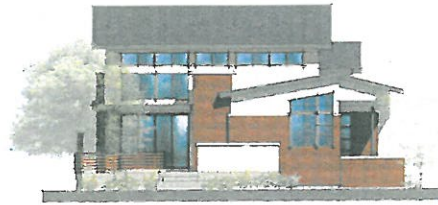
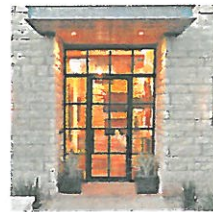


BOULEVARD ONE

JUNE 2015



Redesign your life.



Welcome to an urban neighborhood that fully recognizes the world has changed. Lowry has thoughtfully created a sustainable community for those leaning forward into a new way of living.

Stylish single-family homes, rowhomes and apartments that aren't bigger, just more intelligently designed. Floor plans that blend work and life. Optional over-the-garage studio spaces. Green construction that promises to be among the most energy-efficient in the nation. Friendly neighborhood cafés and retail. Intimate outdoor gathering places laced with art. An easy connectedness to downtown Denver and Cherry Creek. Wrap all that around a city vibe that's both energizing and welcoming.

That's the smart, stylish road to a new beginning. A boulevard of change.

LOWRY
REDEVELOPMENT AUTHORITY

Lowry Illustrative Map



Governor's Award for Smart Growth

Sustainable Community Award
US Conference of Mayors

Secretary's Award
US Department of Housing and Urban Development

Facility of the Year
National Association of Installation Developers

Real Estate Project of the Year
University of Denver

Community of the Year
Metro Denver Homebuilders Association

Business Park of the Year
NAIOP Colorado

Lowry: 24 Years of Smart Growth

History

In 1991, civic leaders set forth a vision for the closed Lowry Air Force Base. It would be a mixed-use community with a wide range of housing, new jobs and neighborhoods near parks, schools, businesses and transit lines. People could “live, learn, work and play” without having to drive everywhere.

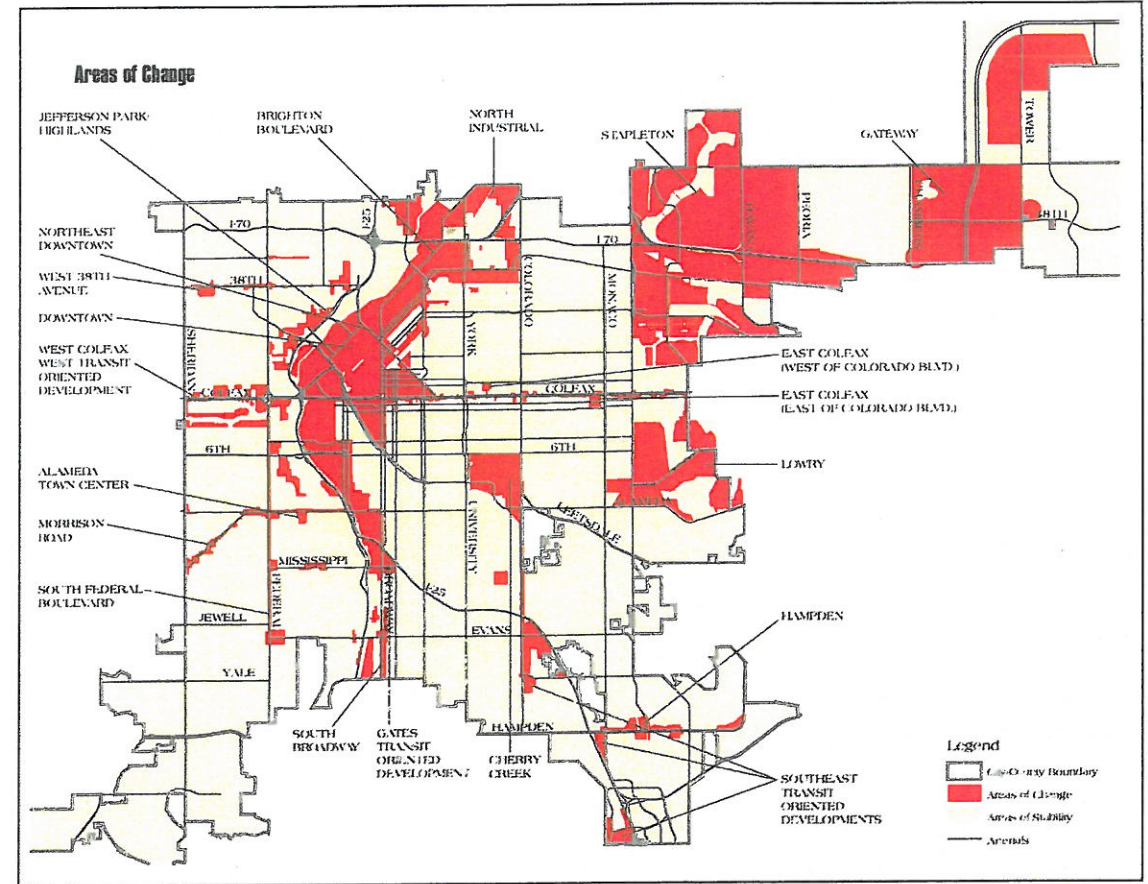
Today, nearly 25,000 people enjoy that lifestyle and Lowry has been recognized locally and nationally as a model for Smart Growth.

