

Zone Map Amendment (Rezoning) - Application

PROPERTY OWNER INFORMATION*		PROPERTY OWNER(S) REPRESENTATIVE**	
<input type="checkbox"/> CHECK IF POINT OF CONTACT FOR APPLICATION		<input type="checkbox"/> CHECK IF POINT OF CONTACT FOR APPLICATION	
Property Owner Name		Representative Name	
Address		Address	
City, State, Zip		City, State, Zip	
Telephone		Telephone	
Email		Email	
<p>*If More Than One Property Owner: All standard zone map amendment applications shall be initiated by all the owners of at least 51% of the total area of the zone lots subject to the rezoning application, or their representatives authorized in writing to do so. See page 3.</p>		<p>**Property owner shall provide a written letter authorizing the representative to act on his/her behalf.</p>	
<p>Please attach Proof of Ownership acceptable to the Manager for each property owner signing the application, such as (a) Assessor's Record, (b) Warranty deed or deed of trust, or (c) Title policy or commitment dated no earlier than 60 days prior to application date.</p> <p>If the owner is a corporate entity, proof of authorization for an individual to sign on behalf of the organization is required. This can include board resolutions authorizing the signer, bylaws, a Statement of Authority, or other legal documents as approved by the City Attorney's Office.</p>			
SUBJECT PROPERTY INFORMATION			
Location (address and/or boundary description):			
Assessor's Parcel Numbers:			
Area in Acres or Square Feet:			
Current Zone District(s):			
PROPOSAL			
Proposed Zone District:			

REVIEW CRITERIA	
<p>General Review Criteria: The proposal must comply with all of the general review criteria DZC Sec. 12.4.10.7</p>	<p><input checked="" type="checkbox"/> Consistency with Adopted Plans: The proposed official map amendment is consistent with the City's adopted plans, or the proposed rezoning is necessary to provide land for a community need that was not anticipated at the time of adoption of the City's Plan.</p> <p>Please provide an attachment describing relevant adopted plans and how proposed map amendment is consistent with those plan recommendations; or, describe how the map amendment is necessary to provide for an unanticipated community need.</p> <p><input checked="" type="checkbox"/> Uniformity of District Regulations and Restrictions: The proposed official map amendment results in regulations and restrictions that are uniform for each kind of building throughout each district having the same classification and bearing the same symbol or designation on the official map, but the regulations in one district may differ from those in other districts.</p> <p><input checked="" type="checkbox"/> Public Health, Safety and General Welfare: The proposed official map amendment furthers the public health, safety, and general welfare of the City.</p>
<p>Additional Review Criteria for Non-Legislative Rezoning: The proposal must comply with both of the additional review criteria DZC Sec. 12.4.10.8</p>	<p>Justifying Circumstances - One of the following circumstances exists:</p> <p><input type="checkbox"/> The existing zoning of the land was the result of an error.</p> <p><input type="checkbox"/> The existing zoning of the land was based on a mistake of fact.</p> <p><input type="checkbox"/> The existing zoning of the land failed to take into account the constraints on development created by the natural characteristics of the land, including, but not limited to, steep slopes, floodplain, unstable soils, and inadequate drainage.</p> <p><input checked="" type="checkbox"/> The land or its surroundings has changed or is changing to such a degree that it is in the public interest to encourage a redevelopment of the area to recognize the changed character of the area.</p> <p><input type="checkbox"/> It is in the public interest to encourage a departure from the existing zoning through application of supplemental zoning regulations that are consistent with the intent and purpose of, and meet the specific criteria stated in, Article 9, Division 9.4 (Overlay Zone Districts), of this Code.</p> <p>Please provide an attachment describing the justifying circumstance.</p> <p><input checked="" type="checkbox"/> The proposed official map amendment is consistent with the description of the applicable neighborhood context, and with the stated purpose and intent of the proposed Zone District.</p> <p>Please provide an attachment describing how the above criterion is met.</p>
REQUIRED ATTACHMENTS	
Please ensure the following required attachments are submitted with this application:	
<p><input checked="" type="checkbox"/> Legal Description (required to be attached in Microsoft Word document format)</p> <p><input checked="" type="checkbox"/> Proof of Ownership Document(s)</p> <p><input checked="" type="checkbox"/> Review Criteria</p>	
ADDITIONAL ATTACHMENTS	
Please identify any additional attachments provided with this application:	
<p><input checked="" type="checkbox"/> Written Authorization to Represent Property Owner(s)</p> <p><input checked="" type="checkbox"/> Individual Authorization to Sign on Behalf of a Corporate Entity</p>	
Please list any additional attachments:	

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

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

Property Owner Name(s) (please type or print legibly)	Property Address City, State, Zip Phone Email	Property Owner Interest % of the Area of the Zone Lots to Be Rezoned	Please sign below as an indication of your consent to the above certification statement	Date	Indicate the type of ownership documentation provided: (A) Assessor's record, (B) warranty deed or deed of trust, (C) title policy or commitment, or (D) other as approved	Has the owner authorized a representative in writing? (YES/NO)
EXAMPLE John Alan Smith and Josie Q. Smith	123 Sesame Street Denver, CO 80202 (303) 555-5555 sample@sample.gov	100%	<i>John Alan Smith</i> <i>Josie Q. Smith</i>	01/01/12	(A)	YES
101.119.125 LLC	2101 S. Cherokee St. Denver, CO 80223 (720) 435-5909 kevdictson@gmail.com	100%	<i>[Signature]</i> <i>Karin T. Dickson</i>	4/18/18	(A)	YES
Beverly Bravo Carla W. Dickson	2119 S. Cherokee St. Denver, CO 80223 (720) 435-5909 bravodenver@gmail.com	100%	<i>[Signature]</i> <i>Carla W. Dickson</i>	4/18/18	(A)	YES
101.119.125 LLC	2125 S. Cherokee St. Denver, CO 80223 (720) 435-5909 kevdictson@gmail.com	100%	<i>[Signature]</i> <i>Karin T. Dickson</i>	4/18/18	(A)	YES

Last updated: February 22, 2017

 Return completed form to rezoning@denvergov.org

201 W. Colfax Ave., Dept. 205

Denver, CO 80202

 720-865-2974 • rezoning@denvergov.org

LEGAL DESCRIPTION
2101, 2119, and 2125 SOUTH CHEROKEE STREET

Lots 41 through 45 Inclusive,
Block 12,
H.C. Rosedale Subdivision,
City and County of Denver,
State of Colorado.

Assessor's Schedule Numbers 0527216024000, 0527216017000, and 057216016000

April 18, 2018

101.119.125 LLC
1491 South Gaylord Street
Denver, Colorado 80210

City of Denver, Community Planning and Development
201 West Colfax Avenue, Department 205
Denver, Colorado 80202

RE: Application for Zone Map Amendment
2101 and 2125 South Cherokee Street

The undersigned ("Owner") which owns the properties located at 2101 and 2125 South Cherokee Street in Denver, Colorado (the "Properties"), hereby authorizes Niccolo Casewit, AIA ("Representative"), to submit on behalf of the Owner all applications and supporting materials required or requested in connection with the proposed Map Amendment to change the Zone District for the Properties to G-MU-3 as well as any related development approvals in connection therewith.

