

Zone Map Amendment (Rezoning) - Application

PROPERTY OWNER INFORMATION*		PROPERTY OWNER(S) REPRESENTATIVE**	
<input type="checkbox"/> CHECK IF POINT OF CONTACT FOR APPLICATION		<input type="checkbox"/> CHECK IF POINT OF CONTACT FOR APPLICATION	
Property Owner Name	4040 Fox Street, LLC	Representative Name	Mike Francone
Address	2500 17th Street, Suite 201	Address	2500 17th Street, Suite 201
City, State, Zip	Denver, CO 80211	City, State, Zip	Denver, CO 80211
Telephone	303-989-3900	Telephone	303-989-3900
Email	isalazar@centralstreetcap.com	Email	mfrancone@centralstreetcap.com
*All standard zone map amendment applications must be initiated by owners (or authorized representatives) of at least 51% of the total area of the zone lots subject to the rezoning. See page 4.		**Property owner shall provide a written letter authorizing the representative to act on his/her behalf.	
SUBJECT PROPERTY INFORMATION			
Location (address):	4012 Fox Street, 4040 Fox Street, 4046 Fox Street, 4058 Fox Street		
Assessor's Parcel Numbers:	0222325011000, 0222325003000, 0222325002000, 0222325001000		
Area in Acres or Square Feet:	1.076 Acres/46,859 Square Feet		
Current Zone District(s):	I-A with UO-2 Overlay		
PROPOSAL			
Proposed Zone District:	C-MS-8		
PRE-APPLICATION INFORMATION			
In addition to the required pre-application meeting with Planning Services, did you have a concept or a pre-application meeting with Development Services?	<input checked="" type="checkbox"/> Yes - State the contact name & meeting date <u>Leah Dawson February 6, 2020</u> <input type="checkbox"/> No - Describe why not (in outreach attachment, see bottom of p. 3)		
Did you contact the City Council District Office regarding this application?	<input checked="" type="checkbox"/> Yes - if yes, state date and method <u>11/11/2020-Email</u> <input type="checkbox"/> No - if no, describe why not (in outreach attachment, see bottom of p. 3)		



REZONING REVIEW CRITERIA (ACKNOWLEDGE EACH SECTION)

<p>General Review Criteria DZC Sec. 12.4.10.7.A</p> <p>Check box to affirm and include sections in the review criteria narrative attachment</p>	<p><input checked="" type="checkbox"/> Consistency with Adopted Plans: The proposed official map amendment is consistent with the City's adopted plans, or the proposed rezoning is necessary to provide land for a community need that was not anticipated at the time of adoption of the City's Plan.</p> <p>Please provide a review criteria narrative attachment describing how the requested zone district is consistent with the policies and recommendations found in each of the adopted plans below. Each plan should have its' own subsection.</p> <p>1. Denver Comprehensive Plan 2040</p> <p>In this section of the attachment, describe how the proposed map amendment is consistent with <i>Denver Comprehensive Plan 2040's</i> a) equity goals, b) climate goals, and c) any other applicable goals/strategies.</p> <p>2. Blueprint Denver</p> <p>In this section of the attachment, describe how the proposed map amendment is consistent with: a) the neighborhood context, b) the future place type, c) the growth strategy, d) adjacent street types, e) plan policies and strategies, and f) equity concepts contained in <i>Blueprint Denver</i>.</p> <p>3. Neighborhood/ Small Area Plan and Other Plans (List all from pre-application meeting, if applicable): Globeville Neighborhood Plan 2014 & 41st & Fox Station Area Plan 2009</p>
<p>General Review Criteria: DZC Sec. 12.4.10.7. B & C</p> <p>Check boxes to the right to affirm and include a section in the review criteria for Public Health, Safety and General Welfare narrative attachment.</p>	<p><input checked="" type="checkbox"/> Uniformity of District Regulations and Restrictions: The proposed official map amendment results in regulations and restrictions that are uniform for each kind of building throughout each district having the same classification and bearing the same symbol or designation on the official map, but the regulations in one district may differ from those in other districts.</p> <p><input checked="" type="checkbox"/> Public Health, Safety and General Welfare: The proposed official map amendment furthers the public health, safety, and general welfare of the City.</p> <p>In the review criteria narrative attachment, please provide an additional section describing how the requested rezoning furthers the public health, safety and general welfare of the City.</p>
<p>Review Criteria for Non-Legislative Rezoning: DZC Sec. 12.4.10.8</p> <p>For Justifying Circumstances, check box and include a section in the review criteria narrative attachment.</p> <p>For Neighborhood Context, Purpose and Intent, check box and include a section in the review criteria narrative attachment.</p>	<p>Justifying Circumstances - One of the following circumstances exists:</p> <p><input type="checkbox"/> The existing zoning of the land was the result of an error;</p> <p><input type="checkbox"/> The existing zoning of the land was based on a mistake of fact;</p> <p><input type="checkbox"/> The existing zoning of the land failed to take into account the constraints of development created by the natural characteristics of the land, including, but not limited to , steep slopes, floodplain, unstable soils, and inadequate drainage;</p> <p><input checked="" type="checkbox"/> Since the date of the approval of the existing Zone District, there has been a change to such a degree that the proposed rezoning is in the public interest. Such change may include:</p> <p style="padding-left: 20px;">a. Changed or changing conditions in a particular area, or in the city generally; or,</p> <p style="padding-left: 20px;">b. A City adopted plan; or</p> <p style="padding-left: 20px;">c. That the City adopted the Denver Zoning Code and the property retained Former Chapter 59 zoning.</p> <p><input type="checkbox"/> It is in the public interest to encourage a departure from the existing zoning through application of supplemental zoning regulations that are consistent with the intent and purpose of, and meet the specific criteria stated in, Article 9, Division 9.4 (overlay Zone Districts) of this Code.</p> <p>In the review criteria narrative attachment, please provide an additional section describing the selected justifying circumstance. If the changing conditions circumstance is selected, describe changes since the site was last zoned. Contact your pre-application case manager if you have questions.</p> <p><input checked="" type="checkbox"/> The proposed official map amendment is consistent with the description of the applicable neighborhood context, and with the stated purpose and intent of the proposed Zone District.</p> <p>In the review criteria narrative attachment, please provide a separate section describing how the rezoning aligns with a) the proposed district neighborhood context description, b) the general purpose statement, and c) the specific intent statement found in the Denver Zoning Code.</p>

REQUIRED ATTACHMENTS

Please check boxes below to affirm the following **required** attachments are submitted with this rezoning application:

- Legal Description of subject property(s). Submit as a separate Microsoft Word document.** View guidelines at: <https://www.denvergov.org/content/denvergov/en/transportation-infrastructure/programs-services/right-of-way-survey/guidelines-for-land-descriptions.html>
- Proof of ownership document for each property owner signing the application, such as (a) Assessor's Record, (b) Warranty deed, or (c) Title policy or commitment dated no earlier than 60 days prior to application date.** If the owner is a corporate entity, proof of authorization for an individual to sign on behalf of the organization is required. This can include board resolutions authorizing the signer, bylaws, a Statement of Authority, or other legal documents as approved by the City Attorney's Office.
- Review Criteria Narratives.** See page 2 for details.

ADDITIONAL ATTACHMENTS (IF APPLICABLE)

Additional information may be needed and/or required. Please check boxes below identifying additional attachments provided with this application.

