28.76% Denver Owners: 49.9% Denver Renters: 50.1%	<ul style="list-style-type: none"> Applicant commits to provide a strong mix of ownership vs rental properties 	<ul style="list-style-type: none"> The entire community will be for-rent to meet the needs of “missing middle” housing and provide a diverse housing product for the Gateway area. The units proposed will be attached at the garage and will therefore live like a single-family detached product. The proposed rental community is a complementary rental product to those in the immediate market area and complements the owner-occupied homes in nearby neighborhoods.
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 provide a range of housing units at costs relative to the city’s median income 	<ul style="list-style-type: none"> The anticipated rental rates target 90%-100% AMI for all units.

		(b) housing units affordable to households earning over 120% of the city's median income.		
Income Restricted Units	1 Diverse	Income Restricted Units: 307 Citywide Average Income Restricted Units: 175.4	• NA as this metric is Diverse	• n/a

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 the FNE Area Plan and 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	14.07%	85.89%	0.04%
	City Wide Average 53.5%	City Wide Average 35.7%	City Wide Average 10.7%

Metric	Score	Description	Consideration for Improvement	Applicant Response
Total Jobs	22,345 Jobs	Total Jobs per Acre: 0.83	• NA	n/a
Retail	3,143 Jobs	This is less than the citywide Retail average of 53.5%	• NA	n/a
	14.07%	Retail Jobs per Acre: 0.12		
Innovation	19,193 Jobs	This is greater than the citywide Innovation average of 35.7%	• NA	n/a
	85.89%	Innovation Jobs per Acre: 0.71		
Manufacturing	9 Jobs	This is less than the citywide Manufacturing average of 10.7%	• NA	n/a
	0.04%	Manufacturing Jobs per Acre: 0.00		

Next Steps

The FNE area 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 FNE can achieve Blueprint Denver's vision of creating dynamic, inclusive, and complete neighborhoods.

Actions

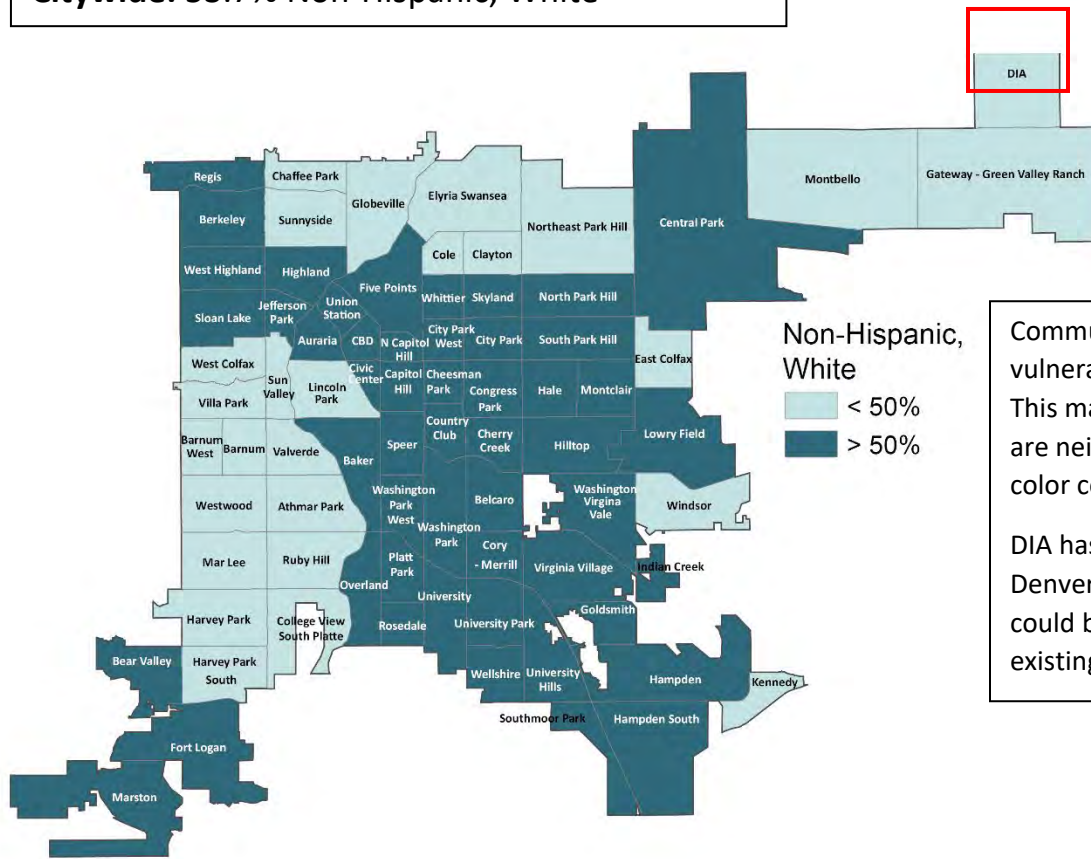
1. In response to the equity analysis provided by staff above, applicant will need to address the identified equity gaps by completing the Applicant Response column included the table above.

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2. The applicant may refer to the Equity Menu, also attached, for ideas about how to respond to equity gaps identified for this site.

CURRENT DEMOGRAPHICS AND CHANGES OVER TIME

RACIAL COMPOSITION | 2018

DIA: 35.4% Non-Hispanic, White
Citywide: 53.7% Non-Hispanic, White

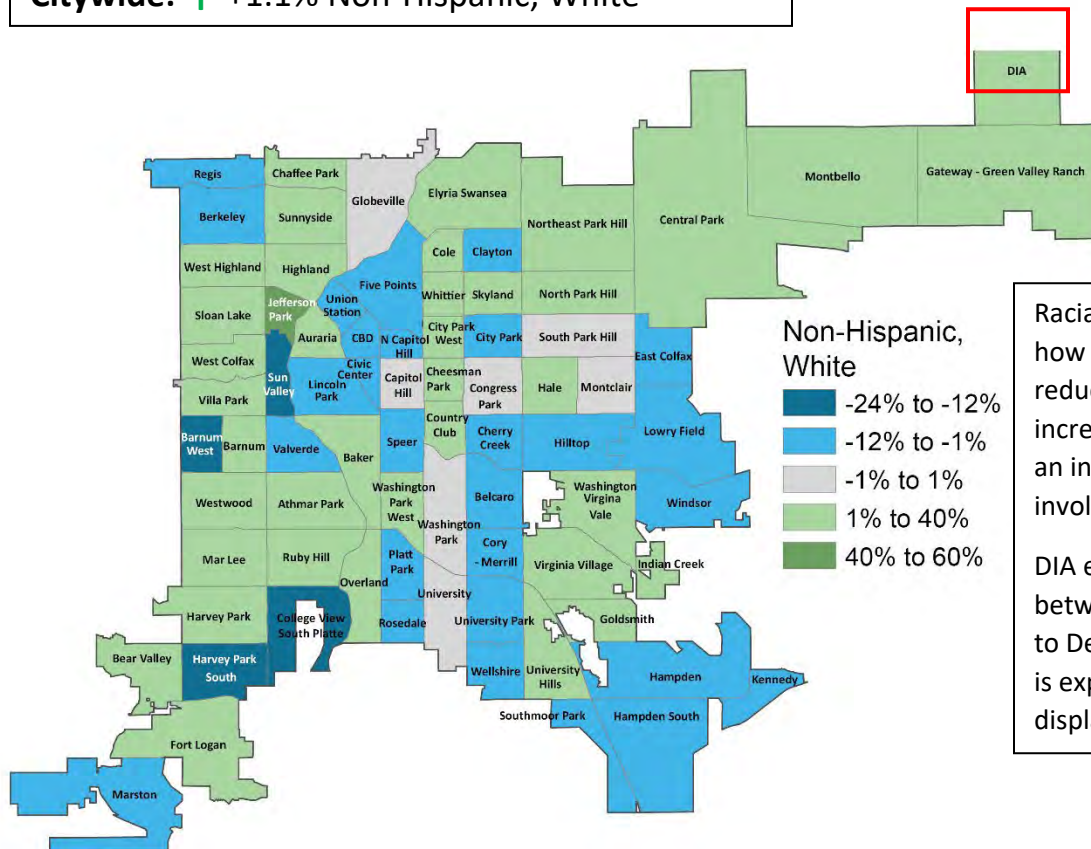


Communities of color are often more vulnerable to involuntary displacement. This map helps us understand where there are neighborhoods with more people of color compared to the rest of the city.