Please address all communications the Representative pursuant to the contact information provided by the Representative to the City.

101.119.125 LLC
A Colorado Limited Liability Company



Kevin T. Dickson
Partner, Registered Agent

Beverly Bravo
Partner

April 6, 2018

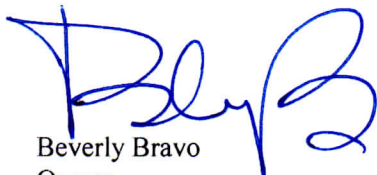
Beverly Bravo
1375 South Gaylord Street
Denver, Colorado 80210

City of Denver, Community Planning and Development
201 West Colfax Avenue, Department 205
Denver, Colorado 80202

RE: Application for Zone Map Amendment
2119 South Cherokee Street

The undersigned ("Owner") who owns the property located at 2119 South Cherokee Street in Denver, Colorado (the "Property"), hereby authorizes Niccolo Casewit, AIA ("Representative"), to submit on behalf of the Owner all applications and supporting materials required or requested in connection with the proposed Map Amendment to change the Zone District for the Property to G-MU-3 as well as any related development approvals in connection therewith.

Please address all communications the Representative pursuant to the contact information provided by the Representative to the City.



Beverly Bravo
Owner

April 6, 2018

CW
1491
Carla W. Dickson
~~1375~~ South Gaylord Street
Denver, Colorado 80210

City of Denver, Community Planning and Development
201 West Colfax Avenue, Department 205
Denver, Colorado 80202

RE: Application for Zone Map Amendment
2119 South Cherokee Street

The undersigned ("Owner") who owns the property located at 2119 South Cherokee Street in Denver, Colorado (the "Property"), hereby authorizes Niccolo Casewit, AIA ("Representative"), to submit on behalf of the Owner all applications and supporting materials required or requested in connection with the proposed Map Amendment to change the Zone District for the Property to G-MU-3 as well as any related development approvals in connection therewith.

Please address all communications the Representative pursuant to the contact information provided by the Representative to the City.



Carla W. Dickson
Owner

STATEMENT OF AUTHORITY

Pursuant to CRS § 38-30-172, the undersigned hereby executes this Statement of Authority on behalf of 101.119.125 LLC, a Colorado Limited Liability Company (the "Entity"), and states as follows:

1. The name of the Entity is 101.119.125 LLC.
2. The Entity is a Colorado Limited Liability Company.
3. The mailing address for the Entity is 1491 South Gaylord Street, Denver, Colorado 80210.
4. The name and position of the person authorized to execute instruments conveying, encumbering, or otherwise affecting title to properties on behalf of the Entity is Kevin T. Dickson, Registered Agent and Member of the Entity.
5. The authority of the foregoing person to bind the Entity includes any action required or reasonably necessary in connection with the proposed Map Amendment to change the Zone District for the Properties located at 2101 and 2125 South Cherokee Street, Denver, Colorado to G-MU-3 as well as any related development approvals in connection therewith.

EXECUTED as of the 20th day of April, 2018.

101.119.125 LLC,
Colorado Limited Liability Company

Kevin T Dickson

Kevin T. Dickson, Partner, Registered Agent

Beverly Bravo
Beverly Bravo, Partner

STATE OF COLORADO)
) ss.
CITY AND COUNTY OF Denver)

The foregoing instrument was acknowledged before me this 20th day of April, 2018, by Kevin T. Dickson, Registered Agent for 101.119.125 LLC, a Colorado Limited Liability Company.

Witness my hand and official seal.

My commission expires: Aug 1, 2020.



Christopher Rana
Notary Public

QUITCLAIM DEED

THIS DEED, Made this 20 day of May 2016, between KEVIN T. DICKSON & BEVERLY BRAVO, grantors, of the County of Denver, and State of Colorado, and 101.119.125 LLC, whose legal address is 1491 S. Gaylord St, Denver, CO 80210, of the County of Denver, and State of Colorado, grantees.

WITNESSETH, that the grantor, for and in consideration of the sum of One Dollar and Other Good and Valuable Consideration, the receipt and sufficiently of which is hereby acknowledged, has remised, released, sold and QUITCLAIMED, and by these presents does remise, release, sell and QUITCLAIM unto the grantees, their heirs, successors and assigns forever, all the right, title, interest, claim and demand which the grantor has in and to the real property, together with improvements, if any, situate, lying and being in the County of Denver and State of Colorado, described as follows:

Lot 45 Block 12 Rosedale, County of Denver, State of Colorado

Also known by street and number as: 2101 So. Cherokee St.
Denver, Colorado 80223

TO HAVE AND TO HOLD the same, together with all and singular the appurtenances and privileges thereunto belonging or in anyway thereunto appertaining, and all the estate, right, title, interest and claim whatsoever, of the grantor, either in law or equity, to the only proper use, benefit and behoof of the grantees, their heirs and assigns forever.

IN WITNESS WHEREOF, the grantor has executed this deed on the date set forth above.

Kevin T. Dickson
KEVIN T. DICKSON

Beverly Bravo
BEVERLY BRAVO

STATE OF COLORADO }
COUNTY OF DENVER }

STATE OF COLORADO }
COUNTY OF DENVER }

The foregoing instrument was acknowledged before me this 20 day of May 2016 by Kevin T. Dickson.

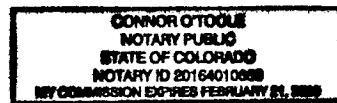
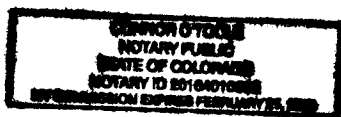
The foregoing instrument was acknowledged before me this 20 day of May 2016 by Beverly Bravo.

Witness my hand and official seal.
My commission expires: 02-21-2020

Witness my hand and official seal.
My commission expires: 02-21-2020

Connor O'Toole
Notary Public

Connor O'toole
Notary Public



2101 S CHEROKEE ST

Owner 101.119.125 LLC
1491 S GAYLORD ST
DENVER, CO 80210-2340

Schedule Number 0527216024000

Legal Description L 45 BLK 12 ROSEDALE

Property Type RX ZONED VACANT LAND - (RES)

Tax District DENV

Property Description

Style:	OTHER	Building Sqr. Foot:	0
Bedrooms:		Baths Full/Half:	0/0
Effective Year Built:	0000	Basement/Finish:	0/0
Lot Size:	3,125	Zoned As:	U-RH-2.5

Note: Valuation zoning may be different from City's new zoning code.

Current Year

Actual	Assessed	Exempt	
Land	\$34,800	\$10,090	\$0
Improvements	\$0	\$0	
Total	\$34,800	\$10,090	

Prior Year

Actual	Assessed	Exempt	
Land	\$34,800	\$10,090	\$0
Improvements	\$0	\$0	
Total	\$34,800	\$10,090	

Real Estates Property Taxes for current tax year

2119 S CHEROKEE ST

Owner BRAVO,BEVERLY
DICKSON,CARLA W
1375 S GAYLORD ST
DENVER , CO 80210-2338

Schedule Number 0527216017000

Legal Description L 43 & 44 BLK 12 ROSEDALE

Property Type RESIDENTIAL

Tax District DENV

Property Description

Style:	ONE-STORY	Building Sqr. Foot:	631
Bedrooms:	2	Baths Full/Half:	1/0
Effective Year Built:	1923	Basement/Finish:	140/0
Lot Size:	6,250	Zoned As:	U-RH-2.5

Note: Valuation zoning may be different from City's new zoning code.

