



CHERRY CREEK WEST

LARGE DEVELOPMENT FRAMEWORK

2500 E. FIRST AVENUE

REFER TO ATTACHMENT 1 – LEGAL DESCRIPTION

SUBJECT PROPERTY OWNER: TEMPLE HOYNE BUELL FOUNDATION

200 E. LONG LAKE RD, STE. 300

BLOOMFIELD HILLS, MI 48304-2324

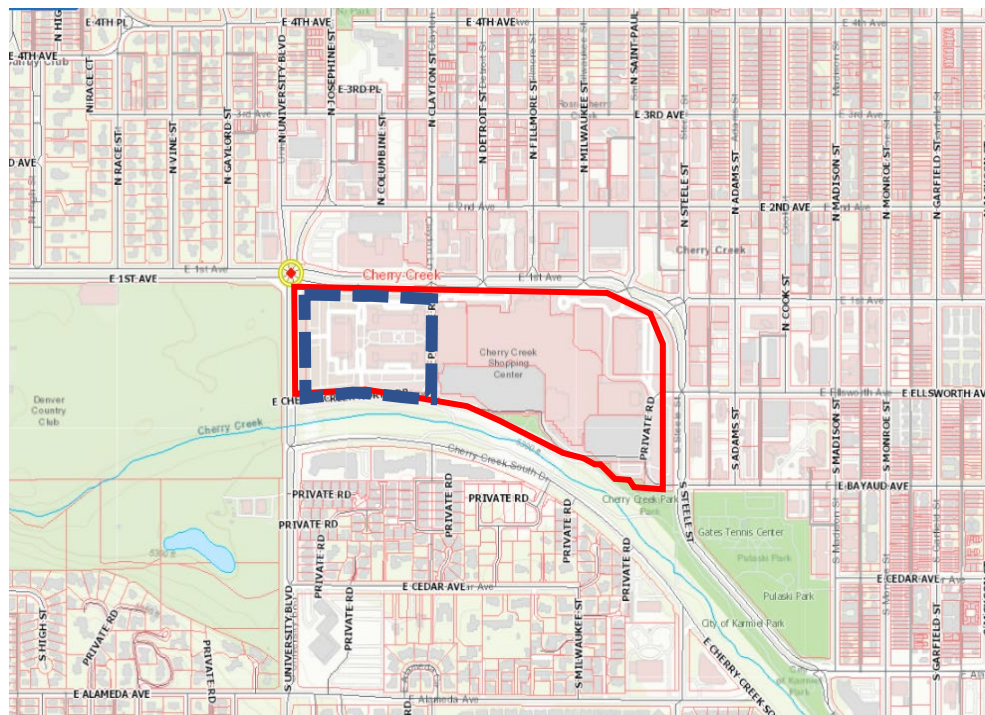


Figure 1 Area Context – Subject Property outlined in hatched line

Figure 1 – Area Map

This Framework shall apply to the property specifically identified in the hatched blue area which is currently part of one large zone lot for the area in the red boundary., 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shall be applicable to all owners, successors and/or assigns until such time as this document is formally amended or withdrawn pursuant to DZC Section 12.4.12. This document will be recorded upon future rezoning of this site into the Denver Zoning Code.

I. Determination of Applicability

On December 7, 2021, a Pre-Application Meeting was held with the City's Development Review Committee (DRC) workgroup to discuss the proposed redevelopment of Cherry Creek West. Following the meeting, Staff presented the information to the Executive Development Review Committee composed of high-level leadership from multiple agencies. Pursuant to Section 12.4.12.5 of the Denver Zoning Code (DZC), the DRC has determined that the Large Development Review (LDR) process is applicable to this project. Factors that determined that the LDR process would be required included:

- Adopted plan recommendation for the use of the LDR process
- The gross land area is greater than 5 acres
- Infrastructure improvements are anticipated for the project

II. Purpose of the 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 redevelopment of what is referred to as the Cherry Creek West site. 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.
- Identify equity gaps and provide a framework for equitable outcomes associated with the proposed development

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 plan and 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.

