



Title of Document: Pena Station North - LARGE DEVELOPMENT FRAMEWORK

Subject Properties: 7151 N. Tower Road, 6951 N. Yampa Street, 6951 N. Yampa Street MISC, 7003 N. Tower Road, 17671 E. 64th Ave, 17671 E. 64th Ave MISC, 6609 N. Yampa Street and 6699 N. Yampa Street.

City Project No.: 2021-PM-0000738

Property Legal Description: See Attachment 1

SUBJECT PROPERTY OWNER:

DIBC Commercial LLC, DIBC Hotel Conference, LLC (Fulenwider), Denver International Business Center Metropolitan District No.1
1125 17th Street, Suite 2500
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shall be applicable to all owners, successors and/or assigns until such time as this document is formally amended or withdrawn pursuant to DZC Section 12.4.12.

Peña Station North - 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 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:	Owner:	Owner:	Owner:
LC Fulenwider, Inc.	DIBC Commercial LLC	DIBC Hotel Conference, LLC	Denver International Business Center Metropolitan District No. 1
Mark Throckmorton 1125 17 th Street, Suite 2500 Denver, CO 80202	Ferdinand L Belz, President 1125 17 th Street, Suite 2500 Denver, CO 80202	Ferdinand L Belz, President 1125 17 th Street, Suite 2500 Denver, CO 80202	Ferdinand L Belz, President 8390 E. Crescent Parkway, Suite 300 Greenwood Village, CO 80111

III. LDR Boundary

The 83.7-acre site is located west of Tower Road, north of Dogwood Gulch and south and east of the A-Line commuter rail. The project addresses include 7151 N Tower Road, 6951 N Yampa Street, 6951 N Yampa Street MISC, 7003 N Tower Road, 17671 E 64th Ave, 17671 E 64th Ave MISC, 6609 N Yampa Street and 6699 N Yampa Street. The LDR boundary graphically represented below and detailed in [Attachment A – Applicant Summary & Legal Description](#).



Figure 1 – LDR Boundary

IV. Project Information

A. Overview

The property owner is requesting to rezone the properties from C-MU-30, C-MU-20, and C-MU-10 zoning to S-MX-8. This will allow a similar mix of uses that the current existing zoning with waivers and conditions allows, while also allowing the property to conform to the new form-based zone code per recommendations in the adopted Far Northeast Plan. The proposed rezone will position the property for future development, allowing for a seamless process for future development.

Proposed land uses for the LDR area are primarily employment related office and commercial uses, with some allowance for retail and hospitality uses near Tower Road. Since this area is located within the Airport Influence Overlay (AIO) of the Denver International Airport Zone

District, residential uses are not included in the proposed LDR/rezone area. All individual development project designs will be reviewed by the Pena Station North Architectural Design Review Committee to make sure architecture and SDPs are complementary to the Pena Station North architectural theme and adhere to the new zone code and City development review policies.

The property is currently zoned C-MU-10 WVRS*AIO, C-MU-20 WVRS*AIO and C-MU-30 WVRS*AIO.

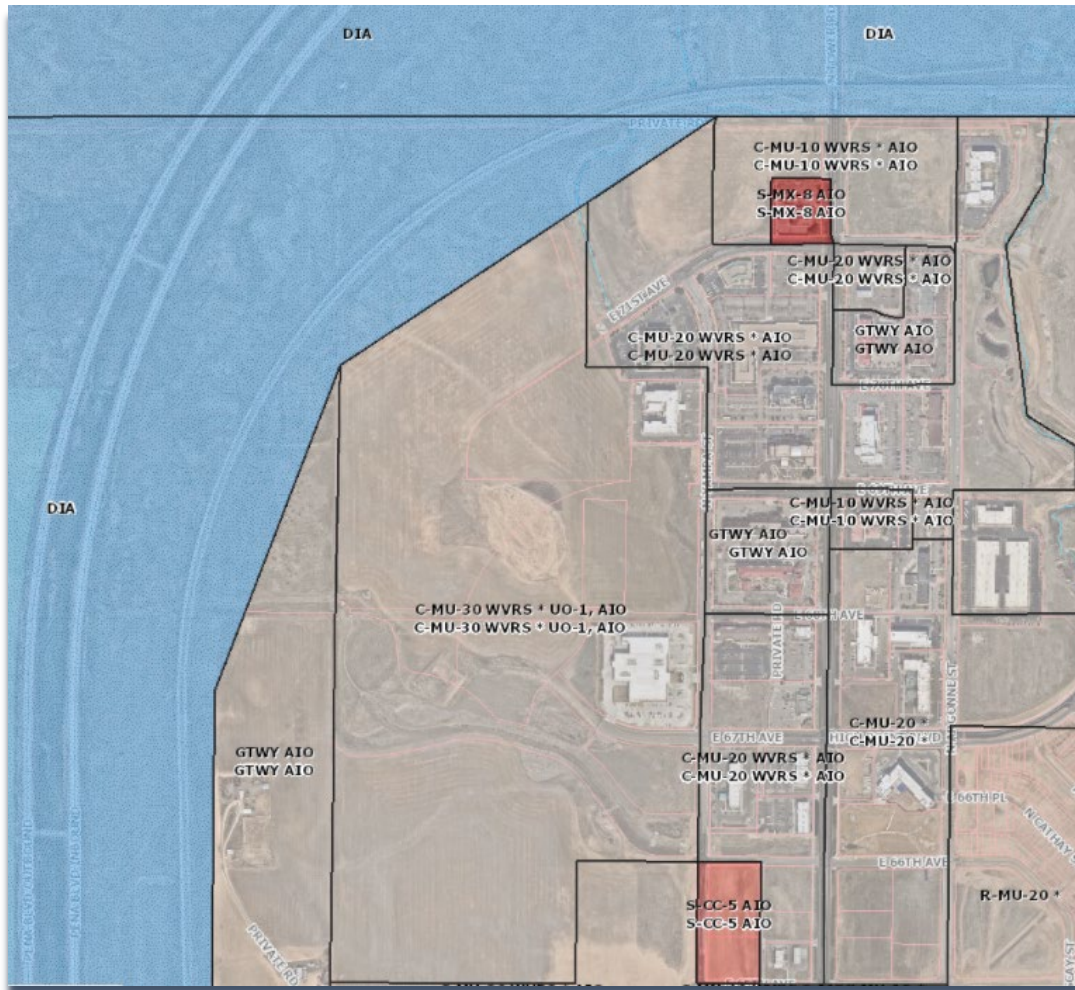


Figure 2 – Existing Zoning

B. Site Context

Positioned in the DIA Neighborhood, the 83.7-acre site is located within the larger Pena Station North, a master planned community including commercial, retail, hotel and mixed-use development located north of 64th Avenue, west of Tower Road, east and south of Pena Boulevard and the A-line rail.

Pena Station North is north-of and complementary-to the Pena Station Next master planned development at the 61st and Pena transit community and west of the existing Highpoint master planned community. Pena Station North has already distinguished itself with multiple

existing commercial office, retail, restaurant, and hotel options in the Far Northeast. There is an existing open space drainage channel located along the southern and western edge of the property that releases into the Blue Grama/First Creek drainage basin and a drainage channel located on the northern end of the property which releases into the second creek drainage basin.

C. Development Concept

Zoning and Land Use

This zone change allows for flexibility in development densities based on changing market conditions. It is anticipated that primary land uses will be commercial in nature (mix of office, light manufacturing/assembly), with secondary land uses on portions or all of Block 1 that may include retail and hospitality. Total site development capacity is anticipated to yield up to 2.3 million square feet based on zoning requirements.

Transportation

- The plan proposes to make the following street connections:
- Connection of Telluride Way to 71st Street, allowing for the future connection of Telluride to 64th
- Connection of 67th Avenue to Telluride Way
- Connection of Uravan Street to Dogwood Gulch, allowing for the future connection to 64th
- Connection of Yampa Street to proposed trailhead north of 71st
- The plan does not anticipate the construction of 72nd Street.
- The plan accounts for the following bicycle and regional trail connections:
 - On-street bicycle facilities on 67th Street and Yampa Street, per Far Northeast Neighborhood Plan recommendations
 - A regional recreation trail facility along Dogwood Gulch
 - Connection to a future regional recreation trail facility adjacent to the north and the west of project boundaries

Parks and Open Space

The Peña Station North LDR anticipated providing open space in excess of the 10% required set-aside (7.73 acres of 71.05 total developable acres). Open space is concentrated along and near Dogwood Gulch to maximize the recreational use and natural/wildlife habitat of this historic channel. Additional open space is provided adjacent to an existing drainage channel in the northeast area of the property, including a portion of an adjacent Xcel high-pressure gas line easement. Open space is located to maximize the distant views that are a hallmark of the Far Northeast neighborhood, as well as to protect and enhance and the natural qualities of Dogwood Gulch.



LAND USE AND DEVELOPMENT CAPACITY SUMMARY

BLOCK	SITE AREA (AC)	POTENTIAL LAND USE(S)	DEVELOPMENT CAPACITY (SF)
1	11.02	RETAIL, HOSPITALITY, COMMERCIAL	204,250
2	3.94	OFFICE, COMMERCIAL	242,333
3	18.78	OFFICE, COMMERCIAL	893,000
4	20.80	OFFICE, COMMERCIAL	742,000
5	1.76	OFFICE, COMMERCIAL	40,000
6	3.53	OFFICE, COMMERCIAL	89,333
7	3.49	OFFICE, COMMERCIAL	70,600
TOTALS	63.32		2,281,516
OS 1	1.30		
OS 2	1.58		
OS 3	0.31		
OS 4	2.91		
OS 5	1.63		
TOTALS	7.73	Note: Open Space acreage does not include detention, water quality, or 10-year flood conveyance infrastructure	

Figure 3 – Concept Plan

Drainage and Infrastructure

The Peña North LDR area is tributary to one of two major drainageways; Dogwood Gulch to the south, which feeds into the Blue Grama/First Creek drainage system, and the west fork of Second Creek to the north. The west fork of Second Creek has an existing online regional water quality and detention pond which will service the LDR area. No improvements to the existing pond are anticipated. A new water quality and detention facility is proposed within the northwest corner of the LDR area to service a portion of Block 3. This facility conforms with the City of Denver Master Drainage Plan.