Current Year

Actual	Assessed	Exempt
Land	\$75,000	\$5,400 \$0
Improvements	\$151,800	\$10,930
Total	\$226,800	\$16,330

Prior Year

Actual	Assessed	Exempt
Land	\$75,000	\$5,970 \$0
Improvements	\$99,900	\$7,950
Total	\$174,900	\$13,920

Real Estates Property Taxes for current tax year

2125 S CHEROKEE ST

Owner 101.119.125 LLC
1491 S GAYLORD ST
DENVER , CO 80210-2340

Schedule Number 0527216016000

Legal Description LOTS 41 & 42 BLOCK 12 ROSEDALE

Property Type RESIDENTIAL

Tax District DENV

Property Description

Style:	ONE-STORY	Building Sqr. Foot:	720
Bedrooms:	2	Baths Full/Half:	1/0
Effective Year Built:	1926	Basement/Finish:	720/100
Lot Size:	6,250	Zoned As:	U-RH-2.5

Note: Valuation zoning may be different from City's new zoning code.

Current Year

Actual	Assessed	Exempt	
Land	\$124,900	\$8,990	\$0
Improvements	\$129,400	\$9,320	
Total	\$254,300	\$18,310	

Prior Year

Actual	Assessed	Exempt	
Land	\$62,500	\$4,980	\$0
Improvements	\$123,500	\$9,830	
Total	\$186,000	\$14,810	

Real Estates Property Taxes for current tax year

ZONE MAP AMENDMENT REVIEW CRITERIA

for

2101, 2119, and 2125 SOUTH CHEROKEE STREET

Revision 1 - March 20, 2020

INTRODUCTION: Denver is experiencing an affordable housing crisis with a latent demand for 30,000 affordable apartments and condominium units. There is a need for additional housing near jobs and transit. New housing built in multi-modal, transit-rich neighborhoods is highly desirable.

TRANSIT-ORIENTED DEVELOPMENT (TOD): South Cherokee Street is ideal for transit-oriented re-development close to the RTD Evans Station. TOD is a key concept for development in transit rich areas of Denver. The Subject Property is ideally located due to its close proximity (approximately 300 feet) from the Evans Station platform. The Property is also unique in its multi-modal connectivity to the South Platte River bike path and direct pedestrian access to the Rosedale and Overland Park neighborhoods as well as South Broadway, a mixed-use and major bus transit corridor. The possibility of not needing a car, and relying on car-share options, or public transportation, improves the affordability of the housing that can be built at this location by capturing the value of less expensive commutes. The Denver Zoning Code allows for less required off-street parking in transit-rich areas. This makes each apartment or condominium less expensive to build.

Changing Conditions: In many ways the neighborhood has lain dormant ever since the construction of the RTD South West Line in 2000. Very little changed within the ½-mile radius of the Evans Station. From 2000 to 2010, only one triplex and a few modest duplexes had been built. A few small light-industrial businesses found the space for start-ups and wholesale. With the crash of 2008, some small contractors who warehoused in the area closed their businesses. The Evans Station Area Plan of 2009 clearly reinforced the idea that there was great potential for the neighborhood along Evans Avenue east to South Broadway to thrive with old and new mixed-use enterprise. Early plan drafts indicated 5-story mixed use development, but the Zoning Map change in 2010 was measured with U-RH-2.5 seen as a way to increase density. The mapping primarily only sought to protect the existing R2 District as the U-TU district could not be assembled for multi-unit development. Delaware Street was zoned C-MX-5 in 2010, but there was almost no market for market-rate apartments or other station area retail. RTD Light Rail alone could not generate new business where there were not enough roof-tops already.

Recent Activity in the Evans Station Environs: Since the 2011, economic recovery began in earnest, Delaware Street has seen additional new businesses arrive and others expand as well as the renovation of some existing industrial buildings into artist studios. In 2014, The Evan Station Lofts were completed as affordable subsidized rental housing. The project became a catalyst in part, creating a brick warehouse image clearly visible from the Santa Fe Drive Corridor. In recent years, the area has changed substantially with many new multi-unit developments filling up the block on Delaware Street. Refer to Photo 1 on Page 17. The larger TOD District within the ½-mile radius of the Evans Station has seen many new urban infill projects, including duplexes, tandem homes, and accessory dwelling units (ADUs), while maintaining the traditional neighborhood character and building scale. More intense developments of 5 to 8 stories is under construction or in the planning stages north of Evans Avenue extending north to Mississippi at the former Gates Rubber property. In 2018 and 2019, parcels have been re-zoned to C-RX-8 and C-MX-5 on South Cherokee Street north of the Evans Bridge.

SOUTH BROADWAY COMMERCIAL CORRIDOR: Pursuant to current and previous plans adopted by the City, South Broadway continues to be envisioned as a revitalized commercial corridor. The Property is conveniently located three blocks west of South Broadway, which will promote walkability into this area and increase transit patronage. In addition, multimodal transportation options allow access to the Louisiana and Pearl Street Station, the I-25 and Broadway Station, and Downtown Denver, Englewood, and Littleton via Lines C and D.

ZONE MAP AMENDMENT REVIEW CRITERIA - Revision 1 (Continued)
2101, 2119, and 2125 SOUTH CHEROKEE STREET

Changing Conditions: Much of the renewal and resurgence of the area is due to major public investments to the South Broadway Commercial Corridor that has created a new “walkable” identity with additional sidewalks, trees, and street features that have helped to unify the business community as a Business Improvement District (BID). As a mixed-use corridor, South Broadway is also an employment corridor, and is now more attractive than ever.

HOUSING DENSITY: Increasing housing density at this location in particular will be a major improvement to a Property that is rather remote or cut off (confined) to the north by the West Evans Avenue Bridge. This area does not see much pedestrian activity after hours even though it is just three blocks from South Broadway. More eyes on the street by virtue of more dwelling units will enhance the security and safety of the area next to the bridge. Improvements to the street landscape are required by Denver Public Works for any new development. This will include new sidewalks, new street trees, and additional lighting along West Evans Avenue.

OFFICIAL MAP AMENDMENT (REZONING): Section 12.4.10 of the Denver Zoning Code (DZC) spells out the process and provides that the City Council may approve a proposed Zone Map Amendment if the applied-for amendment complies with General and Additional Review Criteria outlined in DZC 12.4.10.7-8.

BACKGROUND AND COMMUNITY ENGAGEMENT: Informal discussion of the proposed Zone Map Amendment for the Subject Property began in September 2017. The required Pre-Application Meeting with Community Planning and Development staff was held on October 10, 2017 to discuss the City’s process, appropriate Zone Districts, and Review Criteria. On January 25 and February 22, 2018, presentations were made to the Overland Park Neighborhood Association (OPNA), the Registered Neighborhood Organization (RNO). The RNO did not oppose re-zoning of the Subject Property. Therefore, this Document was prepared to demonstrate that the proposed Zone Map Amendment is consistent with all applicable Review Criteria. During the summer of 2018, a mediation process occurred with neighbors affected by the proposed Zone Map Amendment that did not result in the form of an enforceable neighborhood agreement. Mediation was voluntary, and concluded without prejudice to the re-zoning application. However, this process generated improvements to the proposed Project, including but not limited to:

- Additional parking to be provided.
- Landscape buffers.
- Lighting.
- Conceptual Project limited to 20 dwelling units.