The standards for Large Development Review are only applicable to properties that have a zoning designation from the current Denver Zoning Code. The subject properties have a zoning designation from the Former Chapter 59; however, project rezoning is proposed. Based on the proposed rezoning, the voluntary use of the LDR process will benefit the project by identifying project requirements early in the process and improve efficiency by overlapping required processes that would otherwise be required after the rezoning. The Large Development Framework, once executed upon approval by the DRC, will commence this portion of the process; however, the LDR Framework won't be recorded until after the rezoning is complete and all appeal periods have expired with any appeals having been resolved to the satisfaction of Applicant and Property Owner.

The LDF addresses the scope and information required pursuant to the Denver Zoning Code, but also includes additional information that may be used to guide future development of the site. Such additional information, to the extent it represents the application and implementation of recommendations in adopted plans and/or provisions of the Denver Zoning Code or Denver Municipal Code, will be considered and, as applicable, incorporated into the contemplated development of the site. Other additional information is included in this LDF to identify potential opportunities to improve the development, but will not be required in connection with such development.

Applicant and Owner Information

| Applicant: | Property Owner: | Planner: |
|--|---|---|
| East West Partners 1550 Wewatta, Suite 540 DENVER, CO 80202 | Temple Hoyne Buell Foundation 200 E. Long Lake Rd, Ste. 300 Bloomfield Hills, MI 48304-2324 | Design Workshop 1390 Lawrence Street, Suite 100 Denver, CO 80204 |

III. LDR Boundary

- a. The subject property being considered for redevelopment is 12.86 acres of a larger 47-acre parcel, all considered one zone lot. The area is well known as the Cherry Creek Mall, originally developed in 1953 and renovated to the current mall in 1990. It is a regional shopping destination and around its perimeter has grown an invested community of residents, business owners including the Cherry Creek North Shopping District, and the public who frequent the area on foot along the Cherry Creek to the south of the site as well as those who, work, live and play in the Cherry Creek neighborhood. The northwest corner of the property is formed by the complex intersection of University Boulevard and Speer/1st Avenue and the couplet of southbound University/York and northbound Josephine Street to serve traffic on the western boundary of the Cherry Creek North neighborhood. The eastern boundary of the subject site is the private street extension of Clayton Lane. The subject site contains unobstructed western and southwestern views to the mountains across the Denver Country Club Golf Course. An existing 8' wide sidewalk along 1st avenue serves the RTD bus stop, but there is no pedestrian access along University Boulevard or along the existing private Cherry Creek North Drive. Further, this prominent location currently has no physical connection to the Cherry Creek Trail. These missing pedestrian links create connectivity and mobility gaps in the pedestrian public realm network. Today the site consists predominately of large surface parking lots and three large footprint buildings. This area is essentially devoid of pedestrian activity as there are no sidewalks on the

south or west portions of the site and the overwhelming majority of the site is prioritized for automobile parking and circulation.

- b. The site is currently zoned B-3, a district in Former Chapter 59 with development limits defined by floor area ratios (FAR) of 1:1. It is expected that to facilitate this proposed development, the site will require evaluation to rezone the property and an amendment to remove the subject property from the existing Planned Building Group (PBG) which provides for multiple buildings on one zone lot. The current PBG has been amended many times previously to provide for expansions to the regional shopping center footprint, resulting in an existing floor area ratio (F.A.R.) that cannot absorb the proposed development.