The same principles have informed the planning for Boulevard One, the last remaining parcel of land to be transferred by the Department of Defense to the Lowry Redevelopment Authority (LRA). During this time of rapid growth in the City and County of Denver, Boulevard One represents the right kind of development in the right location. It is also one of the last large urban infill sites in the city.

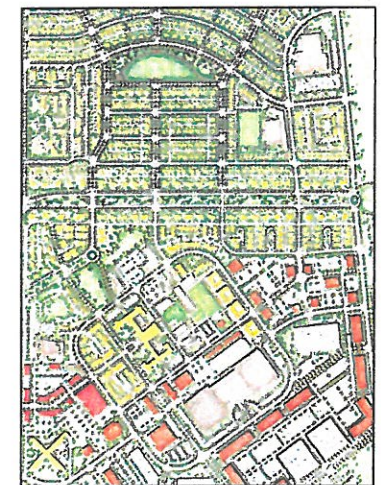
Established in the 1970s, the 70-acre site contained the Denver Center of the Defense Finance and Accounting Services and the Air Reserve Personnel Center with some 3,000 employees. It was announced for closure in 2005 and the property was completely vacated on September 15, 2011. The Air Force transferred the Boulevard One property to the LRA on May 31, 2012.

Community Planning Process

The LRA conducted a public redevelopment planning process in 2007-8 involving several community task forces, stakeholder groups and public forums. The resulting plan is consistent with Blueprint Denver, represents best practices in sustainable urban planning and is responsive to neighborhood input. It will serve strong market demand for compact, green, mixed-use neighborhoods. It will create new jobs and tax revenues for the city. The LRA is the master developer of the site.



The Blueprint Denver scenario calls for a level of local retail, services and jobs to support the needs of residents who will occupy future housing on these sites. Such a development pattern ensures that residents can find goods, services and employment close to home and may help reduce the number and length of trips taken.



Growth will be directed to the large new neighborhood development sites that include Lowry, Stapleton and Gateway.