PROPERTY DESCRIPTION AND LOCATION: The Property for which the Zone Map Amendment is being proposed consists of five lots occupied by two older single-family homes close to the end of their useful economic lives. The Property is located on the western side of South Cherokee Street at the north end of the block adjacent to the West Evans Avenue Service Road and the West Evans Avenue Bridge. The Evans Station Light Rail platform is located approximately 300 feet from the northwest corner of the Property to the west. The Evans Station Loft Apartments, a significant, multi-unit housing project in the adjacent C-MX-5 District is directly across the alley to the west. Refer to Photos 2 and 3 on Page 18. A duplex structure occupies the property directly to the south of the Subject Property. Detached single-

ZONE MAP AMENDMENT REVIEW CRITERIA - Revision 1 (Continued)
2101, 2119, and 2125 SOUTH CHEROKEE STREET

family homes and duplexes share the block to south and the east. Areas on South Cherokee Street north of Evans Avenue have been recently re-zoned to C-RX-8.

CURRENT ZONING: Urban Neighborhood Context Row House (U-RH-2.5) Two and One-Half Stories; Maximum Height 35 Feet.

PROPOSED ZONE DISTRICT: General Urban Neighborhood Context Multi-Unit 3 (G-MU-3) Three Stories; Maximum Height 40 Feet.

CONCEPT SITE PLAN AND PROJECT DESCRIPTION: As part of the background information for this Zone Map Amendment, a Concept Site Plan has been prepared that shows appropriate, pertinent information regarding development of the Property. The proposed three-story apartment concept is an affordable design compatible with Transit-Oriented Development (TOD). The Project shown, is consistent with the G-MU-3 District building form design parameters with front and side zoning setbacks and step-backs at the upper floors. The preliminary site/building design shown is one of many possible designs appropriate for this Property. Landscaped sidewalk and tree improvements will be provided at both street frontages. Unit types will include studio, one-bedroom, and two-bedroom apartments. Refer to Concept Site Plan on Page 19.

Total Combined Zone Lot Area: 15,125 Gross Square Feet (GSF); 0.347 Acres.

Zone Lot Coverage: 66%.

Floor Area Ratio: 1.689.

Total First Floor Gross Floor Area: 6,773 GSF.

Total Proposed Gross Floor Area (Three Stories): Approximately 23,559 GSF.

Number of Apartment Units: 20 affordable apartments.

Parking: 18 parking spaces provided, 16 spaces required (10 spaces shown; includes 2 Car-Share spaces credited at 5 spaces each and 2 shared spaces at 2135 South Cherokee). 20 enclosed, bicycle-parking spaces are proposed.

GENERAL REVIEW CRITERIA (DZC 12.4.10.7): The proposed Zone Map Amendment satisfies General Review Criteria as follows:

CONSISTENCY WITH ADOPTED PLANS (DZC 12.4.10.7.A): In 2019, the City of Denver adopted Comprehensive Plan 2040 - Denver's Plan for the Future (Plan 2040) and Blueprint Denver - A Blueprint for an Inclusive City (BPD 2019) that now guide the use and development of property in the City. Although guiding principles from the Evans Station Area Plan (adopted in 2009) and The Overland Neighborhood Plan (adopted in 1993) have been generally incorporated into these recently adopted Plans, criteria pursuant to these Plans are presented in this Document to further support the narrative of this review.

Comprehensive Plan 2040 - Denver's Plan for the Future (Plan 2040): Adopted in 2019, Plan 2040 is "the vision for Denver and its people..." and "is the guiding document for shaping the city..." (Pg 11).

ZONE MAP AMENDMENT REVIEW CRITERIA - Revision 1 (Continued)
2101, 2119, and 2125 SOUTH CHEROKEE STREET

Dense, mixed-use development along major transportation corridors is consistent with the Plan. The Property's proximity to transportation infrastructure (discussed in more detail later in this Document) makes it an ideal location for transit-oriented redevelopment. The proposed Zone Map Amendment is consistent with a number of Plan 2040 strategies, including but not limited to:

Vision Element - Equitable, Affordable and Inclusive:

Goal 1: "Ensure all Denver residents have safe, convenient and affordable access to basic services and a variety of amenities." (Pg 28).

Strategy A: "Increase development of housing units close to transit and mixed-use developments."

Justification: Re-zoning to G-MU-3 is consistent with Strategy A. Due to its location, close proximity to the Evans Station platform and three blocks west of the South Broadway Commercial Corridor (a mixed-use area and a major bus transit corridor), the Subject Property is ideally suited to this Strategy.

Goal 2: "Build housing as a continuum to serve residents across a range of incomes, ages and needs." (Pg 28).

Strategy A: "Create a greater mix of housing options in every neighborhood for all individuals and families."

Strategy D: "Increase the development of senior-friendly and family friendly housing, including units with multiple bedrooms in multifamily developments."

Justification: Recently, the neighborhood has changed substantially with many new multi-unit developments filling up the block on Delaware Street, one block to the west. It has also seen many new urban infill projects, including duplexes, tandem homes, and accessory dwelling units (ADUs). In 2010, the revised Zoning Map changed this area of the neighborhood to U-RH-2.5, apparently as a way to moderately increase density. However, this was not consistent with the Evans Station Plan (cited later in this Document), which indicates that the Subject Property should be mixed-use residential, thereby creating a transitional area between the TOD and the urban neighborhood. Therefore, re-zoning to G-MU-3 is consistent with Strategies A and D.

Goal 3: "Develop housing that is affordable to residents of all income levels." (Pg 28).

Strategy B: "Use land use regulations to enable and encourage the private development of affordable, missing middle and mixed-income housing, especially where close to transit."

Justification: As potentially affordable, mixed-income housing, the proposed apartment building concept very near to the Evans Station is consistent with Strategy B.

ZONE MAP AMENDMENT REVIEW CRITERIA - Revision 1 (Continued)
2101, 2119, and 2125 SOUTH CHEROKEE STREET

Vision Element - Strong and Authentic Neighborhoods:

Goal 1: “Create a city of complete neighborhoods.” (Pg 34).

Strategy B: “Ensure neighborhoods offer a mix of housing types and services for a diverse population.”

Strategy D: “Encourage quality infill development that is consistent with the surrounding neighborhood and offers opportunities for increased amenities.”

Justification: Re-zoning to G-MU-3 is consistent with Strategies B and D. The proposed apartment building concept contributes to the “mix of housing types” since no small, three-story, apartment buildings exist in the neighborhood. It is also consistent with “quality infill development” currently occurring in the neighborhood.

Vision Element - Connected, Safe and Accessible Places:

Goal 8: “Strengthen multimodal connections in mixed-use centers and focus growth near transit.” (Pg 42).

Strategy B: “Promote transit-oriented development and encourage higher density development, including affordable housing, near transit to support ridership.”