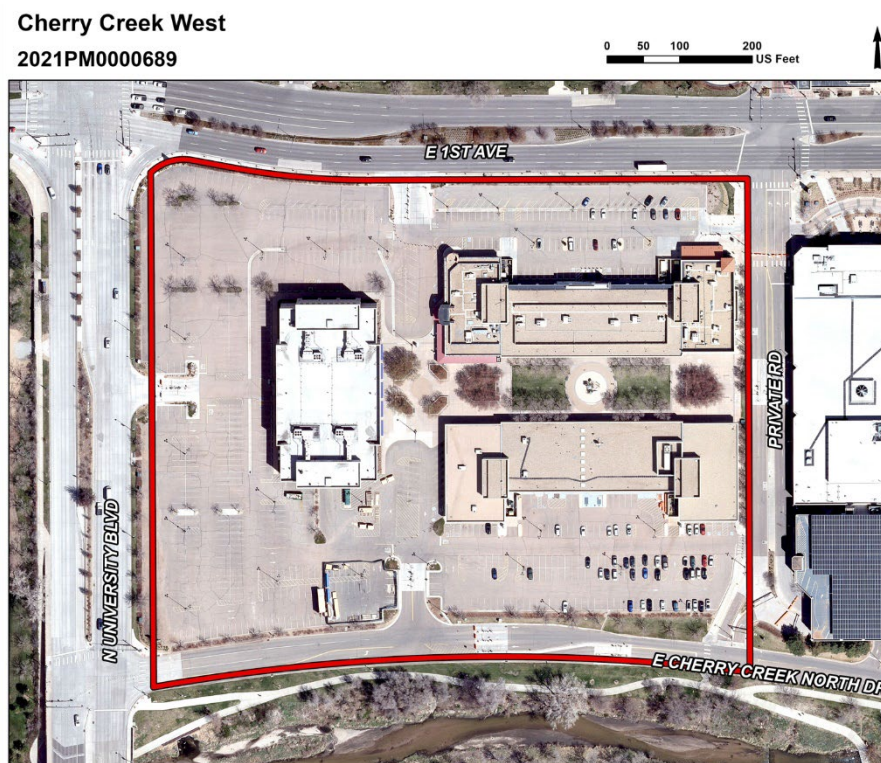


Figure 2 – LDR Boundary

IV. Project Summary

In order to facilitate redevelopment of the 12.86-acre site, East West Partners intends to enter into a long-term lease with Temple Hoyne Buell Foundation, the owner of the subject property. Also a lessee on the larger property is The Taubman Company, LLC which manages the Cherry Creek Shopping Center east of Clayton Lane. The proposed project considers a mix of uses including commercial, residential, and open space. The development concept and application can be found in Attachment 1. The development concept includes two different options related to the treatment and integration of existing Cherry Creek Drive North. A final concept will be determined as part of the IMP and rezoning process, which together will help define the most desirable and technically feasible outcome to ensure development meets requirements of this LDF and CCD standards.

V. Adopted Plan Guidance

The City's 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 project process and requirements. Please refer to the Final Scope in Attachment 2 for a summary of adopted plan guidance.

VI. 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. Please refer to the Final Scope for the Equity Summary and Equity Brief. Please refer to the Project Requirements for Equity commitments on behalf of the project.

VII. Anticipated Development Outcomes and Project Commitments

Anticipated Development Outcomes:

Redevelopment of this site is expected to continue to implement the vision of the adopted Cherry Creek Area Plan and build on the high-quality urban experience that defines the Cherry Creek neighborhood, long celebrated as a critical activity center within the city. The addition of mixed-use density and opportunities for work-live-play environments on this large site within the neighborhood is unmatched in size and arguably located on the most visible corner of the Cherry Creek neighborhood. There are five key urban design principles discussed in the Final Scope (Attachment 2) that will drive continued discussion during the IMP process. In addition to these goals, please visit Attachment 2 which includes additional project requirement details known at this time.

Attention in subsequent steps of the redevelopment and entitlement process will be focused on reviewing proposed development against city-adopted plans highlighted in the Final Scope to ensure desired outcomes are achieved.

1. Land Use & 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. Applicant intends to pursue CMX-12 zoning and will identify ways to meet such zoning.

2. Transportation, Connectivity & Mobility

To further adopted plan guidance for connected and complete neighborhoods, development concepts provided to date reflect private streets through the site. Future evolution of these concepts should continue to identify these connections to prioritize pedestrian-friendly access, increase public visual access through the site, provide multi-modal and service access to the proposed development, and add connectivity to the surrounding context now and in the future. The current concept indicates an east-west connection via access points at University and Clayton Lane as well as a private street connection from north to south connecting midway through the site. The city will require that the east-west street be publicly accessible. The proposed

development concept depicts the east-west connection as a multi-use street, which will satisfy the intent of this paragraph, while also providing opportunity for event programming, non-motorized access, and construction and maintenance, which may necessitate street closure from time to time.

Clayton Lane is a primary and critical connection between Cherry Creek North neighborhood and the Cherry Creek greenway. The Project proposes an enhanced pedestrian and bicycle design on the eastern edge of the site while simultaneously preserving existing vehicular garage ramp access on the east side of Clayton Lane for the adjacent shopping center. Future redevelopment should create a strong, visible and clear connection from Clayton Lane to the Cherry Creek Greenway.