Dogwood Gulch has existing offline water quality ponds that service the southern portion of the LDR area. There is an existing interim online regional detention pond within Dogwood Gulch that will continue to service the LDR south area. This pond will be converted to its ultimate configuration when warranted by development.

Stormwater conveyance infrastructure will be located within local roadways where it will convey stormwater to its applicable receiving tributary.

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
- Complete Streets Design Guidelines
- Denver Parks and Recreation Game Plan
- Housing an Inclusive Denver
- Far Northeast Area Plan
- Denver International Business Center Filing 3, 5, 7, 8 & 9 Subdivision Plats
- Denver International Business Center Filing 3, 5, 7, 8 & 9 Drainage and Sanitary Studies
- Denver International Business Center General Development Plan 1 and 2
- Denver Gateway Urban Design Standards and Guidelines

Plan guidance highlights include the following goals and principals:

Blueprint Denver

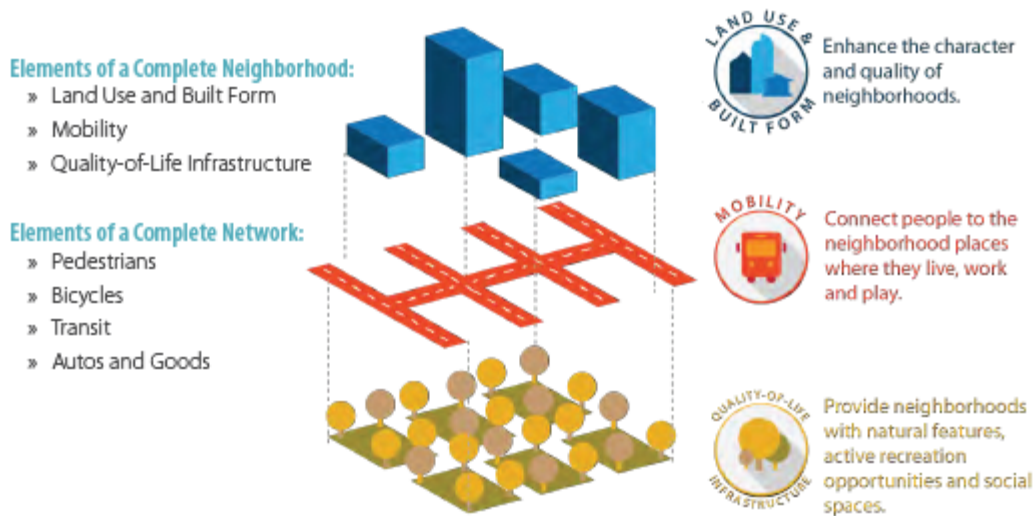
1. **Blueprint Denver Future Neighborhood Context: Suburban**
 - a. Suburban Neighborhood context represents the most varied development in Denver's neighborhoods. Commercial development is focused along main corridors and centers bordering residential areas. Although this context is more auto-oriented than others, there should still be quality multimodal connectivity.

2. **Blueprint Denver Future Place Type: Community Center**
 - a. Community centers typically provide some mix of uses to accommodate local needs.
 - b. There are a mix of larger and smaller scale buildings, some setback from the street to accommodate parking.
 - c. Building heights in the Community Center are generally up to 5 stories and transitions occur gradually within the center out to the surrounding residential areas.
3. **Blueprint Denver Growth Area: Community Centers and Corridors**
 - a. Regional centers and community centers and corridors should attract almost two-thirds of all new jobs and half of new households. While many existing and future regional centers already have high quality, frequent transit service, a critical component of the growth strategy's success will be to coordinate the development of transit-supportive land uses in community centers and corridors as transit capital investment corridors identified in *Denver Moves: Transit* are implemented. Focusing growth in centers and corridors helps to provide a variety of housing, jobs and entertainment options within a comfortable distance to all Denverites and is a key element of building complete neighborhoods throughout Denver.
4. **Blueprint Denver Modal Priority: 72nd Street for Bicycles and Pedestrians**
 - a. 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. Both 71st and 72nd are bicycle and pedestrian priority streets.

The Far Northeast Area Plan:

Overview: The proposed commercial uses are generally consistent with the Far Northeast (FNE) Area Plan guidance in a number of areas including placetype, connectivity and overall density. Highlights from the FNE Area Plan:

- **2.1.1 – Complete Neighborhoods**
 - a. Residents identified affordable housing and *job creation* as high priorities to address as the area continues to grow and develop.



Far Northeast Area Plan - Complete Neighborhood Network Diagram

- **2.1.4 – Future Places**
 - a. LU-16: Rezone Former Chapter 59 properties into the Denver Zoning Code.
 - b. LU-17: Support employment growth in Far Northeast.
 - c. LU-18: Cater economic development strategies to the unique opportunities of specific areas.
- **2.1.5 – Building Heights**
 - a. Recommended Maximum Building Height Map: The recommended building height is 8 stories.
- **2.3.6 – Natural Environment**
 - a. 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.
 - b. Instead of using pipes and concrete channels (gray infrastructure) to convey stormwater, green infrastructure uses the natural retention and adsorption capabilities of vegetation and porous soils to collect and treat stormwater runoff.
 - c. 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.
 - d. In addition to improving stormwater quality, green infrastructure has many co-benefits, including reducing flood risks, reducing the urban heat island effect, improving air quality, increasing biodiversity and habitat, and increasing green and open space.
 - e. Ongoing evaluation of water quality in this area is important as future development may contribute to decreased water quality. This means designing communities to preserve natural features and drainageways, integrate low-impact development, mitigating water

quality on-site prior to releasing water into the system, and taking advantage of opportunities to retrofit old infrastructure to make it greener.

- **3.3.5B – Create a Variety of Centers Throughout the DIA Neighborhood**

- a. DIA-5. DIA Neighborhood: Community and regional centers- streets and connectivity.
 - i) 5.1. Extend the street grid into greenfield areas as shown on the Future Streets Map
 - ii) 5.2. Further subdivide the street grid to avoid creating superblocks, and promote a pedestrian-oriented street grid.
 - (1) Maximum block size should not exceed 550 feet. The desired block size dimension is an average of 400 feet.
 - (2) Collaborate with Public Works to ensure sufficient road capacity and hierarchy on the future street network.
- b. DIA-6. DIA Neighborhood: community and regional centers- land use.
 - i) 6.1. Leverage the availability of undeveloped land in this area to attract desired uses.
 - (1) Pursue opportunities for corporate headquarters and other job-intensive uses.
- c. DIA-7. DIA Neighborhood: community and regional centers- urban design.
 - i) 7.1. Build on topography by using natural streams and runoff as areas for green corridors, recreational uses, and trails.
 - (1) New development should aim to create a physical connection that integrates the Rocky Mountain Arsenal National Wildlife Refuge trails and adjacent communities in Aurora.
 - (2) Connect the east and west sides of Peña Boulevard through green corridors that enhance nature trails with pedestrian and bicycle connections.
 - (3) At strategic locations, enhance trails to serve as parks and focal features of residential communities.
 - (4) Enhance green corridors where they intersect major roadways to create trailheads or signature gateways into the community.
 - ii) 7.2. Building heights and transitions:
 - (1) Establish the maximum height of buildings within community centers at 5-8 stories, and regional centers at 8-12 stories as shown on the Recommended Maximum Building Heights Map.
 - (2) Reduce building heights as needed to ensure compatibility with adjacent uses.
 - (3) Step down to a maximum of 3 stories in areas adjacent to low or low-medium residential uses or places.

VI. Equity Analysis

A. Overview

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. 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.

C. How do we measure Equity?

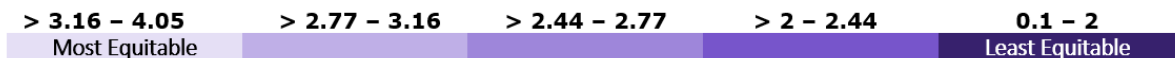
Equity is measured using three concepts: Access to Opportunity; Vulnerability to Displacement; and Housing and Jobs Diversity. Each equity concept is measured using multiple metrics for example Access to Opportunity score measures Social Determination to Health, Built Environment, Access to Healthcare,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

D. 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: 2.78
- 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

E. 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



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

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



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



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

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.

I. 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.

J. Equity Scores for Peña Station North

The conclusion of the analysis points to the need for improved access to opportunity and the need for more job diversity. While additional housing cannot be constructing in this location, land use changes on the site should strive to benefit the neighborhood with access to entertainment, fresh food, education, jobs and open space without furthering involuntary displacement.

K. Equity Response

The LDR Application Equity Response identifies key project concepts that will help achieve equity, mostly related to access to opportunity and job diversity. The applicant intends to provide more open space than required by the LDR process and implement the street grid envisioned in the Far Northeast Area Plan which will enhance access to transit and improve the built environment. As the site is anticipated to primarily serve as employment, the job metrics will likely become more diverse as development occurs. Overall, the equity response provided will help minimize inequities in the surrounding area and help foster the creation of a complete neighborhood. As future users of the site are identified, it will be important to revisit the equity analysis to explore additional commitments that guarantee development is closely aligned with needs of the neighborhood and remains inclusive. [See 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) Rezoning is proposed and at the time of this LDF, the applicant is working with Planning Services to identify the most appropriate zone district for the project.
- b) The project is generally consistent with the Far Northeast Area Plan recommendations for:
 - a. Supporting employment growth
 - b. Rezoning to the Denver Zoning Code
 - c. Supporting a community center

- c) Opportunities to improve consistency with the FNE area plan include:
 - a. Developing a mobility network and managing the creation of super blocks
 - b. Developing a system wide approach to sustainability and resiliency
 - c. Contributing to park and open space in a systematic way that improves the system as a whole.
- d) Additional work is needed to create a meaningful sizable open space contributes to parks and recreation in FNE. Open space should be an organizing element, supported by the DSGs, for development rather than an afterthought. The DZC and the Subdivision Rules and Regulations will need to be satisfied.