- Written narrative explaining reason for the request** (optional)
- Outreach documentation attachment(s).** Please describe any community outreach to City Council district office(s), Registered Neighborhood Organizations (RNOs) and surrounding neighbors. If outreach was via email- please include email chain. If the outreach was conducted by telephone or meeting, please include contact date(s), names and a description of feedback received. If you have not reached out to the City Council district office, please explain why not. (optional - encouraged)
- Letters of Support.** If surrounding neighbors or community members have provided letters in support of the rezoning request, please include them with the application as an attachment (optional).
- Written Authorization to Represent Property Owner(s)** (if applicable)
- Individual Authorization to Sign on Behalf of a Corporate Entity** (e.g. if the deed of the subject property lists a corporate entity such as an LLC as the owner, this is document is required.)
- Other Attachments.** Please describe below.

PROPERTY OWNER OR PROPERTY OWNER(S) REPRESENTATIVE CERTIFICATION

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

Property Owner Name(s) (please type or print legibly)	Property Address City, State, Zip Phone Email	Property Owner Interest % of the Area of the Zone Lots to Be Rezoned	Please sign below as an indication of your consent to the above certification statement	Date	Indicate the type of ownership documentation provided: (A) Assessor's record, (B) warranty deed, (C) title policy or commitment, or (D) other as approved	Has the owner authorized a representative in writing? (YES/NO)
EXAMPLE John Alan Smith and Josie Q. Smith	123 Sesame Street Denver, CO 80202 (303) 555-5555 sample@sample.gov	100%	<i>John Alan Smith</i> <i>Josie Q. Smith</i>	01/12/20	(A)	YES
Michael Francone	4012 Fox Street Denver, CO 80216 303-989-3900 mfrancone@centralstreetcap.com	100	Michael Francone <small>Digitally signed by Michael Francone Date: 2020.11.23 11:59:28 -0700</small>	11/23/20	(A)	YES
Michael Francone	4040 Fox Street Denver, CO 80216 303-989-3900 mfrancone@centralstreetcap.com	100	Michael Francone <small>Digitally signed by Michael Francone Date: 2020.11.23 11:59:41 -0700</small>	11/23/20	(A)	YES
Michael Francone	4046 Fox Street Denver, CO 80216 303-989-3900 mfrancone@centralstreetcap.com	100	Michael Francone <small>Digitally signed by Michael Francone Date: 2020.11.23 11:59:57 -0700</small>	11/23/20	(A)	YES
Michael Francone	4058 Fox Street Denver, CO 80216 303-989-3900 mfrancone@centralstreetcap.com	100	Michael Francone <small>Digitally signed by Michael Francone Date: 2020.11.23 12:00:11 -0700</small>	11/23/20	(A)	YES

4012 N FOX ST

Owner SFF REAL ESTATE INVESTMENTS
 2500 17TH ST 201
 DENVER , CO 80211-3951

Schedule Number 02223-25-011-000

Legal Description VIADUCT ADD B26 L12 TO 15

Property Type RESIDENTIAL

Tax District DENV

Current Year

	Actual	Assessed	Exempt	
Land		\$375,000	\$26,810	\$0
Improvements		\$3,900	\$280	
Total		\$378,900	\$27,090	

Prior Year

	Actual	Assessed	Exempt	
Land		\$375,000	\$26,810	\$0
Improvements		\$3,900	\$280	
Total		\$378,900	\$27,090	



Recording requested by:

12/03/2020 08:05 AM
City & County of Denver
Electronically Recorded

R \$13.00

D \$0.00

QCD

and when recorded, please return this deed and tax statements to:

Escrow No.:

Title Order No.:

For recorder's use only

QUITCLAIM DEED

KNOW ALL MEN BY THESE PRESENTS THAT:

THIS QUITCLAIM DEED, made and entered into on November 30, 2020 between SFF Real Estate Investments, LLC ("Grantor") whose address is 2500 17th Street Suite 201, Denver, CO 80211 and 4040 Fox Street, LLC ("Grantee") whose address is 2500 17th Street Suite 201, Denver, CO 80211.

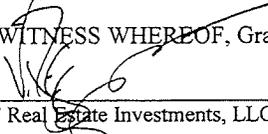
FOR A VALUABLE CONSIDERATION, in the amount of one DOLLAR (\$1.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Grantor hereby REMISES, RELEASES, AND FOREVER QUITCLAIMS to Grantee, all right, title, interest and claim to the plot, piece or parcel of land, with all the buildings, appurtenances and improvements thereon, if any, in the City of Denver, County of Denver, State of Colorado described as follows:

VIADUCT ADD B26 L12 TO 15

SUBJECT TO all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

TO HAVE AND TO HOLD all of Grantor's right, title and interest in and to the above described property unto Grantee, Grantee's heirs, successors and/or assigns forever; so that neither Grantor nor Grantor's heirs, successors and/or assigns shall have claim or demand any right or title to the property described above, or any of the buildings, appurtenances and improvements thereon.

IN WITNESS WHEREOF, Grantor has executed this Quitclaim Deed on November 30, 2020.

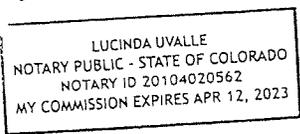


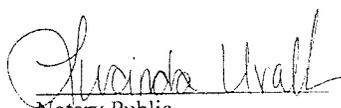
SFF Real Estate Investments, LLC

State of Colorado }
County of Denver } ss.

The foregoing instrument was acknowledged before me this 30th day of November, 2020, by V. Robert Salazar, President of SFF Real Estate Investments, LLC. If acknowledgment is taken by a notary public, the date of expiration of his commission shall also appear on the certificate.

Witness my hand and official seal.





Notary Public

My commission expires: 4/12/23

Recording requested by:

and when recorded, please return this deed and tax statements to:

Escrow No.:

Title Order No.:

For recorder's use only

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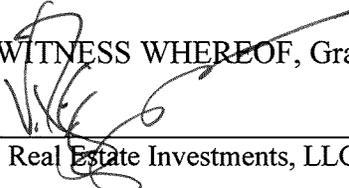
FOR A VALUABLE CONSIDERATION, in the amount of one DOLLAR (\$1.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Grantor hereby REMISES, RELEASES, AND FOREVER QUITCLAIMS to Grantee, all right, title, interest and claim to the plot, piece or parcel of land, with all the buildings, appurtenances and improvements thereon, if any, in the City of Denver, County of Denver, State of Colorado described as follows:

VIADUCT ADD B26 L12 TO 15

SUBJECT TO all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

TO HAVE AND TO HOLD all of Grantor's right, title and interest in and to the above described property unto Grantee, Grantee's heirs, successors and/or assigns forever; so that neither Grantor nor Grantor's heirs, successors and/or assigns shall have claim or demand any right or title to the property described above, or any of the buildings, appurtenances and improvements thereon.

IN WITNESS WHEREOF, Grantor has executed this Quitclaim Deed on November 30, 2020.

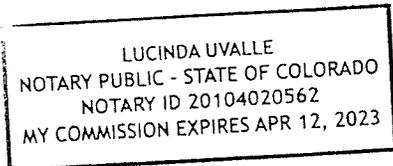


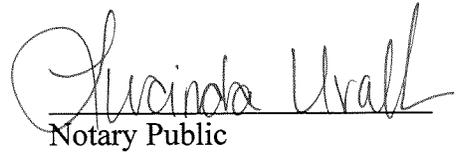
SFF Real Estate Investments, LLC

State of Colorado }
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Witness my hand and official seal.





Notary Public

My commission expires: 4/12/23

REAL PROPERTY TRANSFER DECLARATION - (TD-1000)

GENERAL INFORMATION

Purpose: The Real Property Transfer Declaration provides essential information to the county assessor to help ensure fair and uniform assessments for all property for property tax purposes. Refer to 39-14-102(4), Colorado Revised Statutes (C.R.S.).