DIA has less people of color compared to Denver as a whole. This means the area could be less susceptible to displacement of existing communities of color.

RACIAL COMPOSITION | 2015-2018 (% CHANGE)

DIA: ↑ +9.4% Non-Hispanic, White
Citywide: ↑ +1.1% Non-Hispanic, White

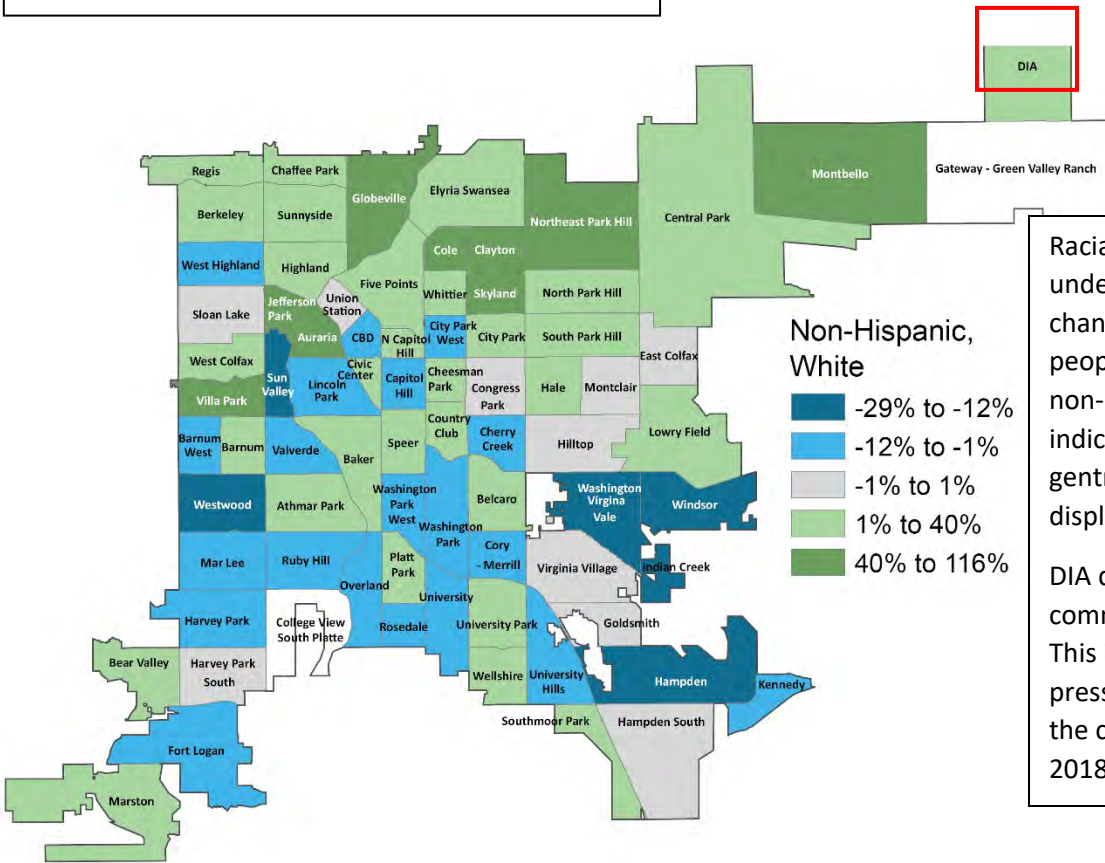


Racial composition helps us understand how neighborhoods change over time. A reduction in people of color (or an increase in Non-Hispanic, White) is often an indicator that an area is experiencing involuntary displacement.

DIA experienced a loss of people of color between 2015-2018, especially compared to Denver as a whole, an indicator that it is experiencing gentrification and displacement.

RACIAL COMPOSITION | 2010-2015 (% CHANGE)

DIA: ↑ +8.4% Non-Hispanic, White
Citywide: ↑ +2.5% Non-Hispanic, White

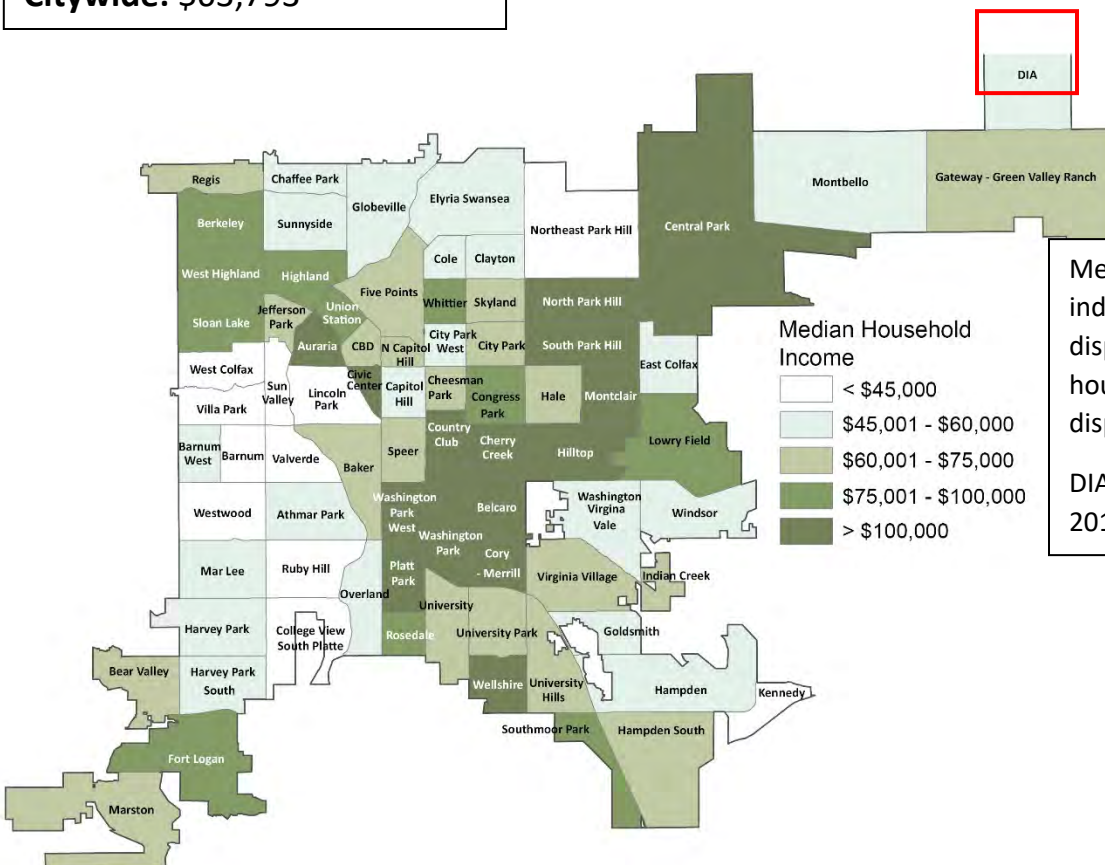


Racial composition helps us understand how neighborhoods change over time. A reduction in people of color (or an increased in non-Hispanic, White) is often an indicator that an area is experiencing gentrification and involuntary displacement.

DIA did not experience as much loss of communities of color from 2010-2015. This implies more recent displacement pressures on the neighborhood given the changes shown above from 2015-2018.