Cherry Creek North Drive is a private drive currently providing mall access. Future acceptable treatment of this drive (e.g. relocation, realignment and integration of this drive) will be finalized during the Infrastructure Master Plan. The city supports maintaining the Drive at-grade as a street serving the property. The desired outcome should provide multi-modal and service access to the proposed development and below-grade parking, paired with relocation of mall access requirements to the east of the site.

3. Parks & Open Space

Development of this site should embrace the Cherry Creek greenway as recommended in adopted plans. A central theme of the proposed development rests on connection to nature via onsite green and hardscape open spaces connected to a proposed structure over the Cherry Creek Drive North private drive. The proposed connection is not facilitated for the full width of the property along the drive which today is parallel to the Cherry Creek greenway, facilitating a clear visual and physical opportunity for the length of the property. The applicant has incorporated into the application an at-grade option to maintain Cherry Creek Drive in its current location. The city will further evaluate the feasibility and functionality of both of these proposals and its consistency with adopted plans as part of the analysis required during the Infrastructure Master Plan.

4. Affordable Housing

The applicant will complete a High Impact Development Compliance Plan in collaboration with the City of Denver's Housing and Stability (HOST) team.

5. Water, Wastewater and Stormwater Management, Cherry Creek Corridor and Dry Utilities

Redevelopment warrants evaluation, relocation and re-connection of existing services on the property, all carefully coordinated in phased development to ensure uninterrupted service for the adjacent shopping center which is currently located on the same zone lot. Substantial infrastructure currently exists across the site which, without mitigation and alternative location approvals, will have impacts on the proposed site design. Evaluation of requirements will be facilitated in discussion during the future Infrastructure Master Plan.

The IMP submittals should be informed by available information concerning both utility corridor planning and technical needs as well as an understanding of the interrelated aspects of stream corridor management and potential improvements adjacent to this project. Based on the analysis for the stream restoration project completed upstream, which has a similar flow and sediment regime, an anticipated healthy stream corridor appears to be approximately 250 ft – 300 feet for

this confined section of Cherry Creek. While the context for this corridor may constrain this dimension, any opportunity to maximize this corridor width to 1) restore and enhance the natural beneficial function of the river 2) ensure recreational and open space opportunities 3) increase mobility and access for all users and 4) recognize the importance of the land use interface should be considered at the time of redevelopment. Examples of ways to achieve this may include slightly shifting Cherry Creek North Drive to the north without compromising the developability of the site and decreasing impervious areas in this corridor or utilizing the same space differently in a reconfigured drive to allow for additional permeable space adjacent to the creek. Final determination of the location and infrastructure requirements associated with Cherry Creek North Drive to serve the new development will occur as part of the IMP process.

1. Extensive tree thinning in this area of the creek adjacent to the property was completed in 2019 by Mile High Flood District and the City and County of Denver. At that time, all trees that did not impact the stability of Cherry Creek were removed. The trees that exist adjacent to the redevelopment are critical to bank stability and should be preserved. Any impacts to these trees may destabilize the bank and require channel stabilization measures.
2. With the planning effort, the design should anticipate the development of social trails. This network of trails in this area of the creek have impacted some of the steep slopes and have required extensive maintenance. Any opportunity to anticipate and limit the formation of these trails at design should be considered.

6. Partner Agencies (DOA, CDOT, RTD, Adjacent Municipalities, Metro Water Recovery, Mile High Flood District)

Partner agencies with relevant interest to date in this project include RTD, Mile High Flood District, DPS and Metro Water Recovery. All agencies will be referral agencies during the IMP process. Mile High Flood District has collaborated with DOTI to inform suggestions for preservation of the Cherry Creek Corridor per item 5 above.

7. Sustainability & Climate

- a. Net zero buildings: While the Applicant will attempt to achieve the goal stated in the development application of “net zero energy in each of the buildings as built, the project will meet the city’s then current energy goals as they are required.” In addition to climate and air quality benefits, all-electric buildings can reduce upfront construction costs by not running gas lines to this development. Denver has a goal for net zero energy all-electric new buildings and homes by 2030. For more information see the [Net Zero Energy Implementation Plan](#). Additionally there are energy efficiency requirements for buildings as part of the [Energize Denver Ordinance](#).
- b. Landscape design: Project teams are encouraged to conduct their own research and propose how this site can provide positive ecological benefits that residents desire like providing drought and heat adapted and [native landscapes](#) that directly support local insects and wildlife, creating pollinator gardens across the site, and/or providing low water, drought resistant, heat resistant landscapes likely to endure and thrive now and in future years as conditions continue to evolve. Landscape design should be a focal point of this project and can help support the case for redevelopment, benefit local wildlife, and ensure this project is more resilient and prepared for drought, heat, and wildfire. [Denver Water Outdoor Water Use Rules](#) should also be a landscape design consideration.