Requirements: All conveyance documents (deeds) subject to the documentary fee submitted to the county clerk and recorder for recordation must be accompanied by a Real Property Transfer Declaration. This declaration must be completed and signed by the grantor (seller) or grantee (buyer). Refer to 39-14-102(1)(a), C.R.S.

Penalty for Noncompliance: Whenever a Real Property Transfer Declaration does not accompany the deed, the clerk and recorder notifies the county assessor who will send a notice to the buyer requesting that the declaration be returned within thirty days after the notice is mailed.

If the completed Real Property Transfer Declaration is not returned to the county assessor within the 30 days of notice, the assessor may impose a penalty of \$25.00 or .025% (.00025) of the sale price, whichever is greater. This penalty may be imposed for any subsequent year that the buyer fails to submit the declaration until the property is sold. Refer to 39-14-102(1)(b), C.R.S.

Confidentiality: The assessor is required to make the Real Property Transfer Declaration available for inspection to the buyer. However, it is only available to the seller if the seller filed the declaration. Information derived from the Real Property Transfer Declaration is available to any taxpayer or any agent of such taxpayer subject to confidentiality requirements as provided by law. Refer to 39-5-121.5, C.R.S and 39-13-102(5)(c), C.R.S.

1. Address and/or legal description of the real property sold: Please do not use P.O. box numbers.
4012 Fox Street, Denver, CO 80216; VIADUCT ADD B26 L12 TO 15

2. Type of property purchased: Single Family Residential Townhome Condominium
 Multi-Unit Res Commercial Industrial Agricultural Mixed Use Vacant Land
 Other _____

3. Date of closing:
N/A
Month _____ Day _____ Year _____

Date of contract if different than date of closing:
N/A
Month _____ Day _____ Year _____

4. Total sale price: Including all real and personal property.
\$1.00

5. Was any personal property included in the transaction? Personal property would include, but is not limited to, carpeting, draperies, free standing appliances, equipment, inventory, furniture. If the personal property is not listed, the entire purchase price will be assumed to be for the real property as per 39-13-102, C.R.S.
 Yes No If yes, approximate value \$ _____ Describe _____

6. Did the total sale price include a trade or exchange of additional real or personal property? If yes, give the approximate value of the goods or services as of the date of closing.
 Yes No If yes, value \$ _____

If yes, does this transaction involve a trade under IRS Code Section 1031? Yes No

7. Was 100% interest in the real property purchased? Mark "no" if only a partial interest is being purchased.
 Yes No If no, interest purchased _____ %

Quitclaim Deed - 2

8. Is this a transaction among related parties? Indicate whether the buyer or seller are related. Related parties include persons within the same family, business affiliates, or affiliated corporations.

Yes No

9. Check any of the following that apply to the condition of the improvements at the time of purchase.

New Excellent Good Average Fair Poor Salvage.

If the property is financed, please complete the following.

10. Total amount financed. \$N/A

11. Type of financing: (Check all that apply)

- New
 Assumed
 Seller
 Third Party
 Combination; Explain

12. Terms:

- Variable; Starting interest rate %
 Fixed; Interest rate %
 Length of time years
 Balloon payment Yes No. If yes, amount Due date

13. Please explain any special terms, seller concessions, or financing and any other information that would help the assessor understand the terms of sale.

No other

For properties other than residential (Residential is defined as: single family detached, townhomes, apartments and condominiums) please complete questions 14-16 if applicable. Otherwise, skip to #17 to complete.

14. Did the purchase price include a franchise or license fee? Yes No

If yes, franchise or license fee value \$ _____

15. Did the purchase price involve an installment land contract? Yes No

If yes, date of contract _____

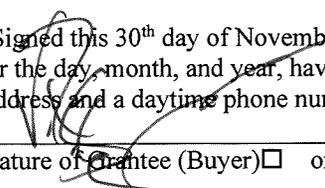
16. If this was a vacant land sale, was an on-site inspection of the property conducted by the buyer prior to the closing?

Yes No

Remarks: Please include any additional information concerning the sale you may feel is important.

17. Signed this 30th day of November, 2020.

Enter the day, month, and year, have at least one of the parties to the transaction sign the document, and include an address and a daytime phone number. Please designate buyer or seller.

Signature of  Grantee (Buyer) or Grantor (Seller)

18. All future correspondence (tax bills, property valuations, etc.) regarding this property should be mailed to:
2500 17th Street, Suite 201 _____ (303)989-3900

Address (mailing)

Daytime Phone

Denver, CO 80211

City, State and Zip Code

Quitclaim Deed - 3

4040 N FOX ST

Owner 4040 FOX STREET LLC
2500 17TH ST 201
DENVER , CO 80211-3951

Schedule Number 02223-25-003-000

Legal Description VIADUCT ADD B26 L6 TO 11

Property Type INDUSTRIAL - WAREHOUSE

Tax District DENV

Current Year

	Actual	Assessed	Exempt	
Land		\$562,500	\$163,130	\$0
Improvements		\$507,700	\$147,230	
Total		\$1,070,200	\$310,360	

Prior Year

	Actual	Assessed	Exempt	
Land		\$562,500	\$163,130	\$0
Improvements		\$507,700	\$147,230	
Total		\$1,070,200	\$310,360	

4046 N FOX ST

Owner 4040 FOX ST LLC
2500 17TH ST 201
DENVER , CO 80211-3951

Schedule Number 02223-25-002-000

Legal Description VIADUCT ADD B26 L3 TO 5

Property Type COMMERCIAL - MISC IMPROVEMENTS

Tax District DENV

Current Year

	Actual	Assessed	Exempt	
Land		\$281,300	\$81,580	\$0
Improvements		\$6,400	\$1,860	
Total		\$287,700	\$83,440	

Prior Year

	Actual	Assessed	Exempt	
Land		\$281,300	\$81,580	\$0
Improvements		\$6,400	\$1,860	
Total		\$287,700	\$83,440	

4058 N FOX ST

Owner 4040 FOX ST LLC
 2500 17TH ST 201
 DENVER , CO 80211-3951

Schedule Number 02223-25-001-000

Legal Description VIADUCT ADD B26 L1 & 2

Property Type INDUSTRIAL - WAREHOUSE

Tax District DENV

Current Year

	Actual	Assessed	Exempt	
Land		\$187,500	\$54,380	\$0
Improvements		\$422,000	\$122,380	
Total		\$609,500	\$176,760	

Prior Year

	Actual	Assessed	Exempt	
Land		\$187,500	\$54,380	\$0
Improvements		\$422,000	\$122,380	
Total		\$609,500	\$176,760	

REVIEW CRITERIA

4040 Fox Street LLC (owner) is applying to rezone 4012 Fox Street, 4040 Fox Street, 4046 Fox Street, and 4058 Fox Street from IA-UO2 to C-MS-8. The parcels on Fox St and W 40th Ave in the Globeville Neighborhood are currently being operated as a dog day care. With the new Light Rail Station on 41st and Fox Street and the new TOD typology for the area being more of an 'urban' character the current zoning is limited in its future uses. The current adjacencies in this neighborhood include Industrial, Mixed-Use, Multi-Unit and Single Family Residential.

The new proposed zoning will match the general neighborhood development and is consistent with the following General Review Criteria:

Consistency with Adopted Plans

The proposed zoning of C-MS-8 is consistent with the City's vision for the neighborhood and supported by all adopted plans including Blueprint Denver 2019, Denver Comprehensive Plan 2040, the Globeville Neighborhood Plan and the 41st and Fox Station Area Plan.

- **Blueprint Denver 2019:**

The property is located on North Fox Street in an area that the city has marked as part of its Growth Strategy. According to Blueprint Denver 2019 Growth Strategy is described in the following manner:

“Denver’s next evolution will strengthen our existing neighborhoods through carefully planned infill development that enhances the city’s unique character.”