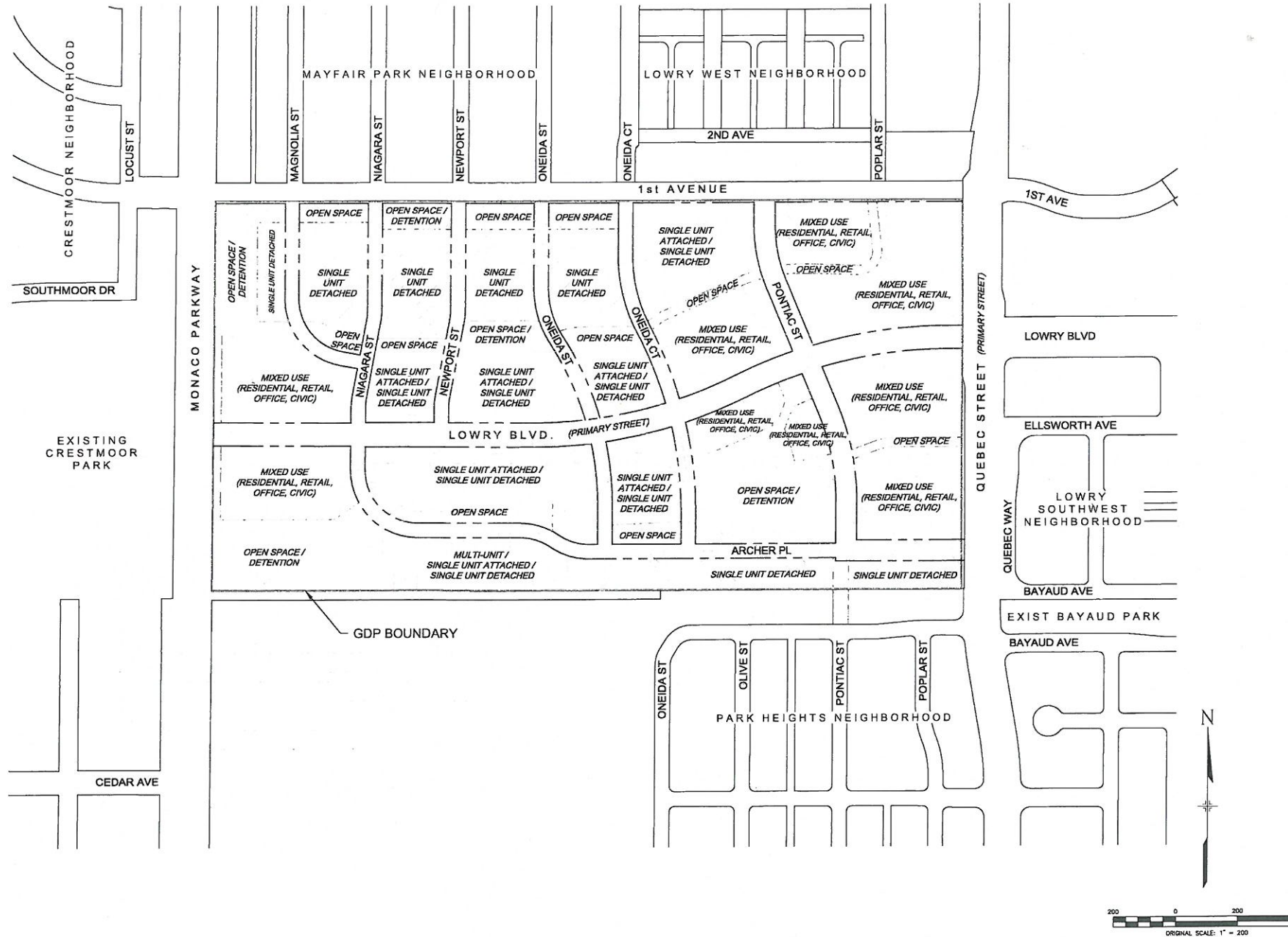
Redevelopment Plan Vision

The Boulevard One neighborhood is an Area of Change in Blueprint Denver, characterized by a walkable mix of uses, range of housing types and prices, parks and access to public transit. It will appeal to area workers, singles, couples, empty nesters and families in search of flexible, stylish, energy-efficient homes in the city.

The plan is characterized by two mixed-use areas united by a townhome boulevard, a range of attached and detached homes oriented to open space, multimodal streets and high sustainability standards.

- 70 acres total
- Approximately 800 residential units; 12% affordable for-sale and rentals
 - 120 single family detached homes
 - 230 single family attached
 - 450 apartments
- Up to 200,000 sq. ft. commercial office, residential retail
 - Building heights range from two-three stories at edges to a maximum of 65 feet (4-5 stories) interior to site
- Overall density 11.4 du/ac, comparable to the Lowry Town Center District.
Surrounding areas range from 2.4 du/ac to 35.5 du/ac
- 13 acres of parks and open space, or 19% of site
- Five RTD bus routes serve Boulevard One, with 13 transit stops within walking distance.
- 75 bicycle racks within Boulevard One

GDP Land Use Plan



SUB-AREA LEGEND:

- First Avenue Residential
- Community Park, South Residential
- Neighborhood Center West
- Row House Boulevard
- Community Park Mixed Use
- South Residential