Transit Oriented Development

- a) A qualified consultant can provide help in this regard, but elements that the project should consider as part of a TDM program include the following:
 - a. RTD EcoPasses as an employee benefit (employer can determine the level of subsidy), combined with a shuttle-bus system (or partnership with RTD) to fetch and return shift-workers to 61st & Peña Station.
 - b. Ongoing and well-resourced car-pool/van-pool matching program, combined with ideal parking spaces reserved for car-pool/van-pool.

Transportation Services

- a) Overall: As documented in adopted plans, establishing a functional, high quality and flexible mobility network for the area and FNE Denver is a City priority. Although 72nd Avenue will not have a full movement at Tower Road, it will contribute to the network of streets and establish an adapted grid that will support development long into the future.
- b) Existing Adopted Area Plan / GDP (Denver International Business Center) / PBG may be considered for conceptual basis of expansion of public road network.
- c) Incorporate public road grid to best reflect conceptual vision of area plan.
- d) Mobility Study required (scope TBD)
 - i. Identify vehicular impact and recommended mitigations.
 - ii. Evaluate regional connectivity for vehicles, bike and pedestrians.
- e) Public roads
 - i. ROW dedication per standard cross-sections and street classifications as determined by mobility study.
 - ii. Shall be designed and constructed per DOTI standards for ROW construction and the Complete Street Guidelines.
 - iii. Any through streets that connect to public roads shall be made public, too.
- f) Incorporate elements of Denver Moves and Vision Zero into ROW design and construction.

Parks and Open Space

- a) Future applications and subsequent documents per the LDR Framework should make clear how the project continues to satisfy the park and open space requirements per Article 10 of the Denver Zoning Code as well as the Gateway Subdivision Rules and Regulations.
- b) The detention pond and utility access easement, while remaining “open,” do not meet DPR’s standards for acceptable open space and should be noted separately from the required open space on any illustrations and diagrams.
- c) The final open space layout near and along Dogwood Gulch should be coordinated with the floodway/floodplain in the area, and any necessary adjustments should be made to ensure that the waterway is protected and that water quality is addressed outside of the open space.
- d) Any improvements to Dogwood Gulch and the surrounding open space that include vegetation must include a seed/plant mix that is approved by DPR.
- e) Applicant will need to coordinate trail plans and connections with DPR’s Trails Planner.

Department of Housing Stability

- a) The current regulatory environment for the site prohibits residential construction, so there is no need for the applicant to discuss affordable housing options with the Department of Housing Stability (HOST). Rather, HOST staff recommends the applicant review details about the Linkage Fee requirement.

Stormwater and Wastewater

- a) Surrounding infrastructure will be approved under DIBC F10 (2021PM0000255), block development will need to conform with the studies in this filing.

DEN

- a) Additionally, DEN requests further coordination in the design, plans and maintenance of the proposed Regional Recreational Trail.
- b) Regarding proposed open space adjacent to DEN property, DEN requests coordination on the boundary between DEN and proposed open spaces and channels.
- c) Regional detention outflowing onto DEN property will require DEN review and approval.
- d) **For grading on DEN property, a permit and/or license from DEN will be required.**
- e) **For construction on DEN property, a permit and/or license from DEN will be required.**
- f) The proposed development also is within 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) 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.

- a. https://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentnumber/150_5200-33
- g) 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>.
- h) Please be aware that in accordance with 14 CFR Part 77, you must provide notice at least 45 days before the start date of the proposed construction or alteration or the date an application for a construction permit is filed, whichever is earliest. However, we recommend that you file notice 60-90 days before planned construction. The aeronautical study process includes evaluations by various lines of business, and any identified impacts must be resolved before a final agency determination is issued. In addition, the proposal may warrant a 30-day public notice to obtain aeronautical impacts. There is no guarantee that a final agency determination will be issued at the end of 45 days, so the earlier you file, the better. 14 CFR Part 77 does not carry provisions for waivers or exemptions, so there is no way to shorten or bypass this process.

Denver Economic Development & Opportunity (DEDO)

From a DEDO/business recruitment perspective, the Pena Station North 71st/ Tower development, which would include office/commercial space would add value to that area, and provide space for businesses who do not want to locate downtown, need easy access to the airport, and proximity to public transportation.

Sustainability and Climate

- a) 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. City staff can also introduce financial tools such as Property Assessed Clean Energy (PACE) that can assist projects with attaining capital to implement sustainability strategies. Specific items to discuss include:
 - a. Water recovery system.
 - b. Structural roof to support PV panels
 - c. Resiliency in warehousing
- b) 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.

- c) 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.
- d) 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.
- e) 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.

Environmental Quality

The Denver Department of Public Health & Environment (DDPHE) - 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.

If property is to be conveyed to the City and County of Denver from this development, DDPHE requests submittal of a Phase I ESA of the property. Executive Order No. 100 requires adequate environmental evaluation of properties under consideration for acquisition to avoid acquisition of contaminated or impaired property to the extent possible, to ensure proper management of contaminated property when its acquisition cannot be avoided, to protect the public and workers from unsafe exposure to such contamination or other environmental hazards, and to minimize liability to the City from the acquisition of any contaminated property. If recognized

environmental conditions are identified, then a Phase II ESA of the Subject Property should also be provided to DDPHE for review.

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: Currently underway.
- Development Agreement: Not anticipated but if necessary, would be approved concurrently or shortly after the Infrastructure Master Plan.
- Infrastructure Master Plan (scaled to the complexity of the project)
 - Mobility Study
 - Sanitary Sewer Study (update)
 - Water supply capability to the area regarding fire flow requirements
 - Equity Discussion
 - Off-site Improvements
 - Open Space plan, maintenance, and ownership
 - Roadway, bike, and pedestrian network improvements
- GDP Repeal – Repeal existing GDP(s) per the process outlined in Section 12.4.12.19 of the DZC. The repeal of the GDP(s) may occur concurrently with the IMP.
- Subdivision Plat – Based on the dedication of roadways. The Subdivision plat may be submitted once the IMP is substantially complete.
- Site Development Plans – For mobility networks, parks and drainage facilities.

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.

Applications within the Initial Regulatory category must be submitted, reviewed and approved prior to submittal of any application for horizontal or vertical development. Concurrent submittal and review may be permitted upon approval by the Project Coordinator and other development review agencies.

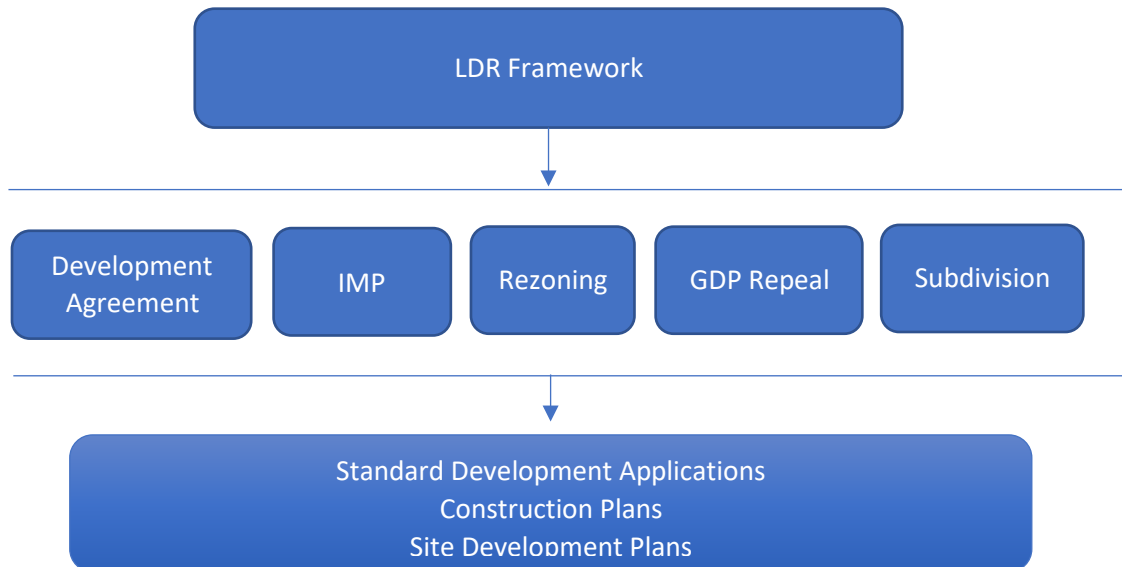
The Vertical Site Development category identifies anticipated applications. Because requirements for site development can vary from one site to another, actual requirements will be determined at the time of concept plan submittal application required as part of Site Development Plan review.

Table 1: Required Applications

Application Type	Prerequisite Application(s)	Approval Authority	Final Action Sequencing
Regulatory Applications and Agreements			
LDR Framework recordation	Rezoning	Development Review Committee	The DRC will approve the LDR Framework but it will be held for recordation until the rezoning is complete
Rezoning	LDR	City Council	Rezoning and GDP Amendment may be review concurrently.
Infrastructure Master Plan (Including Mobility Study)	LDR	Development Review Committee	Final action approval by the Development Review Committee
GDP Repeal(s)	IMP	Development Review Committee	The GDP repeal may be approved after the approval of the IMP
Development Agreement (if needed)	LDR	Development Review Committee or City Council	Final executed agreement to be approved prior to and conditioned upon a successful rezoning.
Horizontal Infrastructure Applications			
Subdivision	Rezoning and Development Agreement	City Council	After initial regulatory final action (listed above)
Stormwater Construction Plan(s)	Subdivision	DOTI	After Subdivision (if required)
Sanitary Sewer Construction Plan(s)	Subdivision	DOTI	After Subdivision (if required)

Application Type	Prerequisite Application(s)	Approval Authority	Final Action Sequencing
Transportation Engineering Plan(s)	Subdivision	DOTI	After Subdivision (if required)
Horizontal Site Plan(s) may be needed	Concurrent with Transportation Engineering Plan	Development Review Committee	Concurrent with Transportation Engineering Plan (if required)

Vertical Site Development Applications			
Site Development Plan(s)	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



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.