The property is within the Urban Center neighborhood in a Community Center. The Community Center provides a mix of office, commercial and residential uses with buildings that are larger scale and orient to the street. This area also calls for accessibility to high-capacity transportation, with the new 41st and Fox light-rail stop being across the street from the property, the proposed new zoning will allow alternative ways to providing housing, services, and employment opportunities for a diverse population in a configuration that facilitates pedestrian and transit access.

- **Denver Comprehensive Plan 2040**

The proposed rezoning is consistent with many of the adopted Denver Comprehensive Plan 2040 strategies, including:

- Strong and Authentic Neighborhoods, Goal 1, Strategy B – Ensure neighborhoods offer a mix of housing types and services for a diverse population (p. 34).
- Equitable, Affordable and Inclusive, Goal 1, Strategy A – Increase development of units close to transit and mixed-use developments (p. 28).
- Strong and Authentic Neighborhoods, Goal 4, Strategy A – Grow and support neighborhood-serving businesses (p. 34).
- Environmentally Resilient, Goal 8, Strategy B – Encourage mixed-use

communities where residents can live, work and play in their own neighborhoods (p. 54).

- Environmentally Resilient, Goal 8, Strategy C – Focus growth by transit stations and along high- and medium-capacity transit corridors (p. 54).

The proposed zone district will enable mixed-use development at a location where infrastructure, including light rail transit service, is already in place. Therefore, the rezoning is consistent with the Denver Comprehensive Plan 2040 recommendations.

- **Globeville Neighborhood Plan:**

The Globeville Neighborhood Plan is the most recently adopted plan and confirms the vision for the neighborhood as laid out in the 2002 version of Blueprint Denver – Transit-Oriented Development within an Area of Change. The plan’s recommendation #4 calls to improve access to Housing and to improve Neighborhood Services. Transit Oriented Developments call for a transit station within a half mile walking distance, in this case the station is across the street. The new proposed zoning would support and accommodate housing, services and employment opportunities, for a diverse population, with a maximum building height of 8 stories while working to reinforce and revitalize existing businesses.

- **41st and Fox Station Area Plan:**

This plan is focused on the long-term redevelopment of the area east of the railroad tracks to create a complete, transit-friendly neighborhood. The property is designated as Pedestrian Shopping District with a building height up to 8 stories. The proposed new zoning would allow for the promoted higher intensity with a variety of uses including shopping, entertainment, residential and commercial uses. The plan’s focal point of a Pedestrian Shopping District calls for Urban design features such as continuous street frontages with sidewalk entrances. Below are recently rezoned properties and redevelopment in the 41st and Fox Station area:

- Fox Street light rail station – 41st and Fox Street (opened April 2019) – The old Brannon Sand and Gravel property was transitioned into a light rail station and parking lot to support both light rail and bus services.
- Fox Street Shops – 3900 Fox Street (opened 2013) – An urban retail center with parking in the rear.
- Villas at the Regency (student housing) – 2551-2559 31st Street (opened 2013) – Parking lot redeveloped into 120 multifamily/student housing units.

The new proposed C-MS-8 zone district is consistent with the recommendations of the above referenced adopted plans, would enable growth and allow for mixed-use developments to serve the everyday needs of the neighborhood in adjacency to the new transit station.

Uniformity of District Regulations

The general purpose of the Urban Center zone, and mixed-use zoning district is to promote safe, active and pedestrian- scaled, diverse areas through the allowed building forms to enhance the convenience, ease and enjoyment of transit, walking, shopping and public gathering within this Urban Center neighborhood. This new proposed zoning will support the vision for this area.

The proposed new zoning for this property will result in the uniform application of the Zone District's building form, use and design regulations.

Public Health, Safety and General Welfare

The proposed official map amendment furthers the public health, safety and general welfare of the City. This amendment will improve the site into a new residential and Mixed-Use development incorporating a variety of uses. The rezoning and future development of this site will contribute to the creation of a safer improved road and pedestrian sidewalk network for existing and future area residents. The new light rail station will provide easy access to downtown and reduce the need for automotive transportation.

The development of this parcel will likely encourage more substantial investment to rehabilitate the property with a useful life for the community by allowing for more local businesses to continue the existing surrounding development structures.

Justifying Circumstances

Changes include adopting to recommended neighborhood plans, recent rezoning and development of other properties in the areas and the new light rail station. It is in the public interest to match the surrounding zoning recognizing the changed character of the area. See the section above, 41st and Fox Station Area, for the justifying criteria and see enclosed supporting documentation of the surrounding area below.

RECENTLY RE-ZONED DEVELOPMENTS IN THE SURROUNDING AREA:



FOX STREET STATION



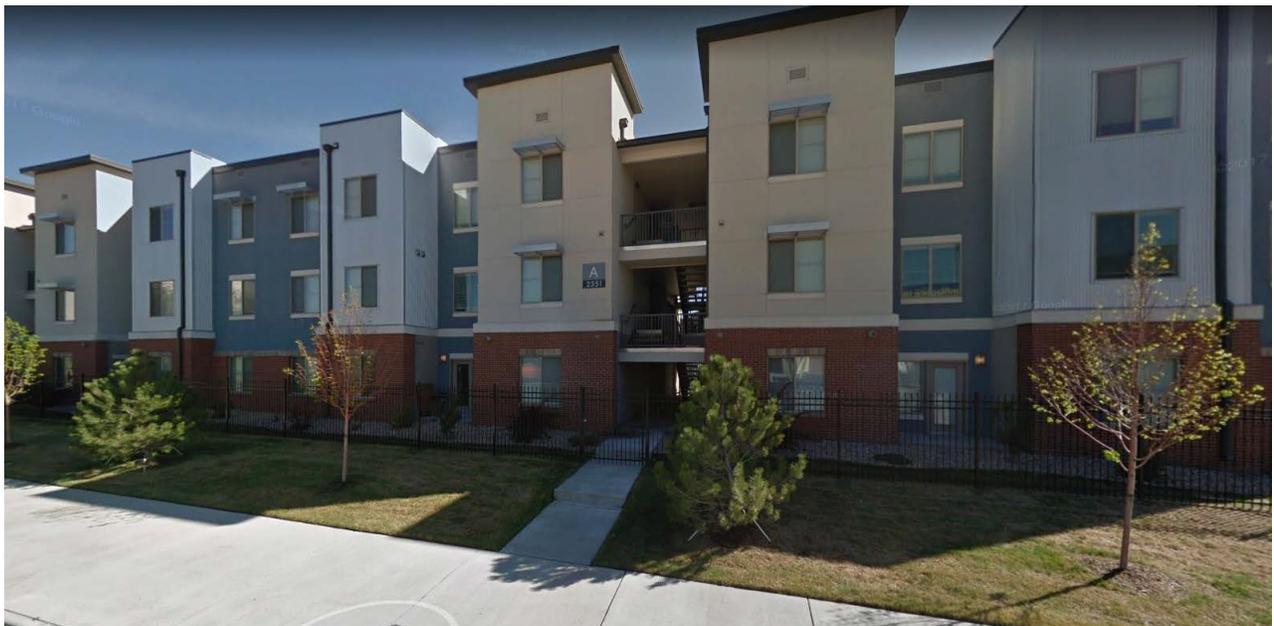
FOX STREET SHOPS



RECENTLY RE-ZONED DEVELOPMENTS IN THE SURROUNDING AREA:



THE VILLAS - STUDENT HOUSING





Assembly Student Housing

Consistency with Neighborhood Context Description. Zone District Purpose and Intent Statements

The requested C-MS-8 zone district is within the Urban Neighborhood Context. The urban, residential and main-street districts are intended to promote active, pedestrian-scaled and diverse areas and activate the public street edge. The district standards also intend to enhance the neighborhood and ensure new development that contributes positively to the established character. The proposed rezoning is consistent with the Urban Center context. Given the proximity to transit, and the residential and mixed-use arterial Fox Street, the proposed rezoning will achieve the intent of the zone district.