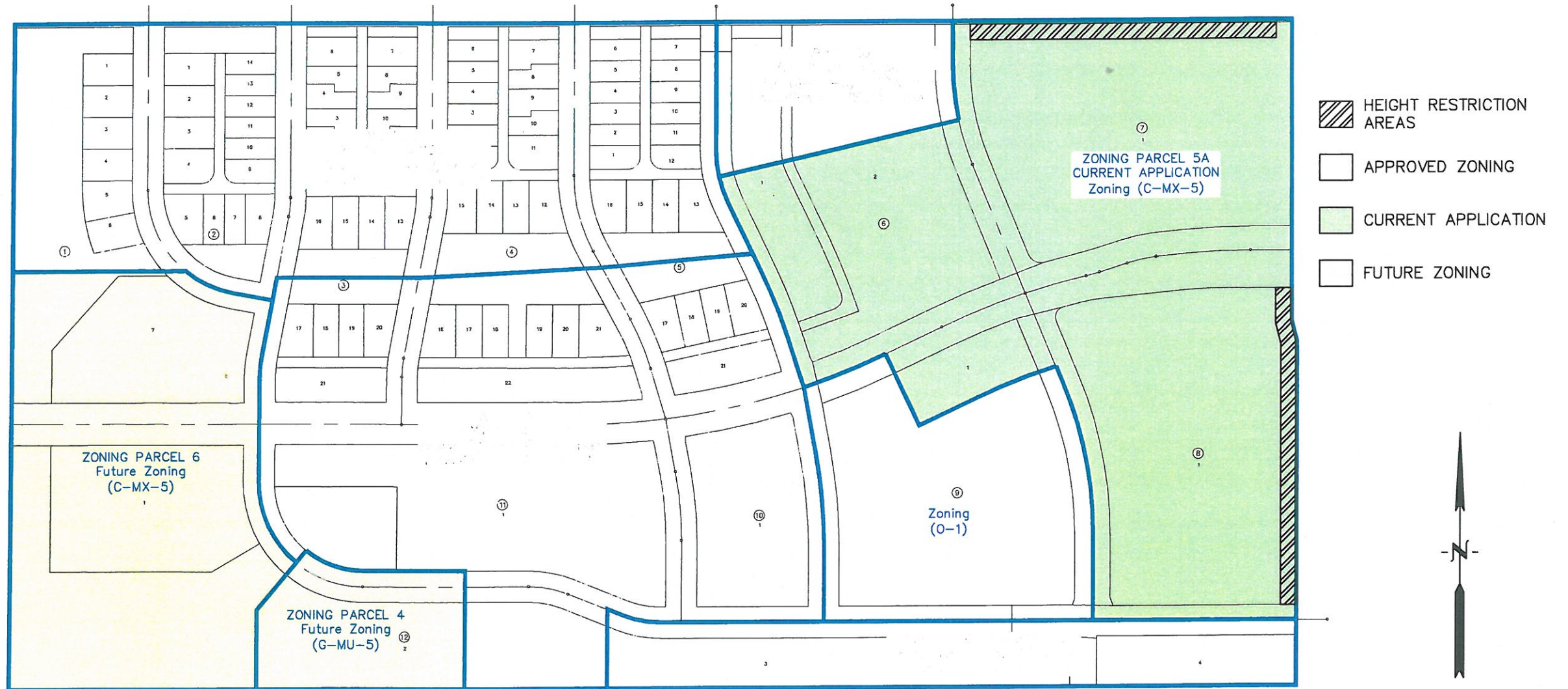
NOTE:

1. Individual parcels will be designed in accordance with the Lowry Design Guidelines and applicable zoning regulations.
2. Lowry Blvd shall be a Primary Street for purposes of zoning. All other Primary Streets required by zoning shall be determined at Site Development Plan.