Adam Phipps, Executive Director Department of Transportation and Infrastructure	Date
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Allegra "Happy" Haynes, Executive Director Department of Parks and Recreation	Date
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Laura E. Aldrete, Executive Director Department of Community Planning and Development	Date
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XII. Ownership Acknowledgement

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

By: Ferdinand L Belz, President DIBC Hotel Conference, LLC, a Colorado limited liability company By: L.C. Fulenwider, Inc., a Colorado corporation, it's Manager	Date
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By: Ferdinand L Belz, President DIBC Commercial, LLC, a Colorado limited liability company By: L.C. Fulenwider, Inc., a Colorado corporation, it's Manager	Date
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By: Ferdinand L Belz, President Denver International Business Center Metropolitan District No. 1, a quasi-municipal corporation and political subdivision of the State of Colorado By: L.C. Fulenwider, Inc., a Colorado corporation, it's Manager	Date
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L.C. Fulenwider, Inc.
Pena Station North - LDR Application
March 28, 2022

Addresses: 7151 N Tower Road, 6951 N Yampa Street, 6951 N Yampa Street MISC, 7003 N Tower Road, 17671 E 64th Ave, 17671 E 64th Ave MISC, 6609 N Yampa Street and 6699 N Yampa Street.

Applicant: L. C. Fulenwider, Inc., Mark Throckmorton

Owner: DIBC Commercial LLC, DIBC Hotel Conference, LLC (Fulenwider), Denver International Business Center Metropolitan District No.1

LDR Brief:

The subject property is located west of Tower Road, north of Dogwood Gulch and south and east of the A-Line commuter rail. The property is within Council District 11, the DIA statistical neighborhood, the Gateway System Fee Development Area and within the Denver International Business Center Metropolitan District No. 1.

The property is currently zoned C-MU-10 WVRS*AIO, C-MU-20 WVRS*AIO and C-MU-30 WVRS*AIO.

This formal application incorporates plan guidance, staff comments, anticipated outcomes, and input from the community information meeting.

Table of Contents

- **Overview**
- **Site Context**
- **Legal Description**
- **Plan Guidance**
- **Phasing**
- **Zoning and Land Use**
- **Mobility**
- **Open Space**
- **Drainage Infrastructure**
- **Development Concepts – Highlights from Adopted Plans**
- **Equity – Site Equity Scores and Recommended Actions**
- **Sequencing of Regulatory Processes and Approvals**
- **Peña North LDR Community Information Meeting Report**



LDR Boundary

Overview

The Pena Station North LDR submittal is being proposed as the result of a request of the property owner to rezone the property from its current C-MU-30, C-MU-20, and C-MU-10 zoning to S-MX-8. This new zoning is aligned with the vision described in the Far Northeast Neighborhood Plan.

This request is to rezone the proposed area into one new zone code (S-MX-8) category. This will allow a similar mix of uses that the current existing zoning with waivers and conditions allows, while also allowing the property to conform to the new form-based zone code per recommendations in the adopted Far Northeast Plan. The proposed rezone will position the property for future development, allowing for a seamless process for future development.

Proposed land uses for the LDR area are primarily employment related office and commercial uses, with some allowance for retail and hospitality uses near Tower Road. Since this area is located within the Airport Influence Overlay (AIO) of the Denver International Airport Zone District, residential uses are not included in the proposed LDR/rezone area. All individual development project designs will be reviewed by the Pena Station North Architectural Design Review Committee to make sure architecture and SDPs are complementary to the Pena Station North architectural theme and adhere to the new zone code and City development review policies.

Site Context

Positioned as the DIA Neighborhood as described in the Far Northeast Plan, the 83.7-acre Pena Station North LDR is generally bounded by Dogwood Gulch to the south, Tower Road and Yampa Street to the east, and City (DEN) owned land to the north and west. The site is located within the larger Pena Station North, a master planned community including commercial, retail, hotel and mixed-use development located north of 64th Avenue, west of Tower Road, east and south of Pena Boulevard and the A-line rail.

Pena Station North is north of and complementary to the Pena Station Next master planned development at the 61st and Pena transit community and west of the existing Highpoint master planned community. Pena Station North has already distinguished itself with multiple existing commercial office, retail, restaurant, and hotel options in the Far Northeast. The property to be rezoned is located within the Airport Influence Overlay (AIO) and as such no residential uses are allowed. There is an existing open space drainage channel located along the southern and western edge of the property that releases into the Blue Grama/First Creek drainage basin and a drainage channel located on the northern end of the property which releases into the second creek drainage basin.

Legal Description

PROPERTY DESCRIPTION

A PARCEL OF LAND BEING A PORTION OF THE EAST HALF OF SECTION 4, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY AND COUNTY OF DENVER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BASIS OF BEARINGS: THE WEST LINE OF THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, BEING MONUMENTED AT THE NORTH END BY A REBAR WITH BROKEN CAP AND AT THE SOUTH END BY A 3-1/4" ALUMINUM CAP STAMPED "JR ENG LS 38252", BEING ASSUMED TO BEAR S00°43'33"W.

BEGINNING AT THE CENTER QUARTER CORNER OF SECTION 4, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN;

THENCE ON THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 4, N00°43'33"E A DISTANCE OF 1,308.81 FEET, TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF PENA BOULEVARD;

THENCE ON SAID SOUTHERLY RIGHT-OF-WAY LINE, N56°21'08"E A DISTANCE OF 2,376.81 FEET, TO A POINT ON THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 4;

THENCE ON SAID NORTH LINE, N89°47'21"E A DISTANCE OF 610.88 FEET, TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF TOWER ROAD;

THENCE ON SAID WESTERLY RIGHT-OF-WAY LINE, S00°39'59"W A DISTANCE OF 305.35 FEET, TO THE NORTHEASTERLY CORNER OF LOT 2, BLOCK 2, DENVER INTERNATIONAL BUSINESS CENTER FILING NO. 8

RECORDED UNDER RECEPTION NO. 2000036321 IN THE RECORDS OF THE DENVER COUNTY CLERK AND RECORDER;

THENCE ON THE NORTHERLY LINE OF SAID LOT 2, S89°54'46"W A DISTANCE OF 269.00 FEET, TO THE NORTHWESTERLY CORNER OF SAID LOT 2;

THENCE ON THE WESTERLY LINE OF SAID LOT 2, S00°40'00"W A DISTANCE OF 305.00 FEET, TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF EAST 71ST AVENUE;

THENCE ON SAID NORTHERLY RIGHT-OF-WAY LINE, THE FOLLOWING THREE (3) COURSES:

1. S89°54'46"W A DISTANCE OF 42.54 FEET, TO A POINT OF CURVE;
2. ON THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 697.00 FEET, A CENTRAL ANGLE OF 34°02'31" AND AN ARC LENGTH OF 414.12 FEET, TO A POINT OF TANGENT;
3. S55°52'15"W A DISTANCE OF 612.46 FEET, TO A POINT ON THE WESTERLY LINE OF THAT GAS EASEMENT RECORDED UNDER RECEPTION NO. 9700165448;

THENCE ON SAID WESTERLY EASEMENT LINE, S18°50'05"E A DISTANCE OF 598.35 FEET, TO A POINT ON THE WESTERLY LINE OF THAT PROPERTY DESCRIBED IN THE WARRANTY DEED RECORDED UNDER RECEPTION NO. 2017061114;

THENCE ON THE BOUNDARY OF SAID PROPERTY, THE FOLLOWING TWO (2) COURSES:

1. S00°00'00"E A DISTANCE OF 85.58 FEET;
2. N90°00'00"E A DISTANCE OF 373.11 FEET, TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF NORTH YAMPA STREET;

THENCE ON SAID WESTERLY RIGHT-OF-WAY LINE, S00°41'02"W A DISTANCE OF 162.23 FEET, TO A POINT OF CURVE;

THENCE DEPARTING SAID WESTERLY RIGHT-OF-WAY LINE, THE FOLLOWING NINETEEN (19) COURSES:

1. ON THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 30.00 FEET, A CENTRAL ANGLE OF 89°51'33" AND AN ARC LENGTH OF 47.05 FEET, TO A POINT OF TANGENT;
2. N89°27'24"W A DISTANCE OF 5.30 FEET, TO A POINT OF CURVE;
3. ON THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 1,353.50 FEET, A CENTRAL ANGLE OF 22°46'08" AND AN ARC LENGTH OF 537.87 FEET, TO A POINT OF TANGENT;
4. S67°46'28"W A DISTANCE OF 21.90 FEET, TO A POINT OF CURVE;
5. ON THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 1,284.00 FEET, A CENTRAL ANGLE OF 32°28'27" AND AN ARC LENGTH OF 727.75 FEET, TO A POINT OF TANGENT;
6. S35°18'01"W A DISTANCE OF 48.25 FEET, TO A POINT OF CURVE;

7. ON THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 30.00 FEET, A CENTRAL ANGLE OF 90°00'00" AND AN ARC LENGTH OF 47.12 FEET, TO A POINT OF TANGENT;
8. N54°41'59"W A DISTANCE OF 11.00 FEET;
9. S35°18'01"W A DISTANCE OF 80.00 FEET;
10. S54°41'59"E A DISTANCE OF 11.00 FEET, TO A POINT OF CURVE;
11. ON THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 30.00 FEET, A CENTRAL ANGLE OF 90°00'00" AND AN ARC LENGTH OF 47.12 FEET, TO A POINT OF TANGENT;
12. S35°18'01"W A DISTANCE OF 5.00 FEET;
13. S54°41'59"E A DISTANCE OF 68.00 FEET;
14. N35°18'01"E A DISTANCE OF 5.00 FEET, TO A POINT OF CURVE;
15. ON THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 30.00 FEET, A CENTRAL ANGLE OF 90°00'00" AND AN ARC LENGTH OF 47.12 FEET, TO A POINT OF TANGENT;
16. S54°41'59"E A DISTANCE OF 51.35 FEET, TO A POINT OF CURVE;
17. ON THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 460.00 FEET, A CENTRAL ANGLE OF 14°46'08" AND AN ARC LENGTH OF 118.57 FEET, TO A POINT OF TANGENT;
18. S39°55'52"E A DISTANCE OF 220.99 FEET;
19. S37°22'42"E A DISTANCE OF 88.06 FEET, TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF EAST 67TH AVENUE;

THENCE ON SAID SOUTHERLY RIGHT-OF-WAY LINE, THE FOLLOWING TWO (2) COURSES:

1. S44°55'52"E A DISTANCE OF 217.97 FEET, TO A POINT OF CURVE;
2. ON THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 592.00 FEET, A CENTRAL ANGLE OF 15°43'26" AND AN ARC LENGTH OF 162.47 FEET, TO A POINT ON THE WESTERLY LINE OF LOT 1, BLOCK 3, DENVER INTERNATIONAL BUSINESS CENTER FILING NO. 5 RECORDED UNDER RECEPTION NO. 2015112451 SAID POINT BEING A POINT OF NON-TANGENT;

THENCE ON SAID WESTERLY LINE AND ITS EXTENSION, S35°59'27"W A DISTANCE OF 170.88 FEET, TO A POINT OF NON-TANGENT CURVE;

THENCE THE FOLLOWING ELEVEN (11) COURSES:

1. ON THE ARC OF A CURVE TO THE LEFT WHOSE CENTER BEARS S38°18'01"W, HAVING A RADIUS OF 438.45 FEET, A CENTRAL ANGLE OF 19°43'57" AND AN ARC LENGTH OF 151.00 FEET, TO A POINT OF NON-TANGENT;

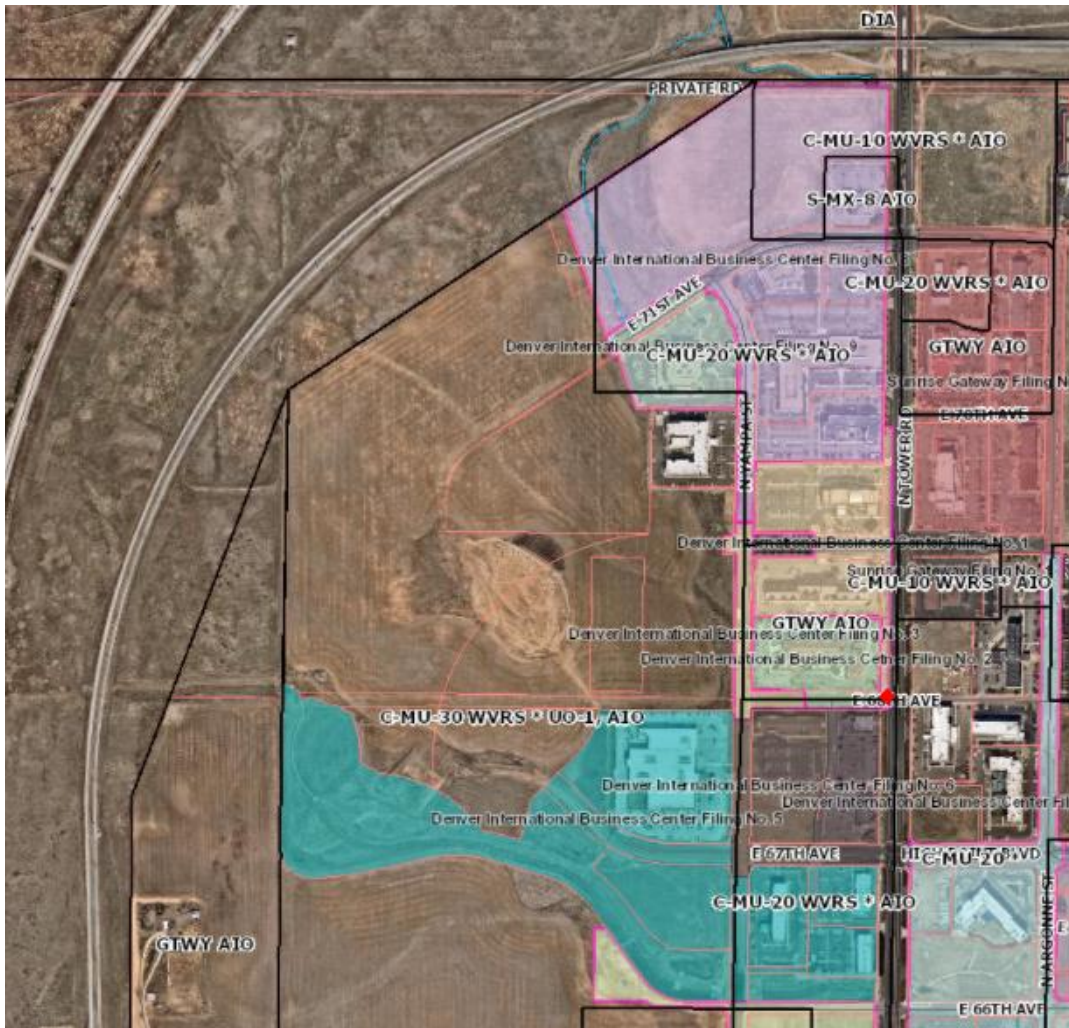
2. N04°44'58"E A DISTANCE OF 6.78 FEET;
3. N23°18'36"W A DISTANCE OF 4.93 FEET;
4. N68°29'04"W A DISTANCE OF 21.00 FEET;
5. S64°57'06"W A DISTANCE OF 5.37 FEET;
6. S38°41'28"W A DISTANCE OF 7.64 FEET;
7. N69°58'57"W A DISTANCE OF 18.41 FEET;
8. N73°17'24"W A DISTANCE OF 238.49 FEET, TO A POINT ON NON-TANGENT CURVE;
9. ON THE ARC OF A CURVE TO THE LEFT WHOSE CENTER BEARS S16°02'31"W, HAVING A RADIUS OF 751.50 FEET, A CENTRAL ANGLE OF 15°55'51" AND AN ARC LENGTH OF 208.95 FEET, TO A POINT OF NON-TANGENT;
10. N89°59'12"W A DISTANCE OF 34.95 FEET;
11. S82°32'25"W A DISTANCE OF 33.39 FEET, TO A POINT ON THE NORTHERLY LINE OF THAT DRAINAGE EASEMENT RECORDED UNDER RECEPTION NO. 9900206327;

THENCE ON SAID NORTHERLY EASEMENT LINE, S78°11'18"W A DISTANCE OF 230.25 FEET, TO A POINT OF NON-TANGENT CURVE;

THENCE DEPARTING SAID NORTHERLY EASEMENT LINE, THE FOLLOWING EIGHT (8) COURSES:

1. ON THE ARC OF A CURVE TO THE RIGHT WHOSE CENTER BEARS N01°59'44"E, HAVING A RADIUS OF 226.62 FEET, A CENTRAL ANGLE OF 110°20'04" AND AN ARC LENGTH OF 436.41 FEET, TO A POINT OF TANGENT;
2. N22°19'48"E A DISTANCE OF 15.06 FEET, TO A POINT OF NON-TANGENT CURVE;
3. ON THE ARC OF A CURVE TO THE LEFT WHOSE CENTER BEARS N64°00'52"W, HAVING A RADIUS OF 131.71 FEET, A CENTRAL ANGLE OF 84°14'49" AND AN ARC LENGTH OF 193.67 FEET, TO A POINT OF NON-TANGENT;
4. N51°06'51"W A DISTANCE OF 13.06 FEET;
5. N34°18'19"W A DISTANCE OF 12.47 FEET;
6. N78°57'13"W A DISTANCE OF 49.34 FEET;
7. N12°13'42"E A DISTANCE OF 88.50 FEET;
8. N76°34'21"W A DISTANCE OF 110.01 FEET, TO THE POINT OF BEGINNING.

CONTAINING A CALCULATED AREA OF 3,646,010 SQUARE FEET OR 83.7009 ACRES.



Existing Subdivision Plats

Plan Guidance

The following adopted plans, studies and/or regulatory programs provide clear and sufficient guidance for this rezone request:

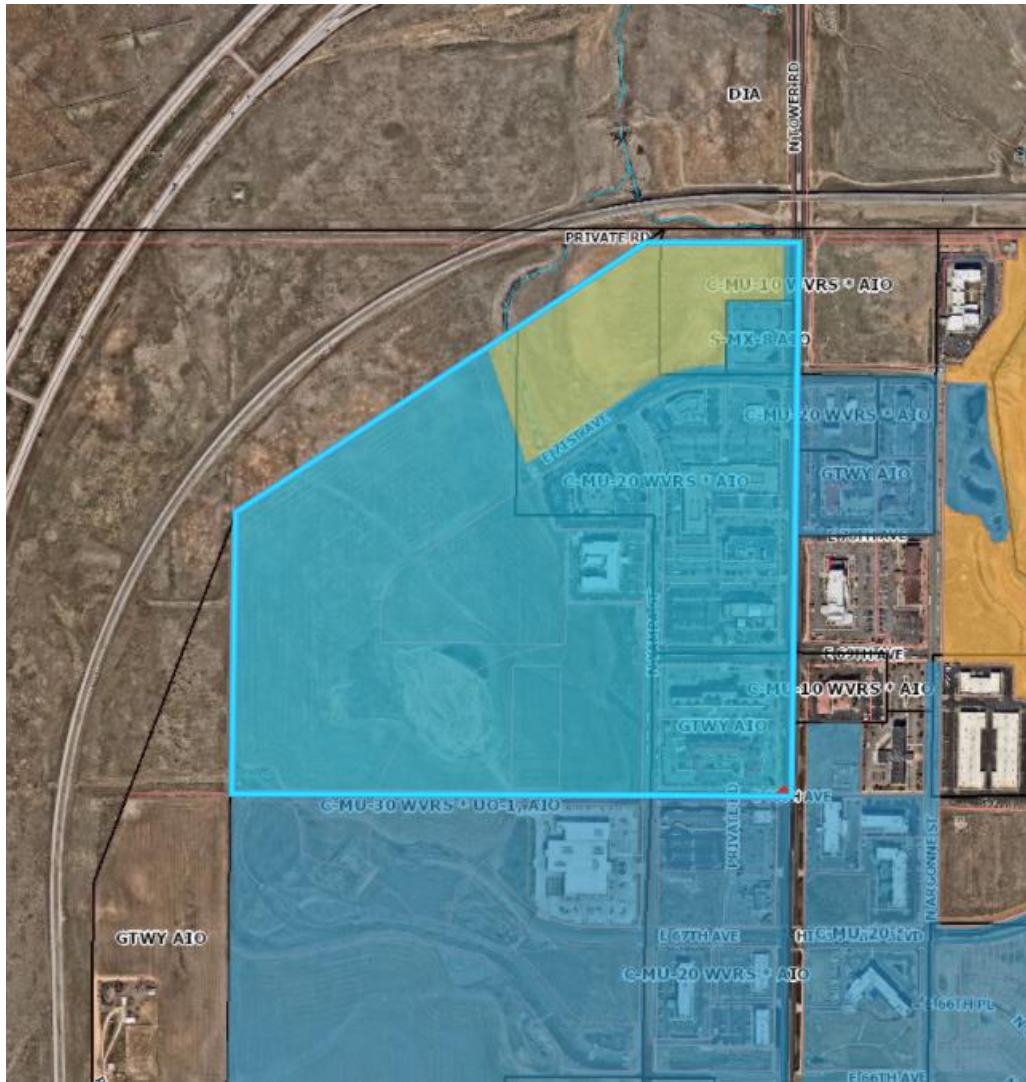
- 2019 Far Northeast Area Plan and Plan Amendment
- Denver Moves: Transit
- Denver Moves: Pedestrians & Trails
- Parks and Recreation Game Plan
- Blueprint Denver