- c. District scale measures: Evaluate district scale (project wide) opportunities to provide site-specific and broader community benefits. Explore the potential for district scale geothermal heating and cooling: tap into consistent temperatures underground for heating and cooling needs and to get multiple uses from development adjacent green space (privately-owned parcels, not the parkland to be dedicated). US Dept. of Energy funding opportunities are currently available for geothermal systems. Other district-scale measures could include, but are not limited to, powering buildings with onsite renewable energy. Waste heat recovery from sewer pipes, like the system installed at the National Western Center, is another district scale opportunity.
- d. On-site water management and reuse: capture and treat stormwater and create riparian buffers and collect, prevent, and/or filter runoff to waterways. Denver's Climate Adaptation Plan identifies extreme weather in the form of heavy downpours as a key climate impact for the City and County of Denver.
- e. Heat island mitigation: Consider solar reflective roofing, paving, and other construction materials throughout the development to support mitigation of urban heat island effect, the project team is encouraged to align with Chapter 5 Site Hardscape (501.3.5.1) of the Denver Green Code.

VIII. Development Review Process

The following processes have been identified as necessary for this project. The details on content for each of the processes are only intended to highlight anticipated scope and they are not intended to preclude additional topics that may need to be addressed as the project is being formally reviewed.

- A. Community Engagement** – Based on comments received during the community information meeting held on August 10, 2022, it is clear that community members have an interest in the future of this site. The applicant should continue to engage area Registered Neighborhood Organizations (RNOs), the Cherry Creek North Design Advisory Board, Cherry Creek North Business Improvement District, area businesses and other community groups to provide updates on their progress through the rezoning and entitlement process.
- B. Urban Design and Zoning Analysis** – Prior to engaging in detailed discussions about future zoning, the applicant engaged with the city to reach shared meaning and agreement on the vision for the site with regard to connectivity to the larger community, building layout, creek interface, balance between exterior/interior edges and other physical design issues. The city expects to continue these urban design-focused discussions during the progression of the Infrastructure Master Plan (IMP) process in order to reach agreement on a site concept that incorporates the city's priorities based on adopted plan guidance and as outlined in this framework. Future zoning depends on an understanding of how the public realm will be shaped and what regulatory mechanism will be most appropriate to get to desired outcomes, and therefore substantial progress of the IMP is required prior to finalization of the rezoning. Applicant intends to pursue CMX-12 zoning and will identify ways to meet such zoning.
- C. Amendment to existing Planned Building Group** is required if the subject property is to be separated formally from the Cherry Creek Mall zone lot. The owner of the subject site is not interest in rezoning the balance of the property, and together with the applicant, will be expected to provide information to inform the future PBG Amendment that will be required concurrent with

and ultimately prior to rezoning of the subject parcel into the Denver Zoning Code and on its own zone lot.

- D. Rezoning** – the existing zoning is Former Chapter 59 B-3 with an allowable Floor Area Ratio of 1:1. It is certain that additional development on the site as proposed will result in violating the FAR allowance. Rezoning of the site is planned in order to achieve desired outcomes. In order to assess the appropriate zone district, there is substantial planning required on the urban design and infrastructure needs that will provide better context for choosing a future zone district. Applicant intends to pursue CMX-12 zoning and will identify ways to meet such zoning.
- E. Infrastructure Master Plan** – Prior to submitting the formal Infrastructure Master Plan, the applicant should provide a preliminary submittal of the IMP to link progressive studies and resolutions to a known process and avoid one-off feasibility studies that are needed to get resolution on the key issues identified with the site design thus far including potential relocation of existing wet and dry infrastructure. The formal IMP process should be based on a design outcome that is better aligned with the outcomes expressed by the city in this Framework, so it is imperative that agreement is reached on the connection to the creek, shared street design, landscape feasibility and impacts from relocating the Metro Water Recovery line. Preliminary studies may include:
- Landscape architecture feasibility study focused on surface depth related to tree and plant growth as the site is proposed to incorporate a unified parking structure.
 - Wastewater management-Metro Water Recovery Feasibility Study related to proposed site design and impacts to Cherry Creek should the line be relocated.
 - Final street design that provides alternatives identifying garage entrances interior to the site.
- F. Infrastructure Master Plan** and related studies including:
- Mobility Study
 - Sanitary Sewer Study including the completed feasibility study submitted during the IMP regarding relocation of the existing Metro Water Recovery sewer line and related plan for creek corridor including concept for bank stabilization adjacent to construction or reconstruction of Cherry Creek Drive North improvements
 - Water supply capability to the area regarding fire flow requirements
 - Stormwater management plan
 - Parks Typologies
 - Off-site improvements if required based on outcome of mobility study
 - Street typologies
 - Location of publicly accessible open space and connections meeting requirements of Article 10.8
 - Open Space phasing, maintenance and ownership
 - Development phasing
 - Roadway, bike, and pedestrian network improvements