Boulevard One Illustrative Plan



Boulevard One Zoning Map



Public Outreach

There have been more than 60 public meetings since 2006 regarding the Boulevard One General Development Plan and zoning. Approximately 60 specific changes were made to Boulevard One plans in response to public input. The Boulevard One General Development Plan was unanimously supported by the Lowry Community Advisory Committee (2/5/13), the Lowry Redevelopment Authority Board of Directors (2/26/13) and the Denver Planning Board (4/3/13)

Lowry Redevelopment Authority • Boulevard One Plan Responses to Public Comment 2006 - 2014

Topic	Comments	Revised General Development Plan Response
Master Planning	The Buckley Annex plan should be consistent with Blueprint Denver	The former Buckley Annex, and all of Lowry, are identified as an Area of Change in Blueprint Denver. Blueprint Denver encourages a mix of land uses, diversity of homes, multimodal streets, access to transit routes and parks and open space for Areas of Change. The Boulevard One plan addresses all of these elements.
	The plan should mirror adjacent land uses	The land use plan has single family detached homes across from single family detached homes on the north (Mayfair Park, Lowry West) and the south (Park Heights). It has mixed-use on the east side, across from the Lowry Town Center and office park. It has multifamily uses on the south to mirror The Berkshires apartment community. There is significant open space on the west side, across from Crestmoor Park.
	The GDP should be more tied to the Buckley Annex Redevelopment Plan	The GDP is based on the Buckley Annex Redevelopment Plan. Many portions of the Redevelopment Plan text have been incorporated into Sheet 3 and Sheet 4.
Land Uses	The land uses depicted in the GDP are too broad	More information about land uses in each neighborhood subarea were added to Sheet 3 of the GDP
	The GDP land use map doesn't show distances	Setback language was added to Sheet 3 of the GDP
	The community park should be moved to west side of the development	The community park was located on the east side of the development because it serves a storm water detention function.
	Provide more detail on mixed use parcel in NE corner of site; prevent large format retail	The mixed-use area contemplates neighborhood-scale retail, based on market studies conducted for the Buckley Annex Redevelopment Plan. In addition, the site was not designed to accommodate the visibility and square footage needs of a typical large format retailer.
	There should be less retail on the west side of the site	The retail location and amount for the west side was reduced.
	Commercial uses should be on Lowry Boulevard	Commercial uses were planned for Lowry Boulevard.
	Offer more retail choices	Neighborhood retail services, stores and restaurants are contemplated in the plan.

Design Guidelines	The project should be bound by the Lowry Community Design Guidelines	This was noted on Sheet 5 of the GDP. The Boulevard One Design Guidelines are based on the Lowry Community Design Guidelines.
	The design guidelines should incorporate work completed by a volunteer citizen's committee.	The Boulevard One Design Guidelines included input from the citizen's committee. A member of the citizen committee now serves on the design review committee.
	Add lively colors to existing bland color palette	The Boulevard One Design Guidelines allow for a wide range of colors in support of architectural character, durability and sense of permanence.
	Address solar access and other sustainability requirements for buildings	Sustainability principles were incorporated into Sheet 3 of the GDP with more detail in the Boulevard One Design Guidelines.
Zoning	Zoning contexts and classifications should be determined as part of the GDP	Zoning classifications were determined based on the final approved GDP land use plan.
	Residential zoning should not allow accessory dwelling units	Accessory dwelling units were removed as a permitted use from U-SU-A and U-SU-B zoning applications.
Density	More specificity on proposed density, by square footage, unit count, etc.	The overall density is approximately 800 units residential (approximately 120 single family detached, 230 single family attached and 450 apartments) and up to 200,000 square feet of commercial office/neighborhood retail. Specific numbers of residential units and building square footage will depend on final product designs by third party developers and approved by the Lowry Redevelopment Authority and its committees.
	The project density should be in character with surrounding neighborhoods	Density in surrounding areas varies: Crestmoor Park (2.4 dwelling units/acre), Mayfair Park (4 du/ac), Lowry West (7.4 du/ac), Lowry Town Center district (10.3 du/ac), The Berkshires (35.5 du/ac), George Washington (3.2 du/ac), East Park Neighborhood (10 du/ac), Woodside Apartments (19.5 du/ac), Windsor Gardens (19 du/ac). The Boulevard One plan is approximately 11.4 dwelling units per acre.
	The Buckley Annex development should be limited to single family detached homes	The plan offers a variety of residential home types and prices to serve a diversity of citizens, from singles and couples without children to empty nesters and family units. This includes single family homes, rowhomes and apartments.
	There should be less residential density	The total number of residential units in the plan was reduced from 1,200 to 800.