- Comprehensive Plan 2040
- Housing an Inclusive Denver
- Denver International Business Center Filing 3, 5, 7, 8 & 9 Subdivision Plats
- Denver International Business Center Filing 3, 5, 7, 8 & 9 Drainage and Sanitary Studies
- Denver International Business Center General Development Plan 1 and 2
- Denver Gateway Urban Design Standards and Guidelines
- (Current Zoning to be replaced by DZC zone district S-MX-8) CMU 10 with waivers and conditions AIO, CMU 20 with waivers and conditions AIO, CMU 30 with waivers and conditions AIO

Phasing

The following steps outline the projected steps to allow for development of portions of or all of the property:

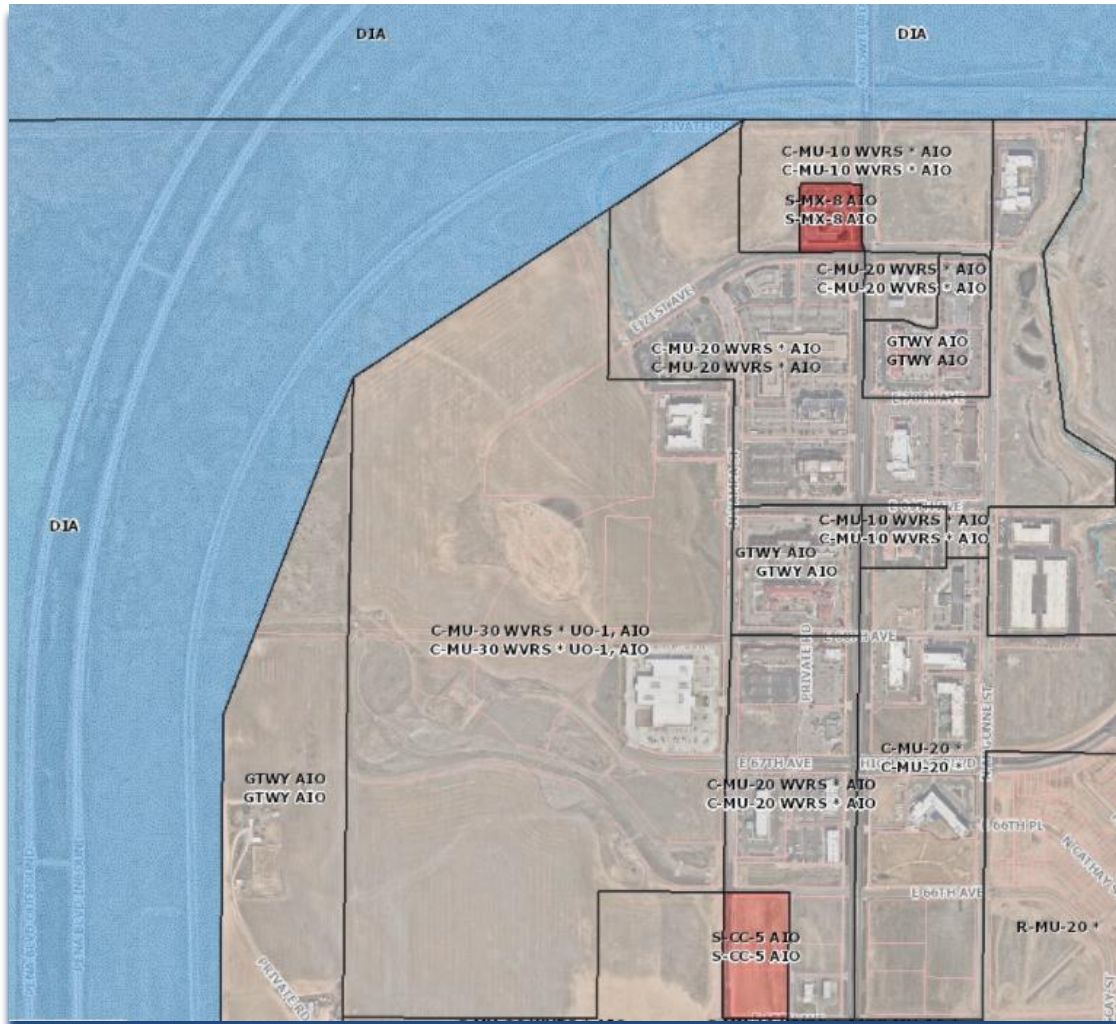
- LDR Framework Plan (record after Rezoning)
- Rezone of the property
- Infrastructure Master Plan (IMP)
- Development Agreement (if needed)
- Repeal GDP
- Zone Lot Amendments or plat/replat as applicable
- SDP for roads and infrastructure
- Specific user SDPs



DIBC GDP No. 1

Zoning and Land Use

This LDR requests a change from existing C-MU-30, C-MU-20, and C-MU-10 zoning on the site to S-MX-8 zoning across the entire property. S-MX-8 zoning is aligned with the Far Northeast Neighborhood Plan and the desire to institute form-based zone code development character within the neighborhood. This zone change allows for flexibility in development densities based on changing market conditions. It is anticipated that primary land uses will be commercial in nature (mix of office, light manufacturing/assembly), with secondary land uses on portions or all of Block 1 (see Application Summary, Pg. 14) that may include retail and hospitality. Total site development capacity is anticipated to yield up to 2.3 million square feet based on zoning requirements.



Ex. Zoning Map

Mobility

The plan proposes to make the following street connections:

- Connection of Telluride Way to 71st Street, allowing for the future connection of Telluride to 64th
- Connection of 67th Avenue to Telluride Way
- Connection of Uravan Street to Dogwood Gulch, allowing for the future connection to 64th
- Connection of Yampa Street to proposed trailhead north of 71st

The plan does not anticipate the construction of 72nd Street for the following reasons:

- Land to the west of the study area north of 67th Street is not owned by the applicant or by any public agency; therefore, future connections south cannot be guaranteed
- No development is anticipated on DEN-owned land adjacent to the northern boundary of this LDR; therefore, 72nd would be an inefficient, one-sided street
- DEN has indicated that they are not willing to pay for the construction of their half of the road
- 72nd cannot follow on an arcing path to connect to 64th because DEN-owned land bisects the route
- 72nd doesn't continue east across Tower Road

- The connection of Telluride to 71st Street is the primary vehicular corridor in the area and will adequately serve the needs of anticipated future development
- Connectivity to the DEN-side of buildings fronting 71st Street can be accomplished with private drives and parking drive aisles
- In lieu of vehicular traffic, a future regional recreation trail is intended to the north and west of the property on DEN property

The plan accounts for the following bicycle and regional trail connections:

- On-street bicycle facilities on 67th Street and Yampa Street, per Far Northeast Neighborhood Plan recommendations
- A future regional recreation trail facility along Dogwood Gulch Open Space
- Connection to a future regional recreational pedestrian and bike trail facility adjacent to the north and the west of project boundaries located on DEN property

Open Space

The Pena Station North LDR anticipates providing open space in excess of the 10% required set-aside (7.08 acres of 70.4 total developable acres). Open space is concentrated along and near Dogwood Gulch to maximize the recreational use and natural/wildlife habitat of this historic channel. In addition to the open space designated in the LDR north of Dogwood Gulch, complimentary open space is planned to the south and east of this project area along the gulch – resulting in a significant open space amenity for the neighborhood. Additional open space is provided adjacent to an existing drainage channel and Xcel easement in the northeast area of the property.

Open space is located to maximize the distant views that are a hallmark of the Far Northeast neighborhood, as well as to protect and enhance and the natural qualities of existing drainage and riparian drainages, including Dogwood Gulch and the regional drainage at the north of the property. While open space calculations do not include detention facilities, conveyance channels or 10-year floodways, the adjacencies and continuity of these facilities to the dedicated open space enhances the amount of meaningful space for habitat protection and natural corridors for human use. The applicant is sympathetic to DEN’s operations and will maintain open space to mitigate impacts of migratory bird populations.

Applicant will continue to work with Denver Parks and Recreation to complete an Open Space and Trail program through the Infrastructure Master Plan process.

Drainage and Infrastructure

The Pena North LDR area is tributary to one of two major drainageways; Dogwood Gulch to the south, which feeds into the Blue Grama/First Creek drainage system, and the west fork of Second Creek to the north. The west fork of Second Creek has an existing online regional water quality and detention pond which will service the LDR area. No improvements to the existing pond are anticipated. A new water quality and detention facility is proposed within the northwest corner of the LDR area to service a portion of Block 3. This facility conforms with the City of Denver Master Drainage Plan.

Dogwood Gulch has existing offline water quality ponds that service the southern portion of the LDR area. There is an existing interim online regional detention pond within Dogwood Gulch that will continue to service the LDR south area. This pond will be converted to its ultimate configuration when warranted by development.

Stormwater conveyance infrastructure will be located within local roadways where it will convey stormwater to its applicable receiving tributary.