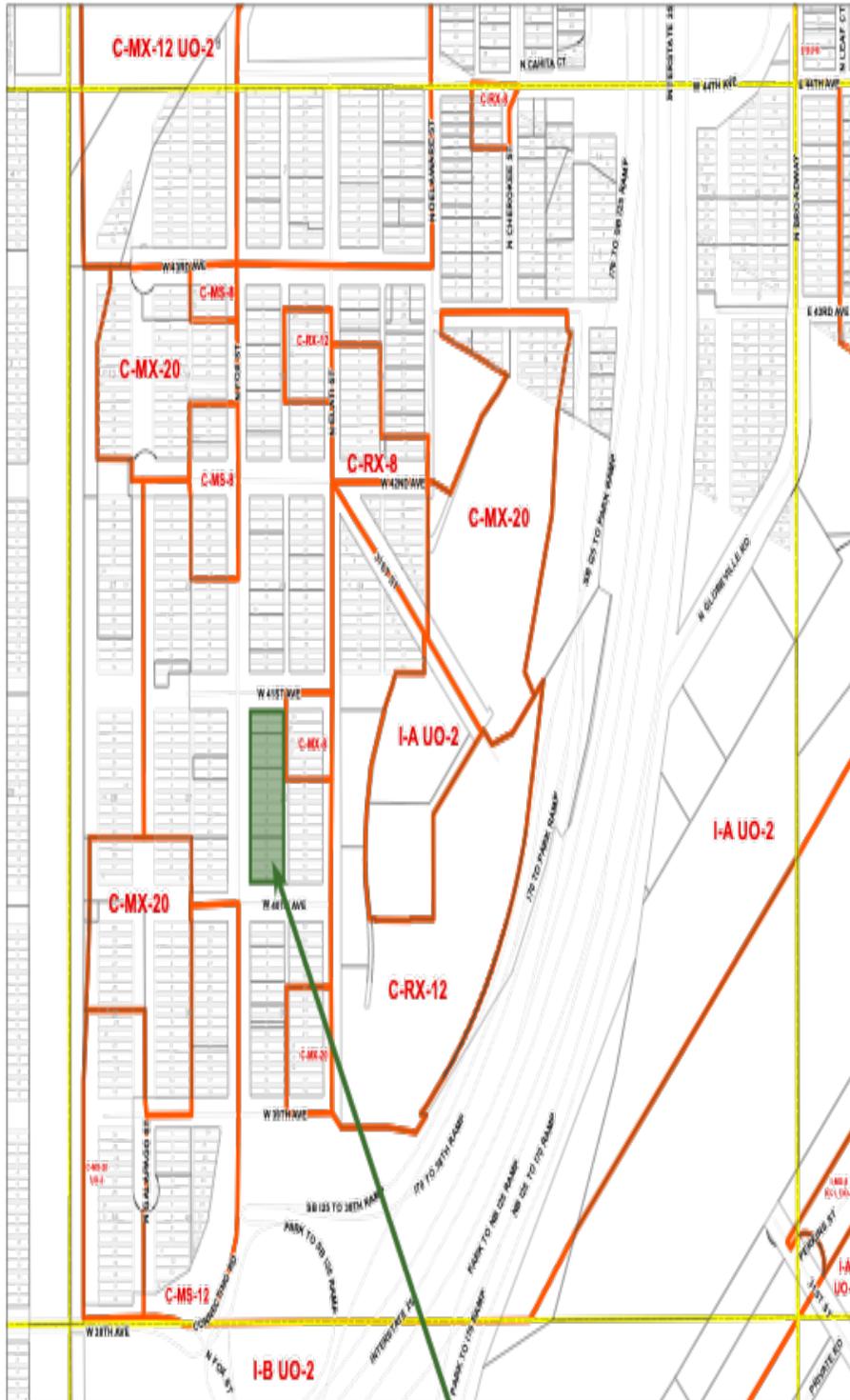
Community Outreach

The owners have reached out to the following organizations to inform them of the upcoming rezoning application:

- Denver Arts and Culture Initiative-No response
- Elyria Swansea/Globeville Business Association-Requested more information, I responded on January 26th to try to set up a call and have not received a response.
- Globeville Civic Partners-No response
- Globeville First-No response
- Inter-Neighborhood Cooperation (INC)-No response
- Northeast Denver Friends and Neighbors-No Response
- Reclaim the East Side-No response
- RiNo Art District-No Response
- Rio Norte-No response
- UCAN-Requested more information
- Council District 9-Had a phone meeting with Lisa Calderon
- Both Council District at Large offices-No response

We assume from the overwhelming lack of response that the neighborhood groups are not in opposition to the rezoning we are proposing.

CURRENT ZONING IN THE SURROUNDING AREA:



4012, 4040, 4046 & 4058 FOX STREET



Quarter Section Index

NW_041	NW_042	NE_046
NW_030	NW_029	NE_045
NW_027	NW_028	NE_044

Surrounding Mapsheets

City and County of Denver Zoning Map

QUARTER SECTION: NW_029



Scale 1" = 200'
When printed at 17x22"



Oct 01, 2020
City and County of Denver
Community Planning and Development
Geographic Information Systems

Disclaimer: 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 map is a representation of the proposed official zoning map for the City and County of Denver. It will be the Denver City Clerk on May 20, 2020.

mfran

4012, 4040, 4046, & 4058 Fox Street-Rezone

November 12, 2020 at 1:47 PM

Francone Michael



To whom it may concern:

I wanted to reach out to inform you of our intent to rezone four parcels of land we own in the Fox Street Neighborhood. These parcels are across from the 41st and Fox rail station and are currently being used as U Lucky Dog Daycare.

Our concept for the land is a mixed use building with ground floor retail/commercial space and a mix of affordable and market rate apartments. We have already begun talks with the Denver HOST department and a local consultant familiar with affordable housing projects to make sure we are designing a project that will work within the restraints of the affordable programs.

We are reaching out to Registered Neighborhood Organizations and other groups for any comments or concerns you might have. I have attached a letter that better explains how the rezoning fits into the concept plans created by the city and local neighborhoods.

We are confident that the proposed project will enhance the neighborhood in a positive manner and would love to answer any questions you might have. I can be reached at 303-989-3900 or mfrancone@centralstreetcap.com.

Best,
Mike



4040 Fox RNO
Letter.pdf

Michael Francone
Michael Francone
Central Street Capital, Inc.
2500 17th Street, Suite 201
Denver, CO 80211
Phone: 303.989.3900
Fax: 303.785.5984

STATEMENT OF AUTHORITY

1. This Statement of Authority relates to an entity named:

4040 Fox Street LLC

2. The type of entity is a

- Corporation, General Partnership, Limited Partnership Association, Registered Limited Liability Partnership, Government, Governmental Subdivision Agency, Trust, Non-Profit Corporation, Limited Partnership, Registered Limited Liability Partnership, Unincorporated Non-Profit Association, Limited Liability Company, Business Trust

3. The entity is formed under the laws of Colorado.

4. The mailing address for the entity is 2500 17th Street, Suite 201, Denver CO 80211

5. The [X] name [] position of each person authorized to execute instruments affecting title to real property on behalf of the entity is: Angelique M. Moyer-Managing Member

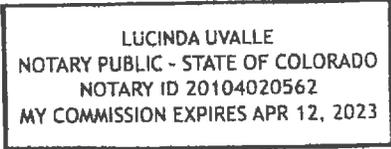
6. The authority of the foregoing person(s) is to bind the entity: [X] is not limited [] is limited as follows:

7. Other matters concerning the manner in which the entity deals with interests in real property: N/A

8. This Statement of Authority is executed on behalf of the entity.

Executed this 20th day of November 2020.