Public Outreach

	Add residential above retail to capture views and activate parks	The mixed-use areas in the plan allow for residential uses above retail.
	Townhomes should be along Lowry Boulevard	A Rowhome district was added to Lowry Boulevard.
Building Heights	Label building heights on GDP land use plan	Information about maximum building heights in each subarea was added to Sheet 3 of the GDP.
	Buildings should be lower	The GDP and mixed-use zoning applications limit building to heights to a maximum of 65 feet. Buildings in other areas are limited to 2-3 stories.
Transportation	Make Lowry Boulevard curved to calm traffic	Lowry Boulevard was curved.
	Distribute traffic to minimize effects on surrounding streets	The Boulevard One street grid connects with surrounding streets. The overall plan calls for a mix of uses to distribute traffic throughout the day.
	Finalize traffic study as part of GDP	The Buckley Annex Redevelopment Transportation Analysis Addendum was submitted with the Revised GDP, approved by the City Transportation Department and posted online for public review.
	Make sure Lowry Boulevard is transit-friendly	Lowry Boulevard was designed to accommodate busses for a potential future route through the site.
	Narrow Lowry Boulevard to reduce traffic	Lowry Boulevard was reduced from 5 lanes to 3 lanes to manage traffic and support a more cohesive neighborhood at Boulevard One.
	Remove northbound right turn lane on Monaco Parkway onto First Avenue to reduce traffic on First Avenue	This lane was removed from the transportation plan.
	Ensure pedestrian access on Poplar between the library and the site	Pedestrian access from Poplar to Boulevard One was added to the plan.
	Add right-in, right-out intersection at Quebec Street and East Archer Place	This intersection was added to the plan.
	Ensure that the project is served by transit	The site is served by RTD routes 6, 65, 73, 3 and 3L. There are 13 transit stops within a short walk of future homes and offices at Boulevard One.

	The plan should accommodate alternative transportation modes	The transportation network in the GDP (sheets 7 and 9) has a multi-modal street network to accommodate busses, bicycles and pedestrians.
Parking	Manage parking on the site	The Boulevard One Design Guidelines call for minimum parking ratios consistent with the old zoning code. The Boulevard One Design Review Committee will review parking plans for all proposed developments. They may require more parking spaces than required by Denver zoning.
	Don't repeat East Park situation with overflow apartment parking	The East Park situation is not indicative of parking at all multifamily developments at Lowry but it has raised awareness. At the Buckley Annex, the Lowry Design Review Committee will review parking plans for all proposed developments. They may require more parking spaces than required by Denver zoning.
	Provide for additional parking for Schlessman Family Library	Library parking needs were incorporated into the mixed-use area planning.
	Provide structured parking if possible	Structured parking is allowed in the mixed-use area.
Monaco Parkway Edge	Preserve existing berm	Most of the existing berm is being preserved, except the right-of-way-needed for the Lowry Boulevard extension and adjacent mixed-use development. Enhanced landscaping is being added to the berm. Reference was added to sheet 9 of the GDP.
	Don't allow commercial uses on Monaco	No commercial uses face Monaco Parkway in the plan, and documented in Sheet 3 of the GDP.
	Buildings should be set back further than 35 feet	Building setbacks planned for 35 feet from the public right-of-way east of Monaco Parkway. The right-of-way includes 27 feet of tree lawn, sidewalk and landscaped area. So buildings will be built a minimum of 100 feet from the eastern edge of Monaco Parkway. This is well in excess of the Denver requirement for a 35-foot setback from the public right-of-way for designated parkways.
First Avenue Edge	Improve First Avenue	First Avenue improvements support neighborhood desire for a residential street character. More detail was added to the GDP on Sheets 4 and 7. An enhanced landscape zone was added to the south side of the street. Bicycle lanes were added to both sides of the street.
	The transitional housing should not be located near the affordable First Avenue Townhomes	The transitional housing site was moved to the southern portion of the site, away from First Avenue.
	Consider removing the First Avenue berm	First Avenue berm was removed to allow for new Boulevard One streets to connect with the street grid for the new neighborhood to integrate with existing neighborhoods.