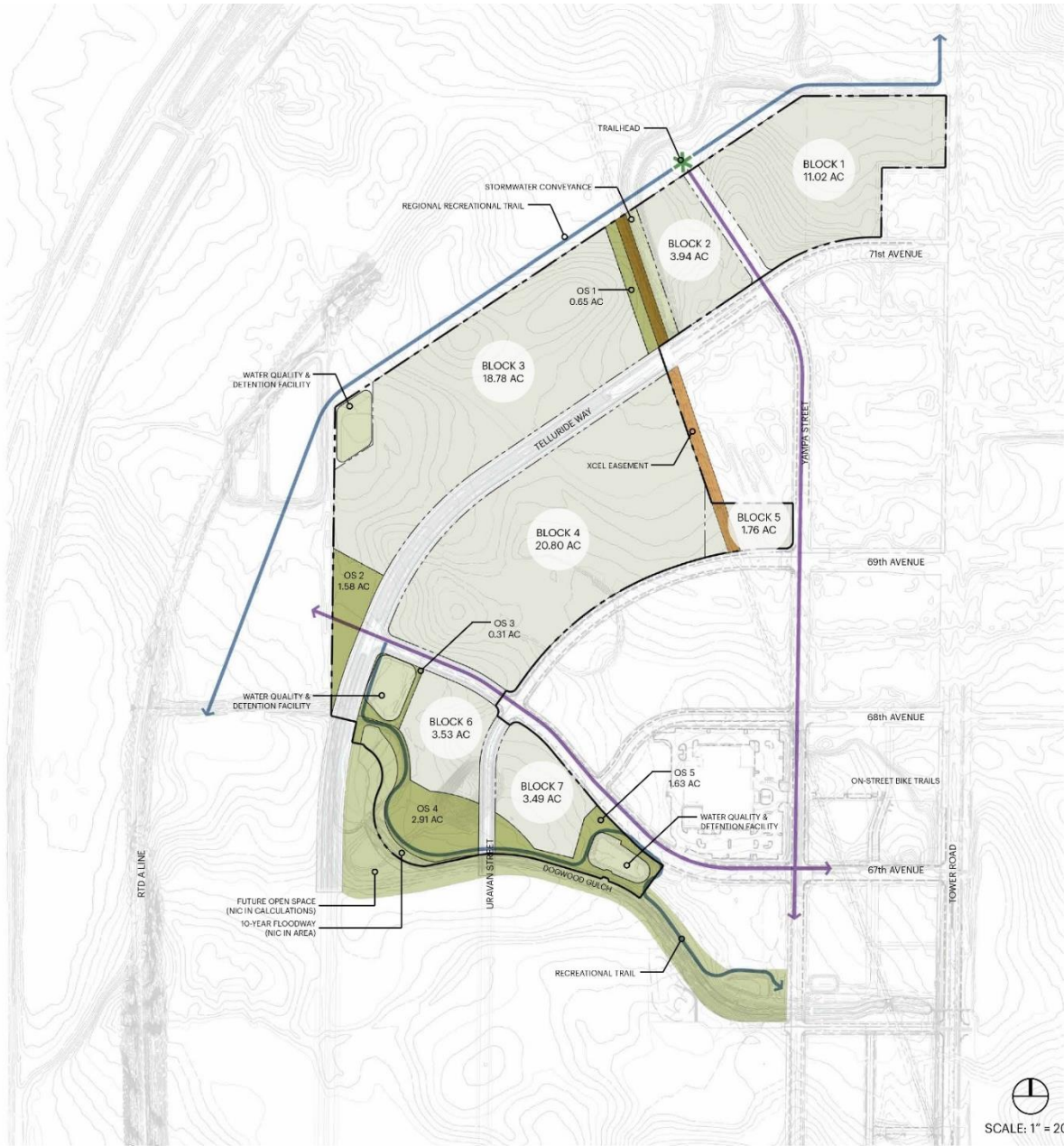
Applicant will continue to work with DOTI to complete a Stormwater program through the Infrastructure Master Plan process.

Thank you for your consideration.

A handwritten signature in black ink, appearing to read 'Mark Throckmorton', with a long horizontal flourish extending to the right.

Mark Throckmorton

Vice President
L. C. Fulenwider, Inc.
1125 17th Street Suite 2500
Denver, CO 80202
303-295-3071



LAND USE AND DEVELOPMENT CAPACITY SUMMARY

BLOCK	SITE AREA (AC)	POTENTIAL LAND USE(S)	DEVELOPMENT CAPACITY (SF)
1	11.02	RETAIL, HOSPITALITY, COMMERCIAL	204,250
2	3.94	OFFICE, COMMERCIAL	242,333
3	18.78	OFFICE, COMMERCIAL	893,000
4	20.80	OFFICE, COMMERCIAL	742,000
5	1.76	OFFICE, COMMERCIAL	40,000
6	3.53	OFFICE, COMMERCIAL	89,333
7	3.49	OFFICE, COMMERCIAL	70,600
TOTALS	63.32		2,281,516
OS 1	0.65		
OS 2	1.58		
OS 3	0.31		
OS 4	2.91		
OS 5	1.63		
TOTALS	7.08		

Note: Open Space acreage does not include detention, water quality, or 10-year flood conveyance infrastructure

Application Summary

2. **Equity** 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 2.78, with low scores in Built Environment (both access to parks and fresh food score low), Access to Health Services, and Child Obesity. 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	Score	Access to Parks	Access to Fresh Food	Access to Healthcare	Child Obesity	Life Expectancy	Access to Transit	Access to Centers and Corridors
	4.0	1.0	1.0	3	2	3	0	3.67
More Equitable		Least Equitable	Least Equitable	Somewhat Equitable	Less Equitable	Somewhat Equitable	Has no access to Transit	50-74% of the 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	4.0 More Equitable	Measured by a) % of high school graduates or the equivalent for those 25 years of age or older and b) percent of families below 100% of the Federal Poverty Line.	<ul style="list-style-type: none"> Applicant commits to provide on-site income-restricted units, especially for 50% and below Applicant commits to provide family services on site or partners with a local organization that promotes early parent-child learning 	Not applicable; no residential uses allowed
Built Environment Access to Parks	1.0 Least Equitable	Measured by % of living units within ¼-mile walk to a park or open space.	<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 	<p>Applicant will provide open space than is required in the LDR. Dedicated open space is located adjacent to undevelopable drainage ways which perceptively increases the amount of protected open space.</p> <p>The connection of the grid per the Far Northeast Neighborhood Plan is anticipated, as well as defined local and regional bike and trail connections directly to and through dedicated open space.</p>

	Access to Fresh Food	1.0 Least Equitable	Measured by % of residents within ¼-mile walk to a full-service grocery store.	<ul style="list-style-type: none"> • Applicant commits to promoting increased access to fresh food options • Applicant commits to provide fresh food outlets on-site, such as a community garden 	Not applicable; no residential uses allowed
	Access to Healthcare	3 Somewhat Equitable	Access to Health Services - such as clinics, prenatal services, and more.	<ul style="list-style-type: none"> • Applicant maps and identifies where existing facilities are in the area 	While future users are not currently known in the LDR area, health facilities are anticipated within the larger Far Northeast neighborhood.
			14.89% 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>	While future users are not currently known in the LDR area, health facilities are anticipated within the larger Far Northeast neighborhood.

	Child Obesity	2 Less Equitable	Child Obesity measure % of children in the area that are overweight/obese. 20.19% of children and youth are obese	<ul style="list-style-type: none"> • Applicant commits to uses on-site that promote healthy food options as opposed to compounding on the “food swamp” inequity in the FNE <ul style="list-style-type: none"> ▪ If providing auto-oriented food and beverage options applicant should prioritize fast-casual restaurants that provide healthy food choices, such as Modern Market, Panera Bread, etc. • Applicant commits to providing more open space than required on-site • From FNE Area Plan: Design and implement parks in undeveloped greenfields in Far Northeast <ul style="list-style-type: none"> ▪ Improve park trail system connectivity by prioritizing improvements to the following: First Creek Trail, Highline Canal Trail, Peña Boulevard Trail, and new access points to Rocky Mountain Arsenal National Wildlife Refuge. ▪ Improve wildlife trail corridors, in particular gulch corridors, to provide interconnectivity and park access 	<p>Applicant will provide open space than is required in the LDR. Dedicated open space is located adjacent to undevelopable drainage ways which perceptively increases the amount of protected open space.</p> <p>The connection of the grid per the Far Northeast Neighborhood Plan is anticipated, as well as defined local and regional bike and trail connections directly to and through dedicated open space.</p>
	Life Expectancy	3 Somewhat Equitable	Life expectancy (in years): 78.50	<i>This metric is not expected to be directly impacted by the applicant but may be indirectly improved via other metrics.</i>	

	Access to Transit	0	Has no Access to Transit. Site was completely inside 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 	Mixed-mode streets are provided per the Far Northeast Neighborhood Plan, and access to regional transit facilities will be provided via RTD.
	Access to Centers and Corridors	3.67	Average Score: 3.67 Total Evaluation: 50-74% of the area is covered by a walk, bike, and drive shed to a center or corridor.	<ul style="list-style-type: none"> Applicant maps and identifies existing community services in the area 	Mixed-mode streets are provided per the Far Northeast Neighborhood Plan.

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 Vulnerable	0 Not Vulnerable	1 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 	While future users are not currently known in the LDR area, increased educational facilities are anticipated within the larger Far Northeast neighborhood.
Rental Occupancy	0 Not Vulnerable	Percent of Renter Occupied: 28.76% Citywide Average: 50.12%		Not applicable; no residential uses allowed
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. 	Not applicable; no residential uses allowed

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

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"> Applicant commits to provide a diverse mix of residential types on-site: multi-family, duplex and single family Applicant provides certain percentage of missing middle housing types 	Not applicable; no residential uses allowed
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"> Applicant commits to build units with a variety of bedroom counts Applicant commits to provide a certain percentage of 3 + bedroom units 	Not applicable; no residential uses allowed
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 	Not applicable; no residential uses allowed
Housing Costs	0 Not Diverse	Mix Type: High The ratio of (a) housing units affordable to households earning up to 80% of the city’s median income to (b) housing units affordable to households earning over 120% of the city’s median income.	<ul style="list-style-type: none"> Applicant should speak to affordable housing intent as relevant to page 65, 2.1.10 - Affordable Housing section of the FNE Area Plan Applicant commits to provide income restricted units that are in the “missing middle” range (e.g. 100% AMI) 	Not applicable; no residential uses allowed
Income Restricted Units	1 Diverse	Income Restricted Units: 307 Citywide Average Income Restricted Units: 175.4	<ul style="list-style-type: none"> Applicant commits to provide a specific amount of Income Restricted Units on-site 	Not applicable; no residential uses allowed

For Housing Diversity, this area’s average score is 3 out of 5, with the area scoring low on the number of owners to renters and having higher housing costs. 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

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 more emphasis on innovation jobs 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.