Justification: Potentially affordable housing near transit as proposed is consistent with Strategy B.

Vision Element - Environmentally Resilient:

Goal 1: “Mitigate climate impact by significantly reducing greenhouse gas emissions.” (Pg 52).

Strategy B: “Reduce energy use by buildings and advance green building design, including green and cool roofs.”

Justification: The proposed apartment building concept is consistent with Strategy B. It is the Subject Property Owner’s intent that the project will be designed in accordance green building design concepts and building/energy code requirements including a garden (green)/cool roof with solar panels.

Goal 8: “Clean our soils, conserve land and grow responsibly.” (Pg 54).

Strategy A: “Promote infill development where infrastructure and services are already in place.”

Justification: The Subject Property is located in an area where “infrastructure and services are already in place.” Therefore, re-zoning to G-MU-3 is consistent with Strategy A.

Blueprint Denver - A Blueprint for an Inclusive City (BPD 2019): Adopted in 2019 to supplement Plan 2040 and replace the previous version of Blueprint Denver (2002), this Plan “provides the foundation for citywide policies and recommendations related to land use, transportation, design and growth.” (Pg 6). BPD 2019 outlines specific steps that must be taken to achieve the vision of Plan

ZONE MAP AMENDMENT REVIEW CRITERIA - Revision 1 (Continued)
2101, 2119, and 2125 SOUTH CHEROKEE STREET

2040. It also “establishes a framework for adopted small area plans that provide more detailed guidance.” (Pg 7), such as the Evans Station Area Plan referred to later in this Document.

Applying BPD2019 to Re-Zonings: Components to consider in this re-zoning request (Pgs 66 - 67) include:

Neighborhood Context: The Neighborhood Contexts Map (Pgs 138 - 139) shows the future neighborhood context for blocks along West Evans Avenue from the alley west of the Subject Property to the east alley of South Acoma Street as Urban. The Neighborhood Context for areas to the west, north, and east as Urban Center. Most of the Urban Center areas exist as or have been re-zoned to Zone Districts compatible with this Neighborhood Context. However, as stated above (under Plan 2040), this is not consistent with the Evans Station Plan (cited later in this Document). Evans Station Plan, Figure 4. Land Use Plan (Pg 13) indicates the intent of the Plan that the area along West Evans Avenue where this Property is located should be Mixed-Use Residential, thereby creating a transitional area between the TOD/Urban Center area and the urban neighborhood.

Justification: With Urban Center areas surrounding this neighborhood, the Neighborhood Contexts Map is in conflict with the General Urban Context transition area intended by BPD2019. Therefore, re-zoning of the Subject Property to G-MU-3 is consistent with this Future Neighborhood Context.

Future Places: The Future Places Map (Pgs 142 - 143) shows West Evans Avenue in this area as a Community Corridor with low to medium residential density along the south side.

Justification: Re-zoning of the Subject Property to G-MU-3 is consistent with this Future Place designation. This represents an early opportunity for improving properties just east of the Evans Station and just south of the West Evans Avenue Bridge, thereby jump-starting the creation of the transitional area between the TOD/Urban Center area and the urban neighborhood envisioned by the Evans Station Plan. Increased residential density will enhance the security and safety of the area next to the bridge. Improvements required by Denver Public Works for any new development will include new sidewalks, new street trees, and additional lighting along the south side of West Evans Avenue. Building heights allowed in the G-MU-3 District are consistent with BPD2019 and the Evans Station Plan.

Growth Strategy: The Growth Strategy Map (Pgs 50 - 51) envisions new job growth of 20% and new household growth of 25% in the Evans Station TOD Community Center, the properties along the West Evans Community Corridor, and the South Broadway Commercial (Community) Corridor by 2040. Job growth and household growth are well underway in the adjacent block of South Bannock Street and in the area north of West Evans Avenue, but not yet or only beginning in the neighborhood immediately south of West Evans Avenue.

Justification: For the projected growth to occur, properties along the south side of West Evans Avenue will need to be re-zoned to Districts that are consistent with the General Urban Neighborhood Context. Current U-RH-2.5 zoning does not support the projected Growth Strategy. Therefore, re-zoning of the Subject Property to G-MU-3 is consistent with the Growth Strategy for this area.

Street Type: The Subject Property is directly south of the West Evans Avenue Bridge. The Street Types Map (Pgs 156 - 157) designates West Evans Avenue as a Commercial Arterial Street

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Future Street Type. Because of the West Evans Avenue Bridge, the streets along its north and south sides of the bridge are one-way east and west service roads in and out of the Evans Station area connecting to Delaware Street. Between South Broadway (a Main Arterial Street) and the Evans Station, the north-south streets are Local Streets.

Justification: Re-zoning of the Subject Property to G-MU-3 is consistent with this Future Street Type designation. With re-development rapidly occurring on the north side of West Evans Avenue, properties are coming in line with the intent of the Commercial Arterial Future Street Type. Along the north side of the street and along the Evans Bridge north access road, hallmarks of this street type, adequate sidewalks, street trees, lawns, planted areas, etc., are becoming a reality and providing a “buffer between people walking or rolling and traffic.”

Consistency with BPD 2019 Recommendations: The proposed Zone Map Amendment is consistent with a number of strategies, including but not limited to:

Recommendations - Land Use and Built Form, General:

Policy 2: “Incentivize or require efficient development of land, especially in transit-rich areas.” (Pg 72).

Strategy C: “Allow increased density in exchange for desired outcomes, such as affordable housing, especially in transit-rich areas.”

Justification: The proposed apartment building concept increases density with the desired outcome of potentially affordable, mixed-income housing very near to the Evans Station. Therefore, re-zoning to G-MU-3 is consistent with Strategy C.

Recommendations - Land Use and Built Form, Housing:

Policy 6: “Increase the development of affordable housing and mixed-income housing, particularly in areas near transit, services and amenities.” (Pg 85).

Strategy A: “Incentivize affordable housing through zoning, especially in regional centers, community centers and community corridors adjacent to transit...”

Justification: Re-zoning to G-MU-3 definitely incentivizes the potential of affordable and mixed-income housing as envisioned by Strategy A.

Recommendations - Mobility:

Policy 7: “Make transit more affordable to Denver residents.” (Pg 111).

Strategy A: “Provide increased transit access for transit-dependent residents by increasing the amount of affordable housing near rail stations and along transit priority streets...”

Justification: Because the potentially affordable housing will be located very near the Evans Station; along West Evans Avenue; and three blocks away from the South Broadway Commercial Corridor, it will be ideal for transit-dependent residents.

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Recommendations - Quality-of-Life Infrastructure:

Policy 4: “Promote environmentally-friendly development strategies in the public and private realms.” (Pg 120).

Strategy A: “Create incentives for private development to integrate green infrastructure - such as pervious surfaces, permeable pavement and plantings that provide water quality - into project design.”

Justification: Re-zoning of the Subject Property to G-MU-3 is consistent with Strategy A. It is the Subject Property Owner’s intent that the project will be designed in accordance green building design concepts and building/energy code requirements including a garden (green)/cool roof with solar panels.