[Signature]
Angelique M. Moyer-Managing Member



State of Colorado)
)ss
County of Denver)

The foregoing instrument was acknowledged before me this 23 day of November 2020 by Angelique M. Moyer.

Witness my hand and official seal.

[Signature]
Notary Public

My Commission expires: 4/12/23

WHEN RECORDED RETURN TO:

STATEMENT OF AUTHORITY

1. This Statement of Authority relates to an entity named:

4040 Fox Street LLC

2. The type of entity is a

- Corporation, General Partnership, Limited Partnership Association, Registered Limited Liability Partnership, Government, Governmental Subdivision Agency, Trust, Non-Profit Corporation, Limited Partnership, Registered Limited Liability Partnership, Unincorporated Non-Profit Association, Limited Liability Company, Business Trust

3. The entity is formed under the laws of Colorado.

4. The mailing address for the entity is 2500 17th Street, Suite 201, Denver CO 80211

5. The [X] name [] position of each person authorized to execute instruments affecting title to real property on behalf of the entity is: Michael Francone-Owner Representative

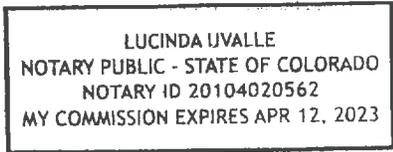
6. The authority of the foregoing person(s) is to bind the entity: is not limited [X] is limited as follows: Zone Map Amendment (Rezoning)

7. Other matters concerning the manner in which the entity deals with interests in real property: N/A

8. This Statement of Authority is executed on behalf of the entity.

Executed this 20th day of November 2020.

Angelique M. Moyer-Managing Member



State of Colorado)
)ss
County of Denver)

The foregoing instrument was acknowledged before me this 23 day of November 2020 by Angelique M. Moyer.

Witness my hand and official seal.

Lucinda Uvalle
Notary Public

My Commission expires: 4/12/23

WHEN RECORDED RETURN TO:

PUBLIC WORKS AND COMMUNITY PLANNING & DEVELOPMENT

RULES & REGULATIONS

OF THE EXECUTIVE DIRECTORS OF THE DEPARTMENTS OF PUBLIC WORKS AND
COMMUNITY PLANNING & DEVELOPMENT, CITY & COUNTY OF DENVER

GOVERNING PUBLIC INFRASTRUCTURE MANAGEMENT AT 41st & FOX STATION - EAST

Date Advertised: Tuesday, September 25, 2018
In (Publication): The Daily Journal
Public Hearing Date: Thursday, October 18, 2018

Approved as to form:

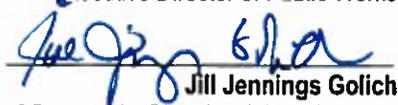
Kristin M. Bronson
Attorney for the City & County of Denver

By: 

Nate Lucero
Assistant City Attorney

Approved & Adopted


Eulois Cleckley
Executive Director of Public Works


Jill Jennings Golich
Executive Director of Community Planning & Development

Adopted Pursuant to Chapter
2, Article VI of the Charter of
the City & County of Denver
and Section 2-91 et seq. and
12-18 of the Revised
Municipal Code

11/26 2018
Effective Date

**DEPARTMENTS OF PUBLIC WORKS AND COMMUNITY PLANNING
AND DEVELOPMENT RULES AND REGULATIONS GOVERNING CITY
AND COUNTY OF DENVER PUBLIC INFRASTRUCTURE
MANAGEMENT AT 41ST & FOX STATION - EAST**

ARTICLE I. GENERAL PROVISIONS

Section 1.01 Authority.

These rules and regulations (“Rules and Regulations”) are adopted by the City and County of Denver’s Executive Director of the Department of Community Planning and Development (“Community Planning and Development” or “CPD”) pursuant to Article II of Chapter 12 of the Denver Revised Municipal Code of the City and County of Denver (“DRMC”) and the City and County of Denver’s Executive Director of Public Works (“PW”) pursuant to Article V of Chapter 49 of the DRMC. These rules and regulations are adopted for the purpose of administering and managing available existing public infrastructure in certain identified areas of the City and County of Denver (“City”).

Section 1.02 Intent. The Executive Directors of Public Works (“Director of PW”) and Community Planning and Development (“Director of CPD”) desire to manage the roadway infrastructure resources in certain geographic areas of the City and County of Denver to effectively and efficiently allocate the currently available roadway infrastructure resources. The Director of PW and the Director of CPD have determined that the area set forth on **Exhibit A** is an Area Designated for Infrastructure Management as defined below.

Section 1.03 Severability.

Should any section, clause, or provision of these regulations be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the regulations as a whole, or any part thereof, other than the part declared to be invalid.

Section 1.04 Definitions.

Terms or phrases specific to or introduced in this document are defined below.

- (a) “*Allocation of Trips*” means a designation of daily vehicle trips sufficient to accommodate the estimated trip demand generated from a submitted development’s specific project and occurs upon approval of a formal Site Development Plan.
- (b) “*Applicant*” has the meaning set forth in Section 12.3.3.1 of the Denver Zoning Code, as amended from time to time.
- (c) “*Area Designated for Infrastructure Management*” means that area designated jointly by the Director of PW and the Director of CPD in Exhibit A.

- (d) “*Baseline Assumptions*” means the estimated volumes of the Total Trip Capacity and Existing Trip Counts as of July 1, 2018, in the Area Designated for Infrastructure Management.
- (e) “*Concept Plan Submittal*” means a pre-application concept plan review that is a mandatory submittal before the submittal of a formal Site Development Plan application per Section 12.4.3 of the Denver Zoning Code, as amended from time to time.
- (f) “*Complete Application*” has the meaning set forth in Section 13.3 and 12.3.3 of the Denver Zoning Code, as amended from time to time.
- (g) “*Existing Trip Count*” means the current calculated number of vehicular daily trips on the infrastructure roadway system within the Area Designated for Infrastructure Management.
- (h) “*Remaining Trip Capacity*” means the remaining number of vehicular daily trips that can be added to the Area Designated for Infrastructure Management before reaching the Total Trip Capacity.
- (i) “*Reservation of Trips*” means a designation of daily vehicle trips sufficient to accommodate the estimated trip demand generated from a submitted development’s specific project and occurs upon a project’s release from the Concept Plan Submittal.
- (j) “*Site Development Plan*” has the meaning set forth in Section 13.3 of the Denver Zoning Code, as amended from time to time.
- (k) “*Site Development Plan Process*” means the process by which one receives approval of a Site Development Plan and includes the Concept Plan Submittal as well as the formal Site Development Plan submittal, also known as the concept phase and the formal phase.
- (l) “*Total Trip Capacity*” means the expected maximum number of vehicular daily trips that the infrastructure roadway system can accommodate within or adjacent to the Area Designated for Infrastructure Management before reaching an unacceptable level of congestion.

1.05 De-Designation.

The Director of PW and the Director of CPD shall have the authority, by written notice executed by both directors, published at least 30 days prior to the effectiveness of the notice, to de-designate all or a portion of the Area Designated for Infrastructure Management.

ARTICLE II. DENVER PUBLIC INFRASTRUCTURE MANAGEMENT

Section 2.01 Applicability.