MEDIAN HOUSEHOLD INCOME | 2018

DIA: \$54,592
Citywide: \$63,793

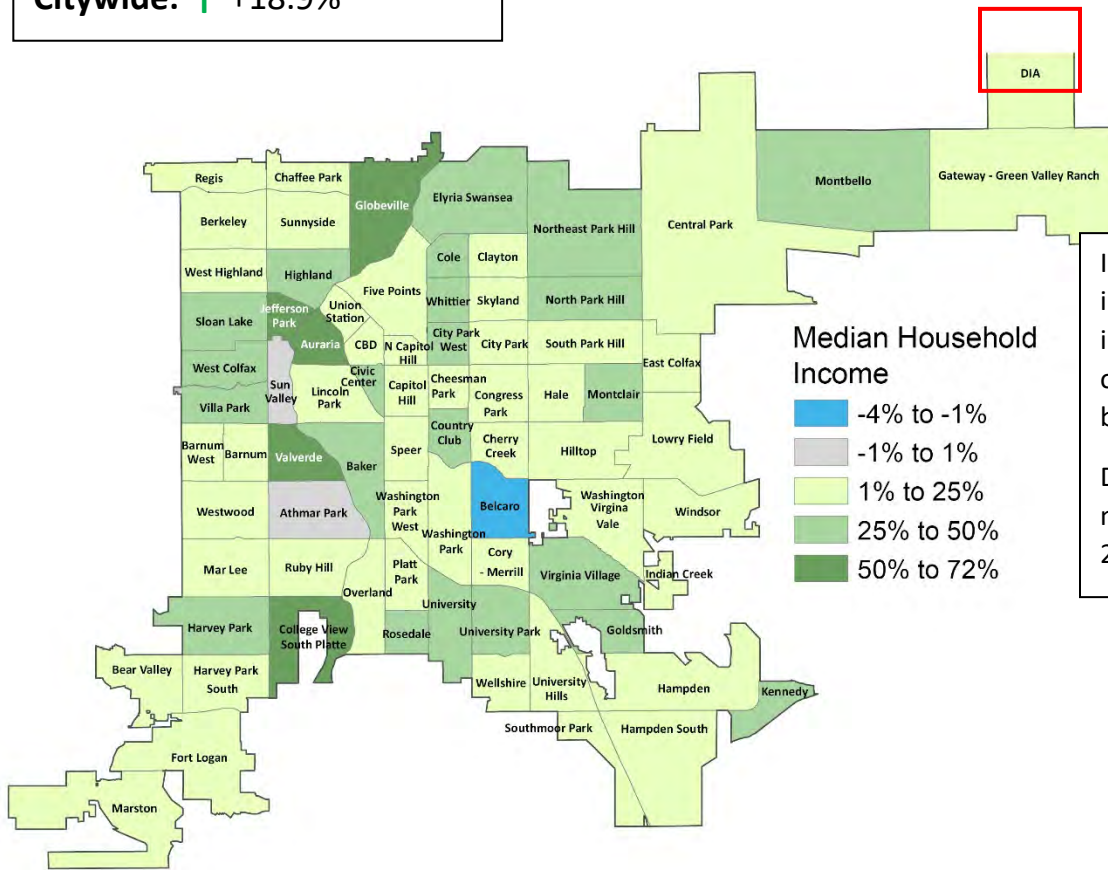


Median household income can be an indicator of vulnerability to displacement since lower income households are more susceptible to displacement.

DIA had a lower median income in 2018 compared to the city.

Median Household Income | 2015-2018 (% Change)

DIA: ↑ +21%
Citywide: ↑ +18.9%

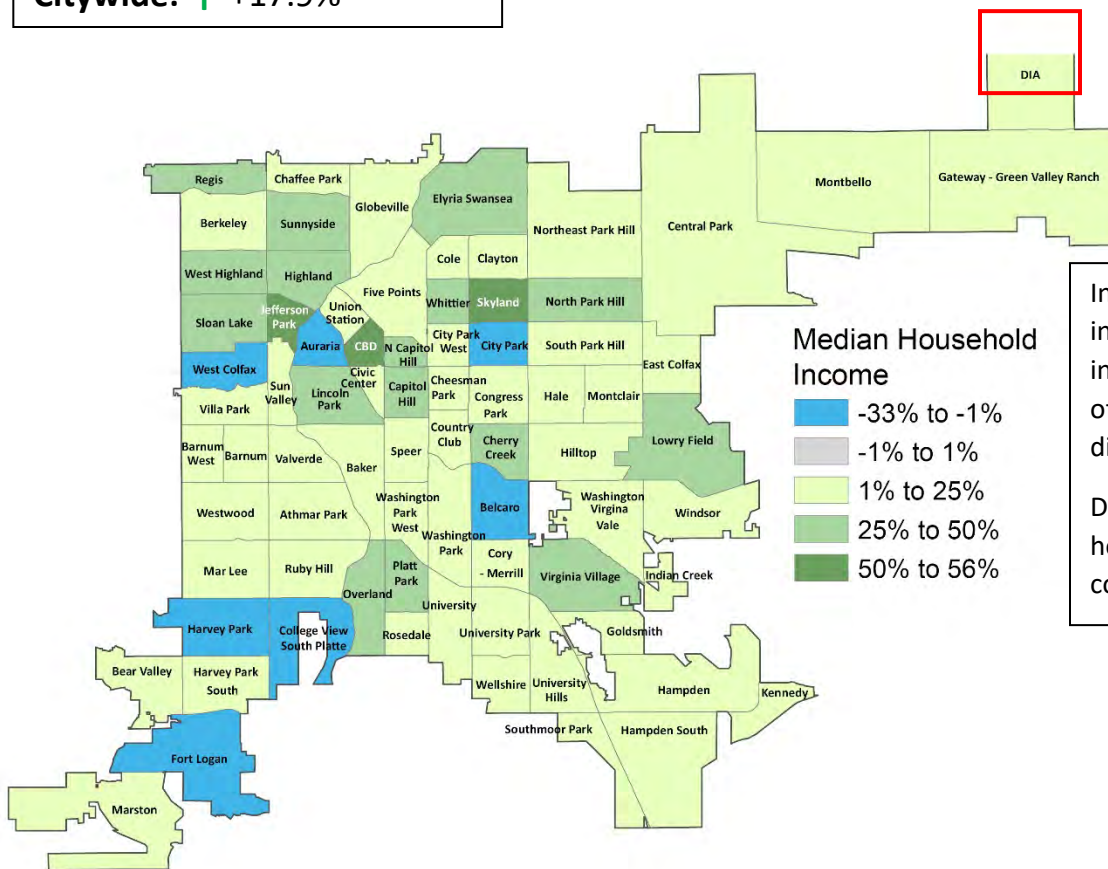


Increasing median household income could indicate higher-income families moving in, a sign of lower-income households being displaced.

DIA had a higher increase in median household income from 2015-2018 compared to the city.