Evans Station Area Plan: Although guiding principles from this Plan have been generally incorporated into the most recently adopted Plans referred to above, it is important to cite criteria pursuant to this Plan to further support the narrative of this review. Adopted in 2009 to supplement the previous version of Blueprint Denver (2002), the Evans Station Area Plan continues to be used “to guide decisions regarding appropriate public and private investment within 1/2 mile of the Evans light rail station...” (Pg ix). The Plan is focused on the Evans Station neighborhood, and it is generally supported by The Overland Neighborhood Plan (adopted in 1993) and the Overland Neighborhood Assessment, which was adopted in 2005 to “be used to inform the neighborhood and surrounding area planning processes...” The Evans Station Area Vision Statement uses fundamental principles of Transit Oriented Development (TOD) as a foundation and contributes to “Denver’s success in implementing the *2006 Transit-Oriented Development Strategic Plan*: ‘Enhance the Evans Station area’s sense of place by creating a vibrant and sustainable urban neighborhood that encourages people to live and work; invites businesses to thrive; allows people to comfortably walk, bike, or use transit to access local services and attractions; and maintains the residential character of the surrounding community.’ ” (Pg ix). The proposed Zone Map Amendment is consistent with a number of Evans Station Area Plan recommendations, including but not limited to:

Land Use and Urban Design Recommendation 1b. Mixed Use - Residential: “Encourage a mixture of housing types and density including but not limited to: row houses, stacked flats, live-work, low-rise apartments or multi-family condos.” (Pg 14).

Justification: Figure 4. Land Use Plan (Pg 13) indicates the intent of the Plan that the area where the Subject Property is located should be Mixed-Use Residential, thereby creating a transitional area between the TOD/Urban Center area and the urban neighborhood. Therefore, re-zoning to G-MU-3 is consistent with this Recommendation.

Land Use and Urban Design Recommendation 4. Affordable Housing: “Denver’s large public investment in transit provides an unprecedented opportunity to address the City’s affordable housing shortfall. Growing the supply of housing and the diversity of housing types near transit is the first step toward addressing this shortfall.” (Pg 17).

Justification: As potentially affordable, mixed-income housing, the proposed low-rise apartment building concept very near to the Evans Station is consistent with this Recommendation.

Land Use and Urban Design Recommendation 7a. Stable Existing Residential Neighborhoods (1-2.5 Stories; 3 Stories along Evans): “Reinvestment in the form of additions to existing homes or

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new low density residential infill development should fit with the character of existing neighborhoods. Taller buildings up to 3 stories are supported along Evans.” (Pg 24).

Justification: Re-zoning to G-MU-3 is consistent with this Recommendation. Figure 7. Building Heights Plan (Pg 25) indicates the intent of the Plan that the building(s) on this Property (along Evans) should be 3 stories high.

Land Use and Urban Design Recommendation 7b. Mixed Use Residential area North of Evans (2-5 Stories; 8 in Strategic Locations): “With many acres of land north of Evans held by a single landowner and community support for higher residential densities in Areas of Change, this area represents an opportunity to develop taller buildings. Buildings will range from 2-5 stories primarily. However, buildings as tall as 8 stories are recommended in strategic locations, such as adjacent to the tracks. This higher level of intensity may also be considered for prominent buildings or intersections within a redevelopment project that exceeds the expectations of our TOD principles, listed on page 8.” (Pg. 24).

Justification: With taller mixed-use residential and mixed-use commercial projects completed or underway along the north side of West Evans Avenue, re-zoning to G-MU-3 contributes to the creation of the transitional area between the TOD/Urban Center area and the urban neighborhood referred to above.

Land Use and Urban Design Recommendation 8c. Parking Policy: “Blueprint Denver recommends ‘eliminating or reducing parking minimums and/or establishing parking maximums in districts around transit’ in order to reduce the amount of land required for parking and thereby allow for more intensive development. Around transit stations, property owners should be able to meet parking requirements through a variety of means, including providing shared, tandem, remote, valet or bicycle parking.” (Pg 26).

Justification: Property development will include Car-Share parking spaces.

Land Use and Urban Design Recommendation 9. Evans Bridge Improvements: “Throughout the course of the planning process, the community identified concerns about safety and aesthetics of the neighborhood particularly on and around the Evans Bridge and the light rail station. Issues identified include poor bridge upkeep and aesthetics, sidewalks of insufficient width on the bridge, a lack of pedestrian lighting, lack of bicycle facilities and lack of well-maintained and contiguous sidewalks under the bridge. Vandalism, graffiti and the unsightly Evans Bridge contribute to a feeling of discomfort for pedestrians. The bridge is not slated to be replaced within the horizon of this plan’s recommendations. Still, improving the bridge’s maintenance, aesthetics and bike/ped access are critical to implementing this plan. Many cities use public art on and around major bridges to add comfort and interest (see Land Use and Urban Design Recommendation 10b). Several additional short and long-term solutions to improving the Evans Bridge are addressed in the Mobility and Infrastructure section (Recommendation 4). In addition to public investment, reinvestment and redevelopment of the properties along Evans will help address some of these concerns through improved building orientation, streetscapes and urban design.” (Pg 26).

Justification: Re-zoning to G-MU-3 will allow increased housing density at this location in particular, improving a Property that is rather remote or cut off (confined) to the north by the West Evans Avenue Bridge. This area does not see much pedestrian activity after hours even though it is just three blocks from South Broadway. Increased residential density will enhance the security and safety of the area next to the bridge. Improvements required by Denver Public Works for any new

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development will include new sidewalks, new street trees, and additional lighting along the south side of West Evans Avenue.

Increasing housing density at this location in particular will be a major improvement to a Property that is rather remote or cut off (confined) to the north by the West Evans Avenue Bridge. This area does not see much pedestrian activity after hours even though it is just three blocks from South Broadway. More eyes on the street by virtue of more dwelling units will enhance the security and safety of the area next to the bridge. Improvements to the street landscape are required by Denver Public Works for any new development. This will include new sidewalks, new street trees, and additional lighting along West Evans Avenue.

Mobility and Infrastructure Recommendation 4a. Evans Bridge Improvements - Short Term: “Create a safer, more inviting pedestrian and bicycle environment on, under and adjacent to the Evans Bridge.” (Pg 34).

Justification: Re-development of the Subject Property is consistent with this Recommendation in that it will contribute to the creation of “a safer, more inviting pedestrian and bicycle environment...”

Overland Neighborhood Plan: Adopted in 1993, the original intent of Overland Neighborhood Plan was to “promote patterns of desired neighborhood improvements, urban design, housing, business types, traffic and public services which encourage and contribute to the economic, social, and physical health, safety, and welfare of the people who live and work in Overland.” (Pg 6). It laid the groundwork for dealing with: land use, zoning, traffic, transportation, housing, urban design, neighborhood facilities, the environment, and economic development. Many of this Plan’s recommendations have been directly or indirectly incorporated into the subsequently adopted Plans. However, it is important to cite a few of the applicable Plan recommendations to further support the narrative of this review and tie the consistency of all applicable Plans together.

Traffic and Transportation Action Recommendation T-10: “Support light rail in the southwest corridor and promote access to it.” (Pg 18).

Justification: Since this Plan was written and adopted, the Evan Station (completed in 2000) has come to fruition; having a major effect on the neighborhood. With all of the subsequently adopted Plans encouraging increased residential density near transit, re-zoning to G-MU-3 is consistent with this recommendation.