Consistency with Lowry Planning 1991 – Present

SAME Density

- Maximum of 800 residential units and 200,000 sq. ft. of commercial office/retail space
 - Overall density of 11 du/acre, the same as the Lowry Town Center district
- Same ratio of for-sale homes to apartments (approximately 45% for-sale and 55% rental)

SAME Parking Ratios

- Parking will be managed by the Boulevard One Design Guidelines, with minimum ratios consistent with the old zoning code that applied to the rest of Lowry

SAME Traffic Volume

- Analysis completed in 2007 and 2012 found 9,500 daily traffic trips, the same volume created by former office uses on the site
- The area street network can accommodate projected 2035 traffic volumes

SAME Maximum Building Height

- 65 feet, or 4-5 stories, as with the rest of Lowry

SAME Vision

- Urban, mixed-use community where people can live, learn, work and play



Lowry Town Center District

Boulevard One – Then and Now Current Development Status

- Building demolition complete
- Phase One residential streets and utilities complete
- Single family homebuilders under construction
- Neighborhood parks under construction
- Edge improvements underway
- First public art installations underway



Buckley Annex – 2010



Mixed-Use Zoning Application

The 18-acre, mixed-use area in Boulevard One is designed as a walkable community gathering place similar to the Lowry Town Center District. Residents and neighbors will shop, dine, socialize and find interesting things to do here. Some people will also live here, in apartments or mixed-use buildings.

The pedestrian experience will be enhanced by tree-lined sidewalks and street-level retail stores, outdoor patios and parking behind buildings.

Denver's **Mixed-Use Zone** Districts allow for this urban placemaking, as it is "intended to enhance the convenience, ease and enjoyment of transit, walking, shopping and public gathering within and around the city's neighborhoods." They also call for "s building forms that clearly define and activate the public street edge." In keeping with that character, we are requesting a waiver to limit building heights to a maximum of 65 feet (4-5 stories). To provide visual interest and break up the scale, building frontage on portions of First Avenue and Quebec Street would be limited to 45 feet (2-3 stories).

Consistent with overall Lowry planning, the C-MX-5 zone district is the closest match to the old code's B-3 zoning, which is in place at the Lowry Town Center District across the street. In fact, C-MX-8 is in place today at the Hangar 2 development in that area.

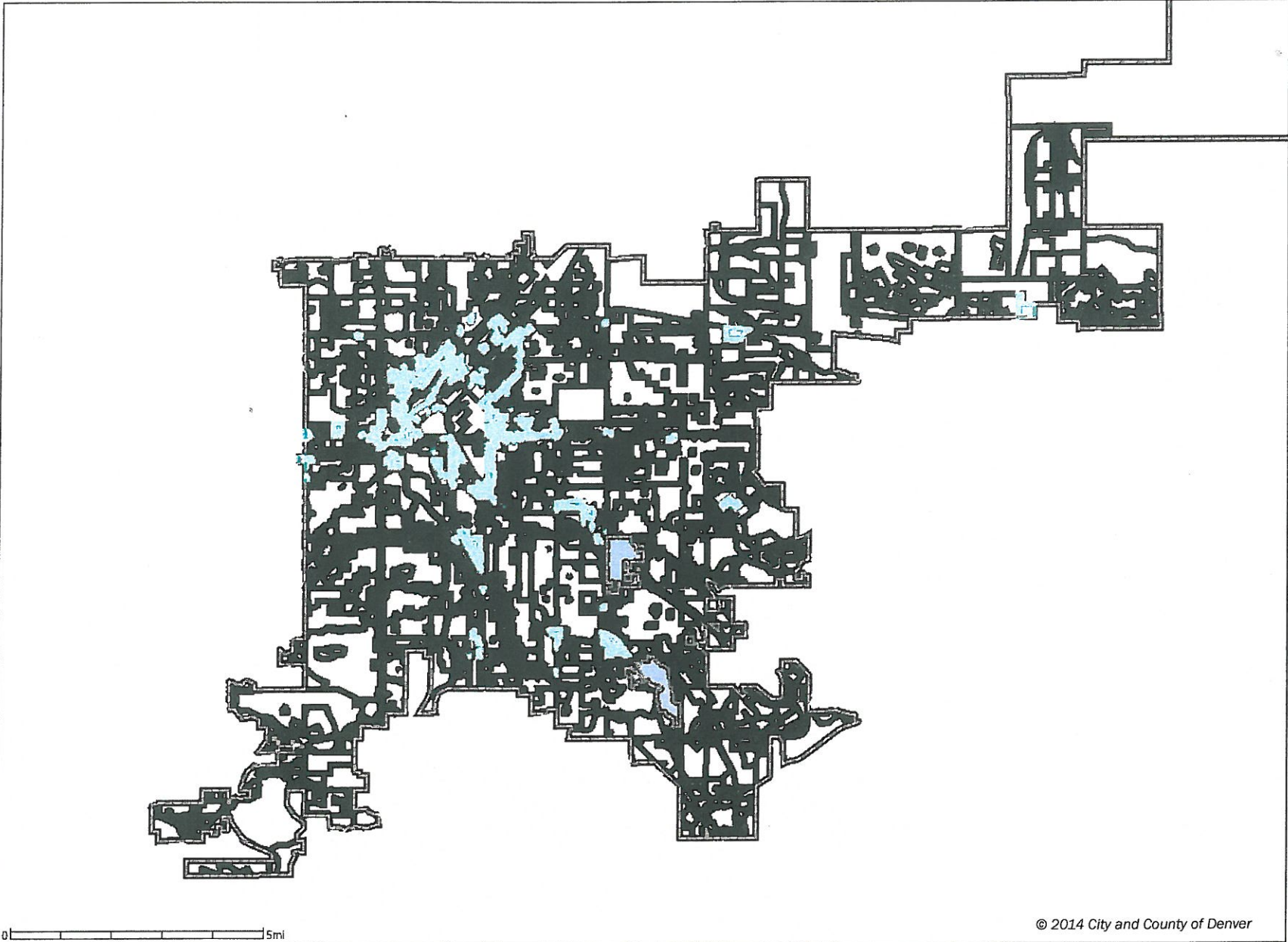
Density for the overall Boulevard One site has been capped by the Lowry Redevelopment Authority at a maximum of 800 residential units and 200,000 square feet of commercial and retail space. The site has been planned and engineered accordingly.