Median Household Income | 2010-2015 (% Change)

DIA: ↑ +1.3%
Citywide: ↑ +17.9%



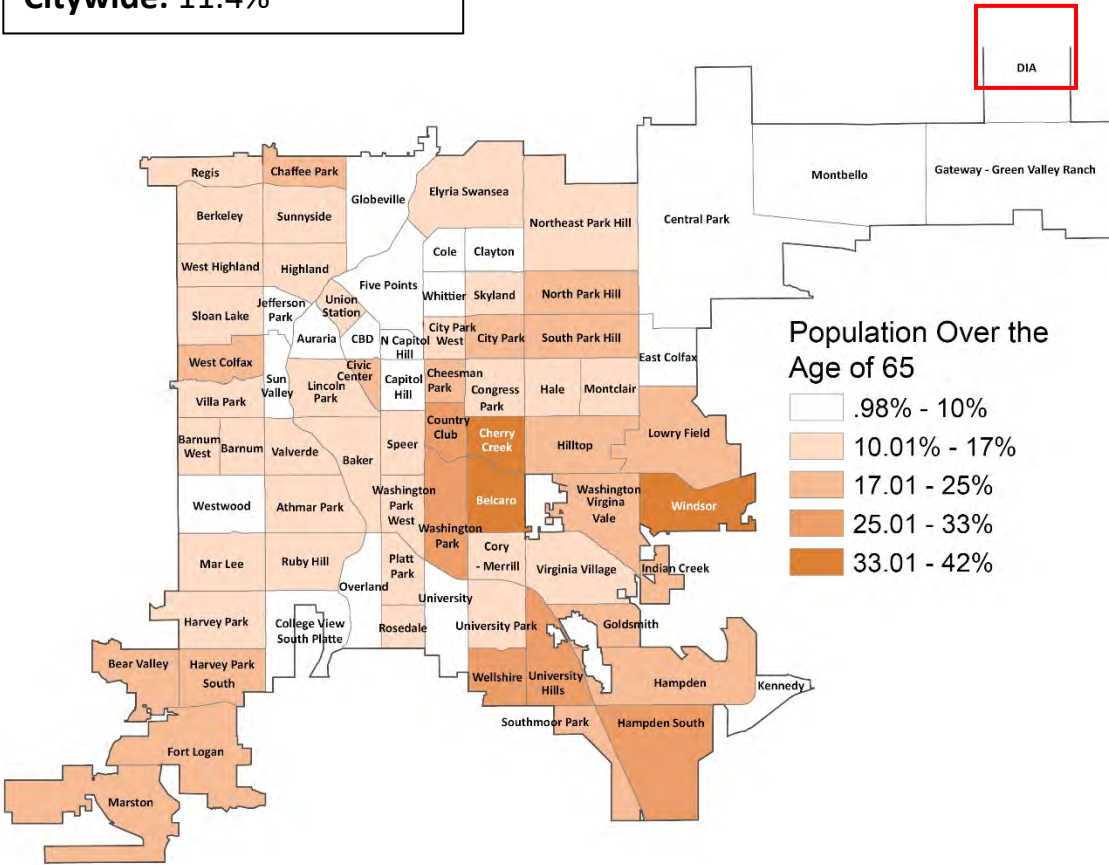
Increasing median household income could indicate higher-income families moving in, a sign of lower-income households being displaced.

DIA had a lower increase in median household income from 2010-2015 compared to the city.

POPULATION OVER THE AGE OF 65 | 2018

DIA: 8.9%

Citywide: 11.4%



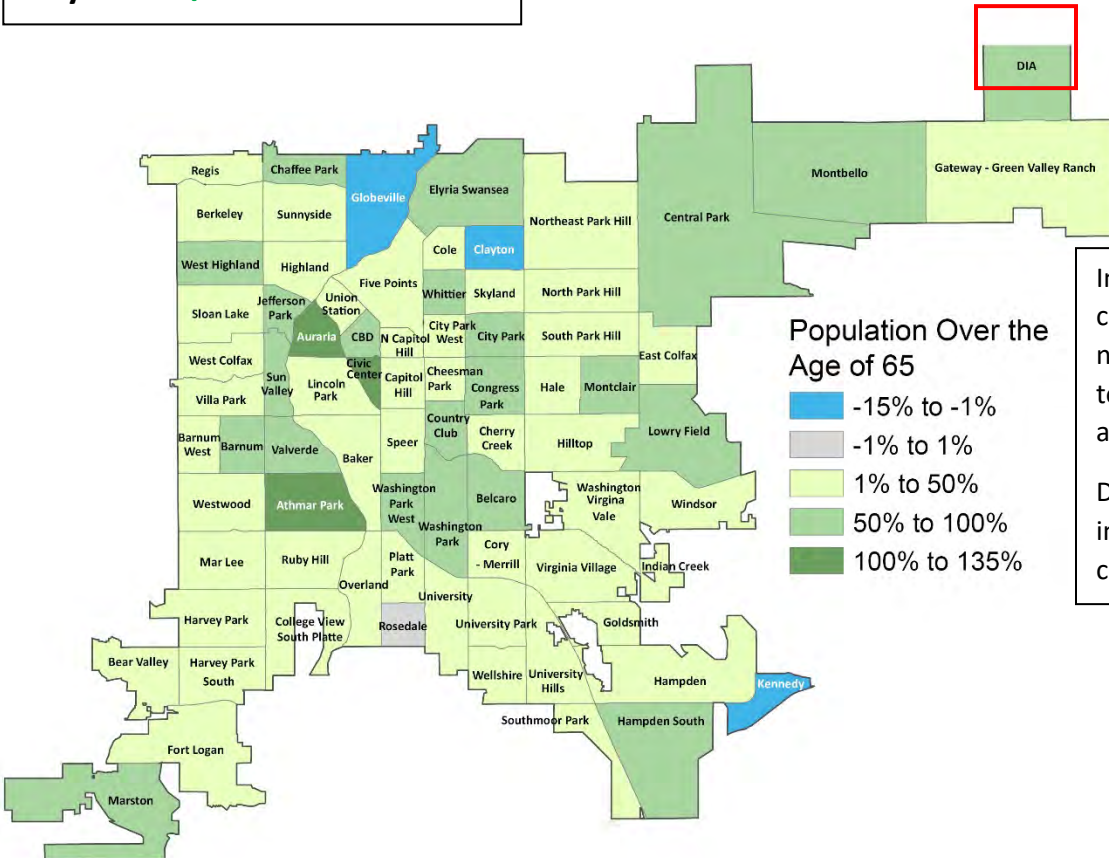
Older adults can be more vulnerable to displacement since they typically have fixed incomes.

DIA has fewer older adults compared to the city and compared to many other neighborhoods.

POPULATION OVER THE AGE OF 65 | 2015-2018 (% CHANGE)