Score	Retail 14.07%	Innovation 85.89%	Manufacturing 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	<ul style="list-style-type: none"> Applicant commits to providing a range of retail choices that fills the gap of community-wide services <ul style="list-style-type: none"> Through due diligence applicant identifies existing gaps in retail services within a 1-2 mile radius 	Employment will be the primary land use within the LDR area
Retail	3,143 Jobs 14.07%	This is less than the citywide Retail average of 53.5% Retail Jobs per Acre: 0.12	<ul style="list-style-type: none"> Commit to provide on-site retail spaces that create retail related jobs, to help balance the mix of retail jobs in the area 	While future users are not currently known in the LDR area, additional retail users are anticipated along the Tower Road corridor.
Innovation	19,193 Jobs 85.89%	This is greater than the citywide Innovation average of 35.7% Innovation Jobs per Acre: 0.71		While future users are not currently known in the LDR area, applicant has developed innovation jobs to the south of the site and will consider additional innovation jobs in study area.
Manufacturing	9 Jobs 0.04%	This is greater than the citywide Innovation average of 10.7% Manufacturing Jobs per Acre: 0.00		While future users are not currently known in the LDR area, applicant has developed manufacturing jobs to the south of the site and will consider additional manufacturing jobs in study area.

Peña North LDR Community Information Meeting Report

Date: March 9, 2022

Attendance Metrics: # Registered: 54; # Attended: 28

A Community Information Meeting was held on Wednesday, March 9, 2022 from 6:00 p.m. to 7:00 p.m. via Zoom. In addition to posting public meeting notices at the LDR site, Fulenwider mailed stakeholder notification postcards to property owners, tenants, registered neighborhood organizations, special districts and City Council offices on February 16th, per the City's public notification requirements. We worked closely with Councilwoman Gilmore's staff to notify stakeholders about the meeting. The Councilwoman's staff posted meeting notices on the Councilwoman's social media pages and directly engaged the following Registered Neighborhood Organizations:

- Montbello 2020
- Montbello Walks
- Montbello Organizing Committee
- Green Valley Ranch Citizens Advisory Board
- First Creek HOA
- Avion Community
- Parkfield Advisory

Councilwoman Stacie Gilmore and District 11 City Council Aide Chiquita Sanders participated in the meeting and responded to stakeholder questions. Stephen Wilson and Brandon Shaver with Community Planning and Development provided an overview of the LDR process, adopted plan guidance and summarized an equity analysis for the Peña North area. Fullenwider's Peña North project team introduced the company and provided an overview of the site and the need for the LDR to guide future development. Fifty-four individuals registered for the Zoom meeting. Twenty community members participated in the meeting.

Meeting Attendance:

City Representatives

- Councilwoman Stacie Gilmore
- Chiquita Sanders, Aide to Councilwoman Stacie Gilmore
- Stephen Wilson, Community Planning and Development
- Brandon Shaver, Community Planning and Development

Project Team Members

- Ferd Belz, President, Fulenwider - Presenter
- Rick Wells, Senior Vice President, Fulenwider
- Mark Throckmorton, Vice President, Fulenwider - Presenter
- Blake Fulenwider, Fulenwider

- Chris Geddes, Design Workshop – Presenter
- Rebecca Zimmerman, Design Workshop
- Bethany Gravell, The Kenney Group – Moderator

Language Justice Interpreter

- Astrid Arroyave, Community Language Cooperative

Community Stakeholders

- Taylor Barnes
- Randall Bowen
- Voletha Bradley
- Janessa Cardoza
- Nicole Carloni
- Lacey Champion
- Christopher Chavez
- Rachel Chin
- Alma Garza
- Chris Geddes
- Renu Gupta
- Jeff Hall
- Thomas Heine
- Michael Marchese
- Keyur Naik
- Mario Nieto
- Veronica Russell
- Critter Thompson
- Stacie West
- Master Yosvany Taekwondo

Community Feedback and Questions Received at the CIM Meeting:

- Renu Gupta: As this area between Gateway, Green Valley Ranch, and Peña North continues to grow and be developed, what proactive actions will be taken to remedy the increasing traffic congestion and with it the accompanying crashes and other injury risk factors? Specifically, increased housing and family occupants means more students, youth, and drivers vying for the same space. (Example: Tower Rd at Elmendorf or at 56th)

Response: Councilwoman Stacie Gilmore gave an update on transportation and mobility projects completed, underway and planned to add capacity to the area including the new 56th Avenue and Pena interchange, the upcoming 56th Avenue widening project, multimodal improvements to Peoria Avenue and newly signalized intersections.

- Anonymous Attendee: What fortune 500 companies have planned on making this area home. It's great you have more low paying retail jobs. but what about real jobs.

Response: Ferd Belz responded that the Pena North site is already anchored by Flight Safety, a Berkshire Hathaway (Fortune 500 company), and Fulenwider is marketing the site to other high-quality employers in the advanced technology and manufacturing sectors – especially those related to the aviation industry.

- Voletha Bradley: What about hospitals?

Response: Ferd Belz responded that hospitals and medical office providers are very interested in the site due to growth in Far Northeast Denver and proximity to DEN.

- Anonymous Attendee: Are you working with the community college system to provide opportunities for internships and apprenticeships for residents?

Response: Since Fulenwider is a landowner and infrastructure developer, future vertical developers will be best positioned to provide internship and apprenticeships.

Councilwoman Gilmore noted that the City Council's BIZ committee had advanced an incentive package for the Pepsi facility proposed for 72nd and Tower. Pepsi is committed to hiring within the local community and the project is projected to provide 500 jobs.

- Christopher Chavez: Two questions - When will expansion of 56th Ave begin and second is there a planned development at the NW corner of Tower Road and 56th? For Councilwoman Gilmore.

Response: Councilwoman Gilmore responded that construction is slated to begin in Q3 of 2022. The Denver Department of Transportation and Infrastructure team is hosting a public meeting on the project on March 16, 2022.

- Anonymous Attendee: When is this construction planned to start? What is the RFQ process and how are you working with ACDBEs and MWE's to offer new opportunities for women and minorities?

Response: Mark Throckmorton responded that vertical construction projects in the LDR area are likely at least a year out, after the LDR plan and individual site and construction plans can be completed. Rather than issue an RFQ, Fulenwider will be selling subdivided lots within the LDR area to other companies and developers. Fulenwider has extensive successful experience working with ACDBEs and MWBEs on all company projects involving metro district or other public funding.

- Veronica Russell: What type of retail will be targeted?

Response: Fulenwider has already developed many retail and hospitality projects – including sit down restaurants - along Tower Road, which receives the highest volume of traffic and is most

attractive to retailers. Future retail will be targeted to serve the employees of future companies located at the site and nearby residents.

- Mario Nieto: What about land parceled for schools for these growing communities?

Response: Schools are not planned within the AIO area, but DPS is in discussions to plan and fund the development of neighborhood schools south of the LDR boundary and AIO area.

- Anonymous Attendee: So, there isn't a percentage of contractors on this project that have to be minority or woman owned businesses? Are you not receiving funds from the city and state?

Response: No projects associated with the LDR site are receiving city or state funding.

- Critter Thompson to Hosts and panelists: I know residential uses are not allowed. Is there any discussion about schools? Are they allowed in the Airport Influence Overlay?

Response: Schools won't be planned within the AIO area.

- Renu Gupta to Hosts and panelists: Thank you so much for your responses and forethought! - More commercial opportunities are a great addition to our neighborhoods, and safety/prevention is deeply appreciated! Thank you all for your attention.

- Taylor Barnes to Hosts and panelists: Not a question, just a comment. I think I could speak on behalf of most residents in far northeast area. We would love to see more amenities and entertainment venues, i.e., a gym (we have no gym in Green Valley Ranch), other anchor stores like Target, a bowling alley, food markets and such.

- Stacie Gilmore to Hosts and panelists: Just dropped in the upcoming meeting about 56th Avenue. My email is stacie.gilmore@denvergov.org, look forward to hearing folks' questions and thoughts.

- Stephen Wilson to Everyone: Hi - You're welcome to send me questions as well. Stephen.Wilson2@denvergov.org

- Bethany Gravell to Everyone: bethany@thekenneygroup.com

- Mario Nieto to Hosts and panelists: Thank you so much Councilwoman Gilmore. Have you heard of Radical Arts Academy Denver?

Councilwoman Gilmore responded that she is familiar with the Radical Arts Academy.

Community Feedback and Questions Received following the CIM Meeting (as of 3/18/22):

From: Alma Yuliana Garza <almayulianagarza@gmail.com>

Sent: Thursday, March 10, 2022 4:44 PM

To: Bethany Gravel <bethany@thekenneygroup.com>; Wilson, Stephen - CPD CE2161 Development Project Administrator Senior <Stephen.Wilson2@denvergov.org>; Gilmore, Stacie M. - CC XA1405 President Denver City Council <Stacie.Gilmore@denvergov.org>

Subject: [EXTERNAL] Re: Peña North LDR Presentation

To whom it May concern

Hello, good afternoon. First of all I want to thank you for yesterday's meeting, it is very interesting to hear and be part of the next projects for our community.

My name is Alma Garza, mother of 3 children, 18, 16 and 8 years old, Grades, first year of University, 10th and 3rd.

We have moved to Green Valley Ranch Denver since 2019, but my husband has worked on some construction projects in this area, so we visited this community many years ago.

The reason for my email is to share with you, that every week I walk with my son to take the train from the station that takes him to the university, and for months I have been looking at this garbage, I believe that if we want to beautify our community, cleanliness is something that is important to us.

As a member of the community I can contribute by cleaning as well and I will do what I can but it is too much garbage to carry in my hands.