The Director of PW and the Director of CPD have determined that the area set forth on Exhibit A is an Area Designated for Infrastructure Management. All development projects requiring review through the Site Development Plan Process within the Area Designated for Infrastructure

Management will be administered in the City's development process through the process outlined in these Rules and Regulations.

Section 2.02 Establishment of Baseline Assumptions.

The Director of PW, in coordination with the Director of CPD, has established through customary traffic impact studies or other reasonable methods the following Baseline Assumptions in the Area Designated for Infrastructure Management: the Total Trip Capacity is 25,000 trips, and the baseline Existing Trip Count is 13,700 trips (which includes an estimated 1,500 trips for the RTD Park-n-Ride at the 41st and Fox Station). Therefore, the current Remaining Trip Capacity is 11,300 trips, as of July 1, 2018. The Director of PW shall cause these Baseline Assumptions to be published on Community Planning and Development's Development Services website (www.denvergov.org/ds) or its technological improvement or replacement and shall update the Remaining Trip Capacity from time to time. The City shall rely upon the Baseline Assumptions for calculating the Remaining Trip Capacity until July 1, 2023. After July 1, 2023, the Director of PW may adjust the estimated Total Trip Capacity and re-measure the Existing Trip Count to reflect actual infrastructure operations within and adjacent to the Area Designated for Infrastructure Management; provided, however, that the traffic studies or other reasonable methods used to recalculate the counts and available capacity may commence prior to July 1, 2023.

Section 2.03 Traffic Study and Transportation Demand Management Plan Submittals.

Each Concept Plan Submittal for vertical development within the Area Designated for Infrastructure Management shall include a traffic impact study or traffic memorandum for review and utilization in the City's determination of a Reservation of Trips for such development. In addition, each Concept Plan Submittal for vertical development within the Area Designated for Infrastructure Management shall include for review a Transportation Demand Management Plan ("TDMP") as outlined in Exhibit B, or until such time as the City formally adopts a different TDMP submittal requirement. (Concept Plan Submittals occurring after such adoption shall be submitted in accordance therewith). No Concept Plan Submittal shall be allowed to progress to formal Site Development Plan submittal until the traffic impact study or traffic memorandum and the TDMP have been reviewed, which, along with other engineering guidance, shall form the basis for the City's determination of the volume of the Reservation of Trips for the project. No Concept Plan Submittal shall be allowed to progress to formal Site Development Plan submittal if there is not sufficient Remaining Trip Capacity available to cover the project's Reservation of Trips. Any approved formal Site Development Plan shall include a note indicating the adoption of a TDMP and the inclusion of the TDMP as a supplement to the Site Development Plan.

Section 2.04 Reservation and Allocation of Trips.

- A. **Available Trips to be Reserved.** The number of available trips at any given time is the Total Trip Capacity minus the Existing Trip Capacity minus all trips that have already been reserved or allocated. The Director of Community Planning and Development shall cause this calculation to be maintained. The City may over-reserve trips by 15% of the Remaining Trip Capacity, since some projects that are released from the Concept Plan

Submittal phase may never achieve Site Development Plan approval or be built, thus resulting in no new additional trips.

- B. **Reservation of Trips.** At the time the City notifies an Applicant that their respective Concept Plan Submittal is released from the concept phase to proceed to formal Site Development Plan, the City shall make a Reservation of Trips for the project and will reduce the Remaining Trip Capacity accordingly. Once a trip is reserved from the Remaining Trip Capacity, then it is unavailable for use by any other development and shall be counted against the Remaining Trip Capacity unless those trips revert to the Remaining Trip Capacity pursuant to Section 2.05.
- C. **Allocation of Trips.** Upon approval of the project's Site Development Plan, any reserved trips associated with an application shall be converted to allocated trips. Once a trip is allocated from the Remaining Trip Capacity, then it is unavailable for use by any other development and shall be counted against the Remaining Trip Capacity unless those trips revert back to the Remaining Trip Capacity pursuant to Section 2.06.
- D. **Expiration of Reserved or Allocated Trips.** Reserved or Allocated trips shall revert back to the Remaining Trip Capacity if the application fails to meet any of the timelines identified in Section 2.05 or 2.06 below.

Section 2.05 Expiration of Reserved Trips.

Reserved trips will revert back to the Remaining Trip Capacity for any application that fails to meet the following timelines:

- A. **Timeframe for Initial Submittal of Formal Site Development Plan Application.** The Applicant shall submit the complete formal Site Development Plan and associated engineering documents no later than one hundred twenty (120) days after the receipt of written notification from the City notifying the Applicant of its release from the concept plan review phase of the Site Development Plan Process. If the formal Site Development Plan is not submitted within that timeframe, then the "reserved" trips will be cancelled and returned to the Remaining Trip Capacity. Thereafter, the Applicant may commence the Site Development Plan Process again in accordance with all applicable City and County of Denver Ordinances, Codes, and rules and regulations, and such application shall be treated as a new application with respect to the reservation and Allocation of Trips.
- B. **Timeframe for Resubmittals of Formal Site Development Plan.** Upon receipt of comments from the City on the formal Site Development Plan, and any subsequent resubmittals of the formal Site Development Plan, the Applicant must resubmit the revised Site Development Plan and associated engineering documents responding to such comments no later than one hundred twenty (120) days following such receipt. If the formal Site Development Plan is not re-submitted within that timeframe, then the Reservation of Trips will be cancelled and returned to the Remaining Trip Capacity. Thereafter, the Applicant may commence the Site Development Plan Process again in accordance with all applicable City and County of Denver Ordinances, Codes, and rules and regulations, and

such application shall be treated as a new application with respect to the reservation and Allocation of Trips.

- C. **Timeframe for approval of the Site Development Plan.** Following the receipt of written notification from the City notifying the development of its release from the concept plan review phase of the Site Development Plan Process, a formal Site Development Plan based on such Concept Plan Submittal must be approved by the City no later than twenty-four (24) months after the date of such receipt of written notification from the City notifying the development of its release from the concept plan review phase of the Site Development Plan Process. If the formal Site Development Plan is not approved within that timeframe, then the Reservation of Trips will be cancelled and returned to the Remaining Trip Capacity. Thereafter, the Applicant may commence the Site Development Plan Process again in accordance with all applicable City and County of Denver Ordinances, Codes, and rules and regulations, and such application shall be treated as a new application with respect to the reservation and Allocation of Trips.
- D. **Applications that Contain Multiple Buildings/Phases or Change in Uses or Intensities.** If a Concept Plan Submittal contains multiple buildings designated for occupied uses, but the formal Site Development Plan does not include all buildings or uses from the Concept Plan Submittal, then the “reserved” trips designated for the buildings or uses not included in a formal Site Development Plan will be cancelled and returned to the Remaining Trip Capacity.
- E. **Applications for Multiple Buildings and Mixed-Use Trip Reductions.** In Concept Plan Submittals containing multiple buildings and mixed-use trip reductions, any trip reduction resulting from the multi-building, mixed use plan, as identified in the approved TIS or Traffic Memo, shall not be “credited” until the last building within the multi-building Concept Plan Submittal has been submitted for formal Site Development Plan review according to these rules and regulations.

Section 2.06 Expiration of Allocated Trips.

Allocated trips shall revert to Remaining Trip Capacity for any approved Site Development Plan that fails to meet the following timelines:

- A. Upon the expiration of any approved formal Site Development Plan for any reason, including but not limited to: (i) lapse of approval of the Site Development Plan as determined by the Denver Zoning Code §12.3.6; or (ii) expiration of an approved building permit or lack of one or more active building permits under such approved formal Site Development Plan, the Allocation of Trips shall be cancelled and returned to the Remaining Trip Capacity.
- B. With respect to the Site Development Plan Timeframe provisions set forth in this Section 2.05, in the event of a conflict between the provisions of these rules and regulations and the provisions of the Denver Zoning Code, the provisions of these rules and regulations shall control.