DIA: ↑ +98.8%

Citywide: ↑ +6.5%

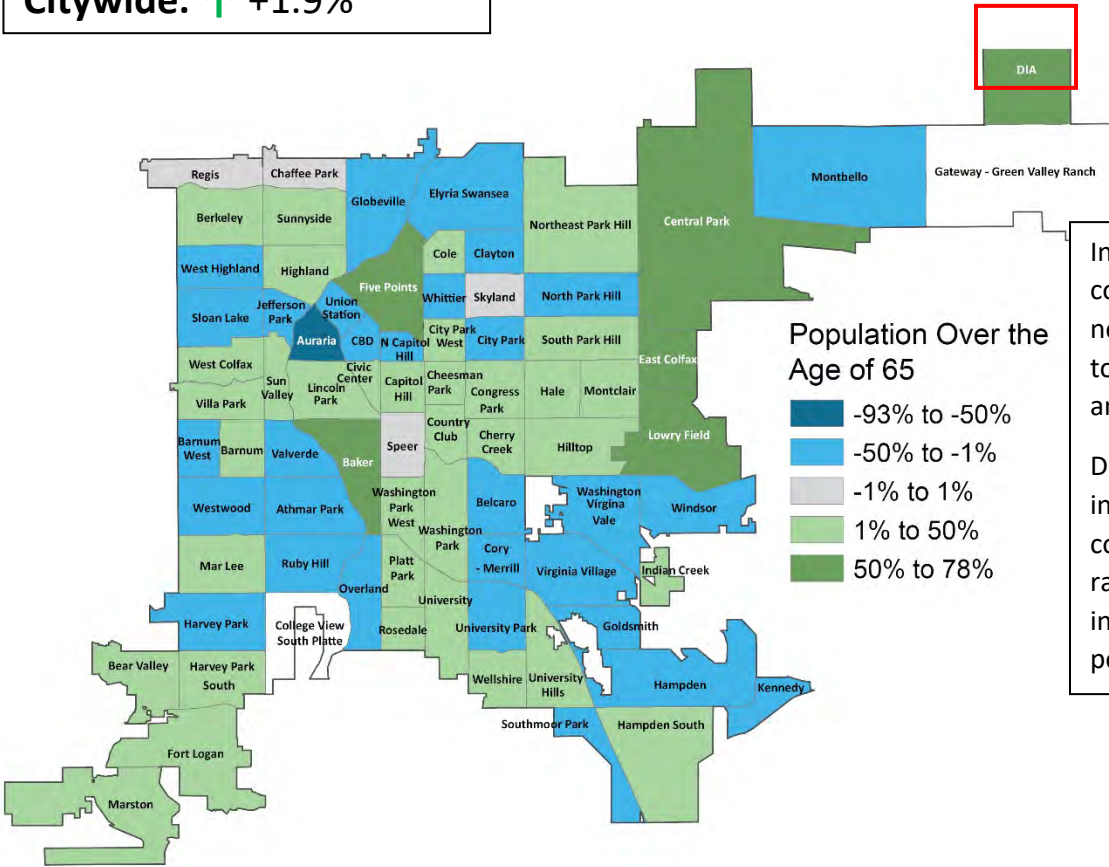


Increases in elderly population could mean more people in a neighborhood who are vulnerable to displacement if property values and property taxes increase.

DIA experienced a higher increase in older adults from 2015-2018 compared to the city.

POPULATION OVER THE AGE OF 65 | 2010-2015 (% CHANGE)

DIA: ↑ +51%
Citywide: ↑ +1.9%

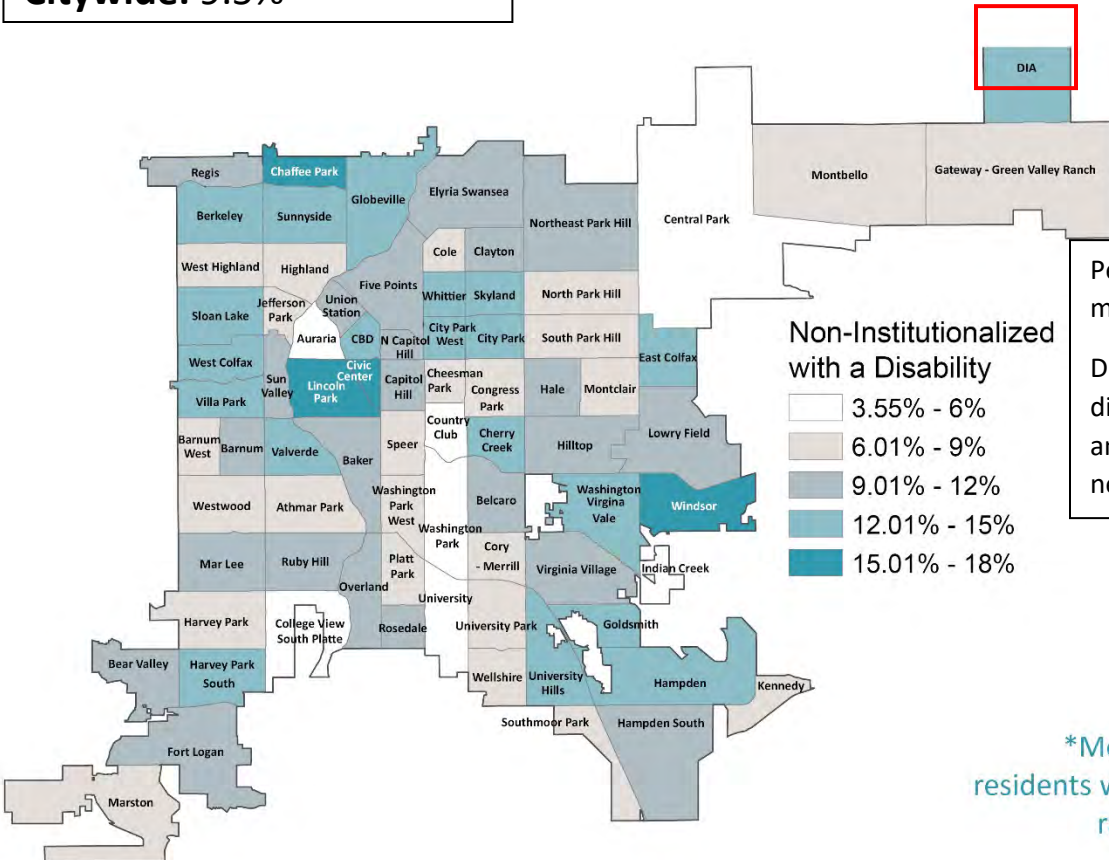


Increases in elderly population could mean more people in a neighborhood who are vulnerable to displacement if property values and property taxes increase.

DIA experienced a higher increase in older adults from 2010-2015 compared to the city, a trend that rapidly increased from 2015-2018 in this more vulnerable population.

RESIDENTS WITH A DISABILITY* | 2018

DIA: 12.2%
Citywide: 9.5%



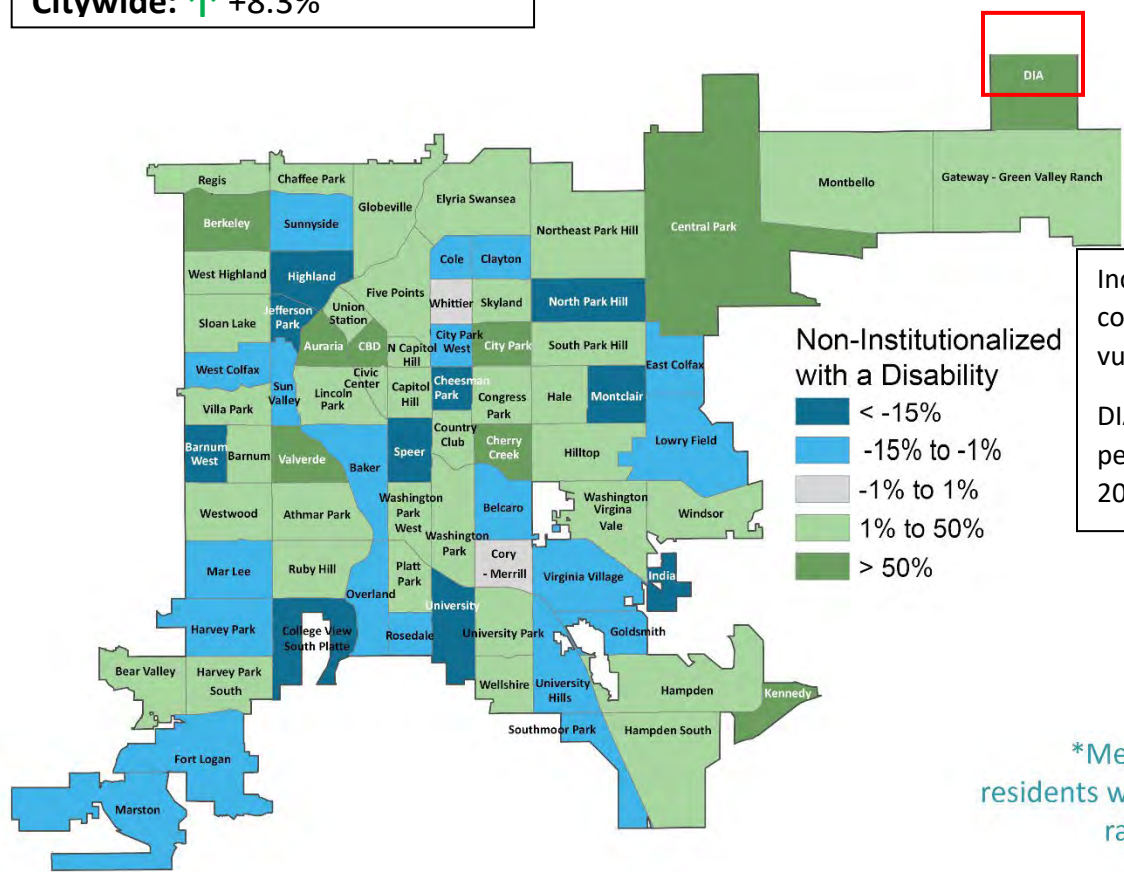
People with disabilities may be more vulnerable to displacement.