Housing Action Recommendations (Pg 23): There are no specific housing action recommendations applicable to the proposed Zone Map Amendment because this Plan was written and adopted long before the current Plans were adopted, and there was a different attitude toward re-development in this area of the neighborhood. At that time, the Plan recommendations encouraged property owners to rehabilitate, improve, and maintain their homes and properties. However, this area of the neighborhood is recently experiencing substantial change, subsequent to the City’s adoption of recent Plans and the New Zoning Code in 2010.

Justification: In recent years, many new multi-unit developments are filling up the block on Delaware Street. The larger TOD District within the ½-mile radius of the Evans Station has seen many new urban infill projects, including duplexes, tandem homes, and accessory dwelling units (ADUs), while maintaining the traditional neighborhood character and building scale. Therefore, re-zoning to G-MU-3 is consistent with the substantial change that is occurring.

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Neighborhood Facilities and Neighborhood Improvements Action Recommendation NFI-4: “Encourage participation in the residential street beautification programs provided by the City for trees, sidewalks, handicapped ramps, and entrywalks...” (Pg 31).

Justification: Re-zoning to G-MU-3 is consistent with this recommendation because improvements required by Denver Public Works for any new development will include trees, new sidewalks, new handicapped ramps along the front of the proposed Project on South Cherokee Street along the side south side of West Evans Avenue. Additional lighting will also be required along the south side of West Evans Avenue. Hopefully, this will encourage residents on South Cherokee Street to take advantage of City beautification programs.

UNIFORMITY OF DISTRICT REGULATIONS AND RESTRICTIONS (DZC 12.4.10.7.B): Approval of the proposed Zone Map Amendment to District G-MU-3 will result in the uniform application of building form, use, and design regulations. The Property, once redeveloped, will adhere to all applicable regulations on building height, siting, design elements, and pedestrian access. The proposed Zone District is consistent with and reinforces the uniform application of Zone Districts as well as the designated purpose of the Zoning Map to help shape future development to align with distinct but uniform City planning goals.

PUBLIC HEALTH, SAFETY, AND GENERAL WELFARE (DZC 12.4.10.7.C): Approval of the proposed Zone Map Amendment will further the public health, safety, and welfare by implementing the City’s adopted land use policies. Re-development of the Property pursuant to the Zone Map Amendment will continue to advance public policy priorities of the City identified for this area of the City.

ADDITIONAL REVIEW CRITERIA (DZC 12.4.10.8): In addition to the General Review Criteria of DZC 12.4.10.7, the proposed Zone Map Amendment satisfies Additional Review Criteria as follows:

JUSTIFYING CIRCUMSTANCES FOR ZONE DISTRICT CHANGE TO G-MU-3 (DZC 12.4.10.8.A): According to this Section, one of five justifying circumstances must exist. In the case of this Zone Map Amendment, Circumstance Number 4.a applies: “Since the date of the approval of the existing Zone District, there has been a change to such a degree that the proposed rezoning is in the public interest. Such change may include: a. Changed or changing conditions in a particular, or in the City generally...”

Changing Conditions: Since planning and construction of the Evans Station, the Neighborhood District has continued to change. The West Evans Light Rail Station Area (Southwest Corridor) - TOD and the South Broadway Commercial Corridor continue to undergo changing conditions consistent with Justifying Circumstance Number 4.a stated above.

- The Evans Station area has experienced significant development. Refer to Photos 1, 3, and 4 in Review Criteria Appendix.
- The Property is ideally located in the Evans Station TOD. It is approximately 300 feet from the Station platform.

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- The Property is also conveniently located just three blocks west of South Broadway, which will promote walkability into the South Broadway Commercial Corridor and increase transit patronage.

CONSISTENCY WITH NEIGHBORHOOD CONTEXT DESCRIPTIONS, ZONE DISTRICT PURPOSE AND INTENT STATEMENTS (DZC 12.4.10.8.B):

Neighborhood Context (DZC 5.1 and 6.1): According to DZC 5.1, the existing “Urban Neighborhood Context is primarily characterized by single-unit and two-unit residential uses...Multi-unit building forms typically include the Row House building form embedded with other residential form types.” Regarding the proposed General (G-) Urban Neighborhood Context, DZC 6.1.1 states in part: “The General Urban Neighborhood Context is characterized by multi-unit residential uses in a variety of building forms...”

- Changing from an Urban (U-) Neighborhood Context to the General (G-) Urban Neighborhood Context is consistent with the intent of the adopted Plans to increase housing density without negatively impacting the existing urban neighborhood.
- The proposed Zone Map Amendment allows for a General (G-) Urban Neighborhood District transition area to be developed between the existing urban neighborhood (U-RX-2.5) to the south and east and the existing urban center neighborhood (C-MX-5) to the west.

Zone District Purpose (DZC 5.2.2.1.A and 6.2.2.1.A): According to DZC 5.2.2.1.A, the purpose of the existing Urban (U-) Neighborhood District is “to promote and protect residential neighborhoods within the character of the Urban Neighborhood Context. These regulations allow for some multi-unit districts, but not to such an extent as to detract from the overall image and character of the residential neighborhood.” Regarding the proposed General (G-) Urban Neighborhood District, DZC 6.2.2.1.A states in part that the purpose of the District is “to promote and protect higher density residential neighborhoods within the character of the General Urban Neighborhood Context” and “allow for multi-unit districts with a variety of building forms.”

- In addition to the allowed urban residential uses, the proposed Zone Map Amendment will allow a mixture of housing types and density, including but not limited to: row houses, stacked flats, and low-rise apartments up to 3 stories tall.

Specific Intent (DZC 5.2.2.2.Q and 6.2.2.2.B): According to DZC 5.2.2.2.Q, the existing Urban Row House 2.5 (U-RH-2.5) District “is a multi unit district that allows up to a two and a half story rowhouse building form.” The current District limits development on the Property to a maximum of six rowhouses. Regarding the proposed Zone District, DZC 6.2.2.2.B states: “G-MU-3 is a multi unit district allowing urban house, duplex, row house, garden court, and apartment building forms.” The tallest building forms at three stories can be built to a maximum height of 40 feet, but they can also be 12 feet higher with roof enclosures or rooftop decks.

- The current U-RH-2.5 District in this location limits development of the Property, and most likely will result in the two existing homes becoming harder and harder to rent and maintain. Based on the DZC and design studies, development of more than 4 or 5 rowhouses is unlikely, and this is not the highest and best use of the land.
- Current zoning only allows one-story construction at the alley even though the buildings to the west of the shared alley are allowed to be up to 5 stories tall.

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- Row houses seem too suburban for the urban scale of the neighboring structures, and the heavy rail infrastructure also nearby.
- Based on building form requirements and differing parking requirements for the G-MU-3 District, the Concept Site Plan suggests that 20 apartments can be built.
- The Evans Station Area Plan supports increased density and taller buildings up to 3 stories along the south side of Evans Avenue.
- The proposed Zone Map Amendment from Zone District U-RH-2.5 to G-MU-3 will help reinforce the visibility of station area context and transitions the building heights and intensity from the C-MX-5 District to the west. This transitional area fits nicely into the urban neighborhood (Zone District U-RH-2.5) east and south of the Property consisting primarily of duplexes nearby and single-family properties further to the south.
- The G-MU-3 District also transitions well with the I-A/UO-2 District north of Evans Avenue, which is currently undergoing major changes as evidenced by recent Zone Map Amendments to C-RX-8 and C-MX-5.