Exhibit A

41st & Fox Station – East:

The area bounded by I-70 to the north; I-25 to the east and south; and the freight and passenger rail tracks to the west.



EXHIBIT B

TRANSPORTATION DEMAND MANAGEMENT PLAN (TDMP) SAMPLE/Framework/Guide

The following is a set of expected components for a TDMP, but is not meant to be prescriptive regarding content. The development should address the categories enumerated here, but is free to specify how they are addressed in ways that best and most cost-effectively fit the goals and program of the project. By way of suggestion, the following includes an extensive list of TDM features, measures, and strategies from which the development may choose to implement as part of the TDMP. This list, however, is not exclusive, and the development is free to propose alternative or additional approaches to TDM.

Development Identity and Characteristics:

Development is known as _____.

Development is located at _____.

Development consists of the following uses and intensities _____.

Pursuant to Rule/Plan/Ordinance _____, this development is required to submit and implement a Transportation Demand Management Plan ("TDMP").

TDMP Preamble:

This TDMP is a site-specific plan that identifies specific transportation demand management features, measures, and strategies that shall be implemented with the design and ongoing management of the development. These features, measures, and strategies are designed to a) encourage and facilitate residents, visitors, tenants, and employees to reduce single-occupant vehicle (SOV) trips, especially during peak traffic hours; and b) maximize the use of alternative modes of transportation, such as transit, micro-transit, shuttles, car-pooling, car-share, bicycling, bike-share, scooters, and walking.

It is recognized that, in addition to site-specific features, measures, and strategies, the success of TDM is heavily impacted by broad neighborhood-level characteristics: proximity and access to a high-frequency and broadly distributed transit system; proximity and access to a comprehensive alternative mode infrastructure system, such as a bike lane network; the density of surrounding development that includes a broad mix of uses; and the extent of a safe and complete pedestrian network, and traffic calming. These neighborhood-level characteristics may also be included as factors in calculating the development's SOV trip-generation and the impact of its site-specific TDM features, measures, and strategies.

Together with high-density, mixed-use, mode-rich neighborhood characteristics, the achievement of this TDMP's mode-shift and SOV trip-reduction goals will contribute broad public benefits:

- Reducing demand, maintenance, and upgrade costs for roadway and parking infrastructure;
- Freeing development resources for more productive spaces and amenities;
- Maximizing the public value of investments in transit and multi-modal infrastructure;

- Supporting the economy through greater commute flexibility and access to jobs, housing, and community assets;
 - Protecting the environment by reducing emissions of greenhouse gases and other pollutants.
 - Promoting public health by improving air quality and promoting physical activity.
-

TDMP Calculated Impacts:

It is anticipated that the successful implementation of this TDMP will result in a ____% reduction in the SOV trips generated by this development.

The conventional ITE calculation of the SOV trips generated by this project is _____, but it is calculated that only _____ SOV trips will be generated when this TDMP is fully and successfully implemented.

_____% of this calculated SOV trip reduction is reflected in the traffic memo or traffic impact study submitted as part of the Site Development Plan Process for this development.

TDMP Implementation, Phasing, Compliance, & Verification:

In addition to identifying specific TDM features, measures, and programs the development shall implement, the TDMP shall also specify the implementation plan for these activities, and their phasing, if any.

The TDMP shall also specify a compliance and verification program for ensuring that the enumerated TDM activities in this TDMP, and the calculated SOV trip-reductions, are achieved and sustained over time.

TDMP Specific Features, Measures, & Strategies:

The TDMP for this development shall consist of the following specific elements:

[Again, the following is an extensive, but not exclusive or prescriptive, list of TDM features, measures, and strategies from which the development may choose to implement as part of the TDMP. The development is free to propose alternative or additional approaches to TDM that best and most cost-effectively fit the goals and program of the project.]

Transit / Micro-Transit / Shuttle:

- The development shall subsidize and/or promote RTD transit passes for tenants and/or employees
- The development shall promote and provide information on RTD routes and services, and provide information on the most direct and mode-friendly pedestrian and bicycle routes to train and bus stations.
- The development shall subsidize and/or promote micro-transit service and/or membership for tenants and/or employees.
- The development shall subsidize and/or promote a shuttle service for tenants and/or employees.

- A “Transit Screen” shall be installed in the building to provide tenants, employees, and visitors real-time information on all transportation options, including upcoming departure times and locations for nearby train service, bus service, micro-transit service, and shuttle service.

Parking / Car-pooling / Car-share

- On-site parking shall be limited to the following ratios: _____.
- Parking shall be un-bundled from tenant leases, providing opportunities for tenants to save money by forgoing car ownership or on-site parking.
- Parking shall be priced in the following way to establish meaningful incentives for the use of alternative modes and to reflect the market value of parking space: _____.
- Parking spaces numbering _____ shall be dedicated to car-pool or van-pool parking and placed in a prominent and desirable location.
- Parking spaces numbering _____ shall be dedicated to car-share services, such as Car2Go or ZipCar, and placed in a prominent and desirable location.
- Membership in car-share services, such as Car2Go or ZipCar, shall be subsidized and/or promoted for tenants and/or employees.
- Social media platforms or other tools shall be used by property management for education, promotion, and coordination of ride-sharing and car-pooling among tenants and/or employees.
- A “Transit Screen” shall be installed in the building to provide tenants, employees, and visitors real-time information on all transportation options, including location and availability of nearby car-share cars.

Bicycling / Bike-share / Scooters

- Private and secure bike parking spaces numbering _____ (at the rate of _____ /unit or tenant employee) shall be placed in a convenient location to maximize the ease and likelihood of bicycling by tenants and/or employees.
- The development shall promote bicycling among tenants and/or employees provide information and maps regarding commuting and recreational bicycle facilities and routes.
- A bicycle maintenance and repair station with the following characteristics shall be included among the development’s amenities: _____.
- Public bike parking spaces numbering _____ shall be placed in visible and convenient locations to promote and encourage bicycling to the development by visitors.
- The development shall sponsor or support the placement of a B-Cycle station on or nearby the development property by the following contributions or measures: _____.
- The development shall subsidize and/or promote B-Cycle membership for tenants and/or employees.
- The development shall sponsor a round-trip bike-share service, such as Zagster, for the use of tenants and/or employees.
- The development shall sponsor a dockless bike/scooter drop-off location (consistent with City guidelines and regulations) and shall subsidize and/or promote dockless bike/scooter membership among tenants and/or employees.
- The development shall construct or invest in the following off-site improvements to the neighborhood bicycle infrastructure: _____.
- A “Transit Screen” shall be installed in the building to provide tenants, employees, and visitors real-time information on all transportation options, including location and availability of nearby bike-share and scooter vehicles.

Walking

- Consistent with requirements for Site Development Plan approval, the development shall construct a safe, attractive, high-quality pedestrian environment as part of the project, with appropriate street furniture, lighting, landscaping, and other pedestrian-friendly features.
- The development shall construct or invest in the following off-site improvements to the neighborhood pedestrian infrastructure: _____.
- The development shall promote restaurants, shopping, and other amenities within walking distance for tenants.

Regional TDM Support

- The development shall sponsor or support the creation of a local Transportation Management Association (TMA), or become a paying member of an existing TMA, thereby securing ongoing TDM-supportive services and promoting TDM in the neighborhood as a whole.
- The development shall contract with a local TMA to develop, implement, and manage the development's TDMP.