DIA has more people with disabilities compared to the city and compared to many other neighborhoods.

*Measure reflects the percentage of residents with a disability who live at home rather than in a residential facility

RESIDENTS WITH A DISABILITY* | 2015-2018 (% CHANGE)

DIA: ↑ +386.8%
Citywide: ↑ +8.3%



Increases in people with disabilities could mean more people who are vulnerable to displacement.

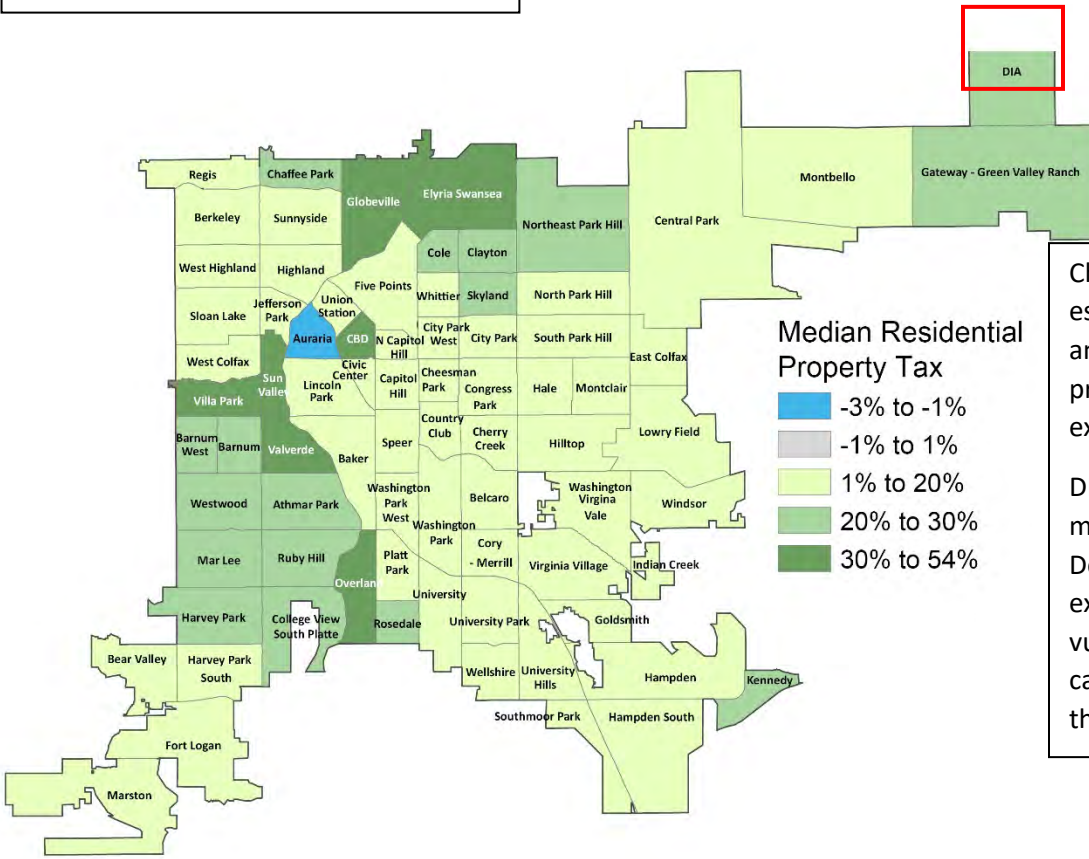
DIA experienced a higher increase in people with disabilities from 2015-2018 compared to the city.

*Measure reflects the percentage of residents with a disability who live at home rather than in a residential facility

HOUSING MARKET TRENDS

MEDIAN RESIDENTIAL PROPERTY TAX | 2018-2020 (% CHANGE)

DIA: ↑ +28.7%
Citywide: ↑ +7.6%

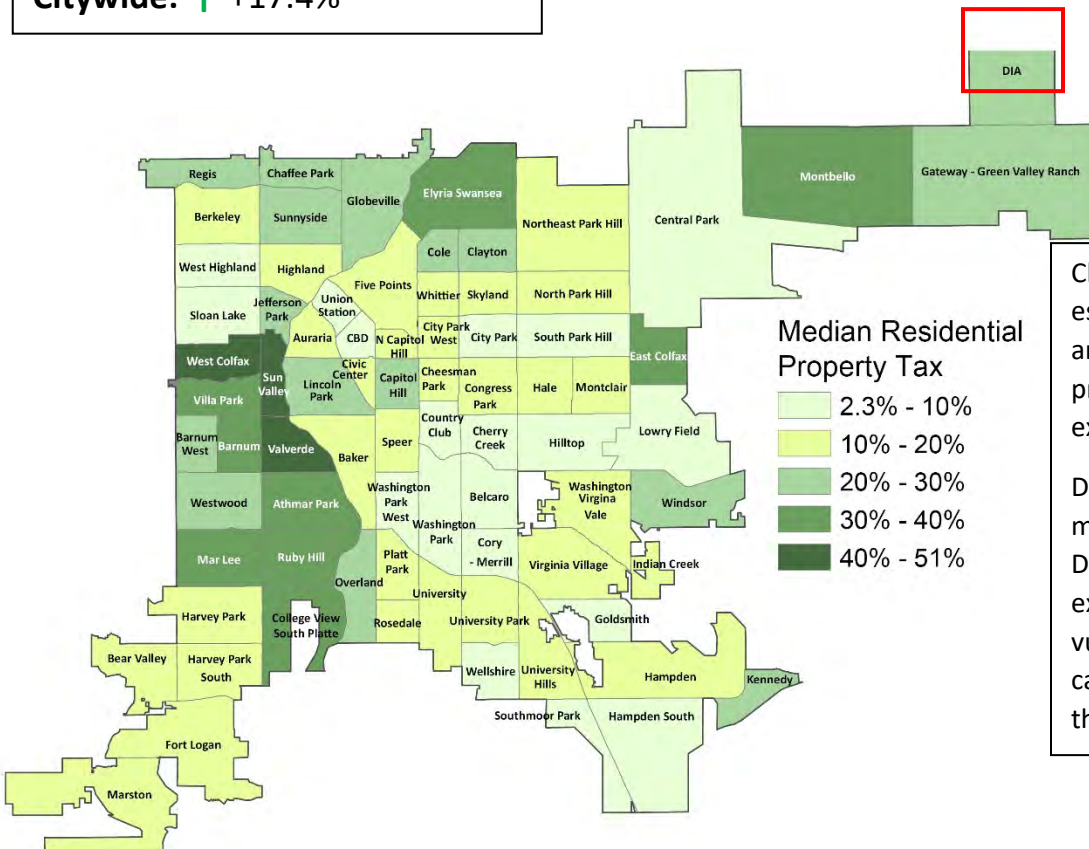


Changes in the housing market – especially increasing property values and property taxes – indicate market pressures and the possibility for existing residents to be displaced.

DIA experienced a higher increase in median property tax compared to Denver from 2018-2020, a sign that existing residents may be more vulnerable to displacement if they cannot afford increasing taxes on their property.