SITE-SPECIFIC EXISTING CONDITIONS AND DESIGN CONSTRAINTS: There are two specific existing context concerns that the proposed Zone Map Amendment will help to address, the Harvard Gulch Floodplain and Evans Bridge improvements.

Harvard Gulch Floodplain: The west side of the Property (approximately 35% to 50%) is in the Harvard Gulch Floodplain. The 100-year floodplain will have to be mitigated by raising the lowest habitable floor level above the Flood Protected Elevation (FPE); preventing the construction of habitable basements. Increasing the intensity of residential uses in a new re-development of the Property will help to spread the costs of floodway and drainage mitigation over more dwelling units and a larger project. The existing zoning district building form height restrictions makes any improvements less economically feasible.

Evans Bridge Improvements: The Evans Station Area Plan identifies the Evans Bridge an item of concern (Land Use and Urban Design Recommendation 9) in regard to “safety and aesthetics of the neighborhood particularly on and around the Evans Bridge and the light rail station.” The row house building form consistent with the U-RH-2.5 District is dwarfed by the more than 20-foot-high Evans Avenue Bridge to the north, and the larger warehouse-styled Evans Station Lofts apartment building to the west. The bridge is not likely to be replaced in the near future. However, “redevelopment of the properties along Evans” in accordance with G-MU-3 District criteria “will help address some of these concerns through improved building orientation, streetscapes and urban design.”

CONCLUSION: The General and Additional Review Criteria presented above make the case for the proposed Zone Map Amendment. Since the adoption of the Overland Neighborhood Plan in 1993 and development of the Evans Station, conditions in this area continue to change; demonstrating consistency with the strategies and recommendations referenced above from the adopted Plans.

TRANSIT-ORIENTED DEVELOPMENT (TOD): As stated above, the Evans Station Area Vision Statement uses the fundamental principles of TOD as a foundation for guiding development in this Area. The Property’s location inside the Evans Station TOD (approximately 300 feet from the station platform)

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makes it an ideal location for the type of development along the south side of Evans Avenue envisioned by the Evans Station Area Plan and Blueprint Denver 2019. The City of Denver has taken a significant leadership role in implementing TOD, and this is probably the most compelling reason to rezone the Property. In addition to the consistencies with the adopted Plans listed above, the proposed Map Amendment specifically addresses the five guiding principles of Denver's TOD Strategic Plan (quoted from page 8 of the Evans Station Area Plan and responded to) as follows:

“Place Making: Create safe, pleasant, varied and attractive station area with a distinct identity.” Development of increased housing density in this location provides a transitional area that contributes to the creation of the area envisioned by the Plan.

“Rich Mix of Choices: Provide housing, employment, transportation and shopping choices for people of all ages, household types, incomes and lifestyles.” Provision of increased density, multi-unit housing adds another significant choice.

“Location Efficiency: Place homes, jobs, shopping, entertainment, parks and other amenities close to the station to promote walking, biking and transit use.” This is a very significant location for increased density housing. It will certainly promote walking, biking, and transit use including multimodal transportation options in all directions.

“Value Capture: Take full economic advantage of the amenities associated with enhanced transit services.” Living near multi-modal transportation opportunities may make it possible for households to save on transportation expenses and use that money for other things including a larger apartment, continuing education, travel, and discretionary purchases.

“Portal to the Region: Understand and maximize the station's role as an entry point to the regional transit network and as a safe, pleasant and private place to live.” Maximizing the Station's role requires that the area surrounding it has all the amenities of a neighborhood center. Multiple types of housing choices in a TOD area is a key component to making this a reality.

PROPOSED ZONE DISTRICT AND BUILDING FORM: The G-MU-3 District and the Multi-Unit Apartment building form are an excellent prototype for gradually increasing the housing densities in transit-rich neighborhoods in a way that blends well with existing neighborhoods. The three-story apartment building form, has great tradition in Denver's urban neighborhoods, including Capitol Hill, Poets Row, Uptown. This is an appropriate way to distribute housing density without disrupting the historical neighborhood character.

NEIGHBORHOOD CENTER: Every neighborhood needs a center, and the Evans Station area is not only connected to the City, but it also has the potential to be a hub of neighborhood activity fueled by more residents and more places of interest. Increasing rooftops near the station will give the area around the Subject Property greater visibility and reinforce the mixed uses on South Delaware Street at the Evans Station. It is also a link to the areas further north in the old industrial districts that are experiencing transformation. Station visibility will be enhanced, and that will benefit the entire network with increased ridership.

CITY INFRASTRUCTURE: The area stands to benefit from long-range investments which have or will increase access to recreational opportunities. The 2017 Denver bonds approved funding for a pedestrian-bicycle bridge over Santa Fe Drive at Jewell, just a few blocks north from the Subject Property's location. The bridge will improve access to public amenities such as Ruby Hill Park's newly constructed amphitheater; the South Platte waterway; and Overland Golf Course, where cultural and

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music festivals are being staged. It's time to create more housing nearby so people can enjoy these public investments.

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REVIEW CRITERIA APPENDIX

Photo 1 - Development on South Delaware South of Evans Station Lofts	Page 17
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Photo 1 - Recent Development on South Delaware South of Evans Station Lofts: Delaware Street was zoned C-MX-5 in 2010, but there was almost no market for market-rate apartments or other station area retail. RTD Light Rail alone could not generate new business where there were not enough roof-tops already. In 2014, The Evans Station Lofts were completed as affordable subsidized rental housing. In recent years, the area has changed substantially with many new multi-unit developments filling up the block on Delaware Street. The Evans Station Area Vision Statement uses fundamental principles of Transit Oriented Development (TOD) as a foundation and contributes to “Denver’s success in implementing the *2006 Transit-Oriented Development Strategic Plan*: ‘Enhance the Evans Station area’s sense of place by creating a vibrant and sustainable urban neighborhood that encourages people to live and work; invites businesses to thrive; allows people to comfortably walk, bike, or use transit to access local services and attractions; and maintains the residential character of the surrounding community.’ ” (Evans Station Area Plan, Pg ix).

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Photo 2 - Subject Property: The Property for which the Zone Map Amendment is being proposed consists of five lots occupied by two older single-family homes close to the end of their useful economic lives. The property is located on the western side of South Cherokee Street at the north end of the block adjacent to the West Evans Avenue Service Road and the West Evans Avenue Bridge.



Photo 3 - Subject Property: The Evans Station Loft Apartments, a significant, multi-unit housing project in the adjacent C-MX-5 District is directly across the alley to the west.

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Photo 4 - Development on South Cherokee Street North of Evans: More intense developments of 5 to 8 stories is under construction or in the planning stages north of Evans Avenue extending north to Mississippi.



Photo5 - Development on South Cherokee Street North of Evans: In 2018 and 2019, parcels have been re-zoned to C-RX-8 and C-MX-5 on South Cherokee Street north of the Evans Bridge.