The Urban Center Neighborhood Context is characterized by "mixed-use areas, containing both multifamily residential and commercial uses, often within the same building or on the same block." Urban centers are pedestrian oriented and multimodal. They are found throughout Denver along major corridors and transit station areas. This includes parts of Federal Boulevard, Colfax Avenue, University Boulevard and South Broadway (see map on next page). The mixed-use area at Boulevard One is served by First Avenue (collector), Quebec Street (arterial) and Monaco Parkway (arterial). Both Quebec Street and Monaco Parkway are identified as "enhanced transit corridors" in city plans.

Some neighbors have compared this zoning application and development intent to Cherry Creek. The mixed-use area at Boulevard One is not designed to be a regional shopping and visitor destination and could not accommodate the amount of commercial space (2 million square feet) found in Cherry Creek. As stated above, the LRA has capped the overall density at Boulevard One and requested zoning waivers to limit building heights in the mixed-use area to 45 feet and 65 feet.

This C-MX-5 zoning application is consistent with the Denver Comprehensive Plan, Blueprint Denver and the Buckley Annex General Development Plan (GDP). The proposed waivers regarding building height limits provide additional community assurance that commitments made during the GDP process will be regulated by the zoning.

Urban Center Neighborhood Context



- Denver County (Boundary)
- Zoning - Colorless
- Denver County (Shaded)
- Denver County
- Adams County
- Arapahoe County
- Jefferson County

The Urban Center context is found throughout Denver along residential collector, mixed-use arterial and local streets.

Map generated 7/25/2014 - The City and County of Denver shall not be liable for damages of any kind arising out of the use of this information. The information is provided "as is" without warranty of any kind, express or implied, including, but not limited to, the fitness for a particular use. This is not a legal document.

Sustainability

Boulevard One sustainability standards are among the highest in the industry, including:

- On-site recycling of approximately 32,000 tons of pavement
- Access to five RTD bus routes and 13 transit stops; access to future East Corridor light rail station at Stapleton
- 75 bicycle racks
- Multimodal street network to accommodate pedestrians, bicyclists, transit. Possible transportation demand management organization
- Regional detention and stormwater needs incorporated into community parks, open space
- Native landscapes throughout community
- Residential Construction: HERS 40 Energy Rating or better (without solar, even lower with solar) Energy Star 3
- Sustainable lighting in the public realm
- Solar-powered public amenities