MEDIAN RESIDENTIAL PROPERTY TAX | 2015-2018 (% CHANGE)

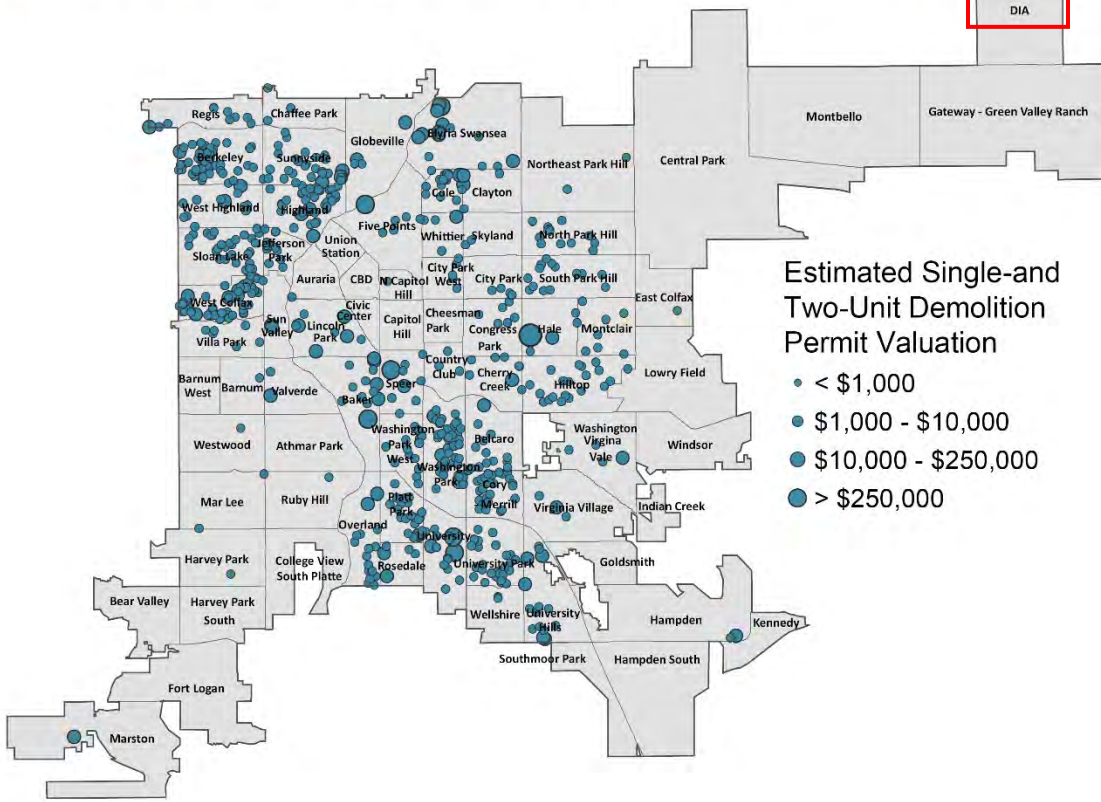
DIA: ↑ +20.7%
Citywide: ↑ +17.4%



Changes in the housing market – especially increasing property values and property taxes – indicate market pressures and the possibility for existing residents to be displaced.

DIA experienced a higher increase in median property tax compared to Denver from 2015-2018, a sign that existing residents may be more vulnerable to displacement if they cannot afford increasing taxes on their property.

SINGLE-AND TWO-UNIT DEMOLITION PERMITS | 2018



Estimated Single-and Two-Unit Demolition Permit Valuation

- < \$1,000
- \$1,000 - \$10,000
- \$10,000 - \$250,000
- > \$250,000

Demolitions of existing homes signals market investment and the possibility for increasing property values, which could create displacement pressure.

DIA does not show any demolitions of existing homes in 2018.



DENVER INTERNATIONAL AIRPORT
8500 Peña Blvd. | Denver, Colorado 80249-6340 | (303) 342-2000

DNL White Paper

DNL (sometimes also called Ldn) is a metric used to quantify noise exposure from aircraft in areas surrounding airports. DNL describes the average noise level over a period of time, usually expressed as an annual average, but can extend over any time period of at least 24 hours. In addition to capturing average noise over time, DNL also applies an additional 10 decibel weighting factor to all aircraft noise that occurs between 10:00 pm and 7:00 am. as it is considered more disturbing primarily due to potential sleep disturbance. DNL is generally depicted on a map via contour lines that enclose geographic areas that are exposed to similar noise levels.

Within Part 150 of the Federal Aviation Regulations (FAR Part 150), the Federal Aviation Administration (FAA) specifies various land uses that it deems either compatible or incompatible with certain DNL noise levels. With respect to residential land uses, FAR Part 150 prohibits residential uses within the 65 DNL noise contour. Properties located within the 65 DNL contour would be exposed to average annual aircraft noise levels of 65 decibels, or higher.

In addition to the FAA’s prohibition against residential uses within 65 DNL, DEN encourages all surrounding jurisdictions to prohibit residential uses within the 60 DNL contour. This contour extends farther from the airport than the 65 DNL, providing additional protection against incompatible land use.

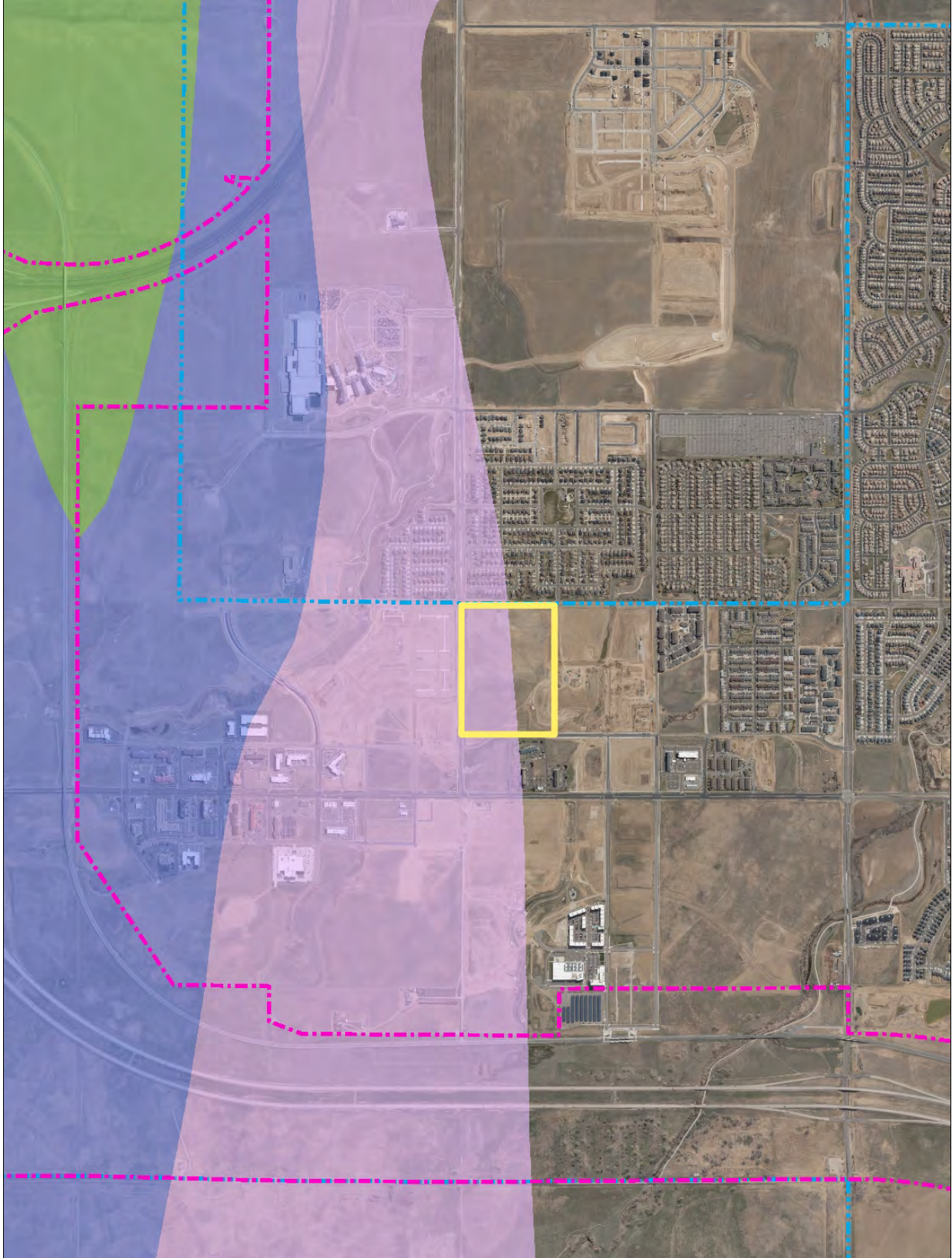
While keeping residential uses outside these DNL contours ensures a certain level of protection against incompatible land use, it is still possible for residential development in some locations outside the contours to result in residents of those areas experiencing high levels of aircraft overflight activity. This can lead to noise complaints and community pressure to restrict DEN operations. It is therefore strongly recommended that developers and/or planning departments considering residential construction near DEN, even if it appears to be located outside the 65 and 60 or even 55 DNL contours, to contact DEN for evaluation of any potential noise impacts.

For additional information, please refer to 14 CFR Part 150, “Airport Noise Compatibility Planning”, and/or to the 1988 Intergovernmental Agreement on a New Airport, available from DEN and surrounding planning departments.

Attachment 2 - Noise Contours at Site



- Legend**
- DEN Property Line
 - County Annexation Line
 - Noise Monitoring Terminal Standard
 - Noise Exposure Performance Standard
 - Land Use 65-DNL COMPOSITE
 - Land Use 60-DNL COMPOSITE
 - IGA 65-DNL COMPOSITE
 - IGA 60-DNL COMPOSITE
 - IGA 55-DNL COMPOSITE



Notes

Note

Disclaimer: Map exhibits produced using DEN Maps are for display purposes and do not supplant the need for a professional survey.



5,255.0 2,627.52 5,255.0 Feet

Map Generated 8/9/2021

1:31,530

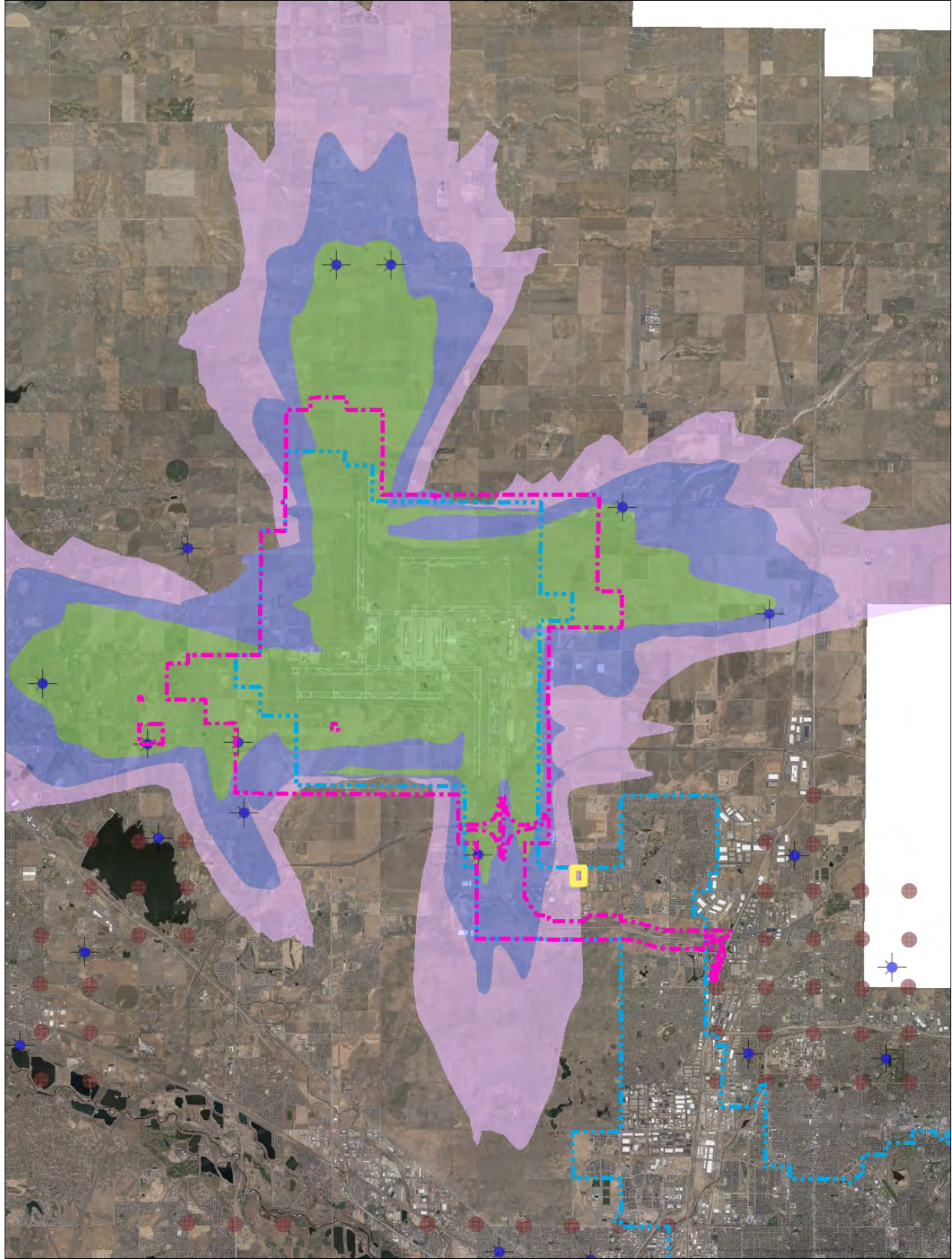
WGS_1984_Web_Mercator_Auxiliary_Sphere
© Denver International Airport (City and County of Denver)

THIS IS NOT A LEGAL DOCUMENT

Noise Contours at Site - Context Attachment 3

Legend

- DEN Property Line
- County Annexation Line
- Noise Monitoring Terminal Standard
- Land Use 65-DNL COMPOSITE
- Land Use 60-DNL COMPOSITE
- IGA 65-DNL COMPOSITE
- IGA 60-DNL COMPOSITE
- IGA 55-DNL COMPOSITE



Notes

Note

Disclaimer: Map exhibits produced using DEN Maps are for display purposes and do not supplant the need for a professional survey.



January 26, 2022

Development Services
Attn: Stephen Wilson, AICP
Senior Development Project Administrator
City and County of Denver
201 W. Colfax Ave., Dept 205
Denver, CO 80202

**RE: COTTAGES AT GATEWAY (E. 63RD & ARGONNE ST.) – COMMUNITY INFORMATION MEETING
PUBLIC RESPONSE SUMMARY**

A Community Information Meeting was held on January 11, 2022, pertaining to the proposed Cottages at Gateway residential development. No residents or members of the public were in attendance. Following is a summary of questions/topics raised by Melissa Sotelo, Council Aide, Councilmember Stacie Gilmore, District 11:

- Will affordable homes be provided with the project?
 - *Response: The Large Development Review (LDR) will determine any affordable housing requirements and will be worked out with the City through the review process.*
- Will any Murals or Public Art be provided with the project?
 - *Response: There is opportunity to incorporate into public/open space areas and the applicant will consider as part of the neighborhood amenity package.*
- Pedestrian crosswalks at neighborhood access points?
 - *Response: Yes, ped crosswalks will be provided at neighborhood access points in addition to other pedestrian and bicycle improvements.*
- Public parks/playgrounds programming/amenities/equipment?
 - *Response: Open space areas are shown on conceptual plan; the applicant has not fully planned the specific park/open space programming and amenities. Those details will be considered and reviewed later in the process and approved as part of the SDP.*

No public feedback was received for a period of two weeks following the Community Information Meeting.