- G. High Impact Development Compliance Plan** – As of the drafting of this framework, a High Impact Development Compliance Plan is anticipated to meet the affordable housing requirements set forth in Article X, Chapter 27 of the DRMC. Effective July 1, all residential developments of 10 units or more that have not started the Site Development Plan process will be required to incorporate income restricted units on-site or choose an alternative path, including payment of a fee-in-lieu or a negotiated alternative. All non-residential development and residential developments of under 10 units will be required to pay the then-current affordable housing linkage fee. Please see www.denvergov.org/affordabilityincentive for more details on the Expanding Housing Affordability requirements.
- H. Equity Analysis Response and Equity Research** - See Attachment 1 for the applicant’s response to the analysis. If not captured in the Infrastructure Master Plan, a future Development Agreement may be appropriate to document the applicant’s commitments to closing equity gaps.
- I. Subdivision:** Subdivision may be required based on site phasing, building lot requirements dedication of ROW or private tracts with public access easements for streets.
- J. Future Area Planning Efforts:** Continued and future involvement in the Denver Moves: Cherry Creek transportation study, including potential incorporation of recommendations into the resulting site concept.
- K. Future site development planning:** Future Site Development Plan(s) and related infrastructure construction drawings for horizontal and vertical development including require Transportation Engineering Plans (TEP) and water/wastewater management engineering documents.

The sequence in Table 1 below is based on the current effort to approve a Large Development Framework in advance of the rezoning, recording the Framework upon successful rezoning of the site. Generally, required process steps are intended to be concurrent processes and are not sequential. If there is a development agreement that requires City Council approval, the approval by City Council will need to occur on or around the same time as Council consideration of an associated rezoning or DRC approval of an Infrastructure Master Plan.

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:

- 1. Application Type: The name of a required regulatory process/application or city agreement.*
- 2. Prerequisite applications: Applications that must be submitted prior to the subject line application being submitted.*
- 3. Approval Authority: The entity vested with approving a development application per adopted City regulations.*
- 4. Final action sequencing: Timing of final action of each application and its relationship with final action sequencing of other applications.*
- 5. Table 1 is divided into three large categories consisting of similar application types that are generally submitted and reviewed concurrently:*

Regulatory Applications – 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. 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 at the city’s discretion upon approval by the Project Coordinator and other development review agencies.

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. The Horizontal Infrastructure applications may be submitted for the entire site or may be broken into different phases as identified in applicable regulatory applications, such as an Infrastructure Master Plan. If phased, the sequencing and final action of the applications are applicable to that phase.

Vertical Site Development - Anticipated applications required to support vertical development on individual sites within the overall development. 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.

The sequence below is based on the assumption that the applicant is willing to pursue the Large Development Review and an Infrastructure Master plan in advance of the rezoning.

Table 1

| Application Type | Prerequisite Application(s) | Approval Authority | Final Sequencing Action |
|---|---|--------------------|---|
| Regulatory Applications and Agreements | | | |
| Official Map Amendment (Rezoning) | <ul style="list-style-type: none"> Signed Large Development Framework IMP | City Council | Public hearing and final decision by City Council, considering recommendations of the Planning Board and Manager, and any other comments received, in addition to the review criteria provided in DZC |
| High-Impact Development Compliance Plan | Signed Large Development Framework | HOST | The Director of HOST will approve, approve with conditions, or reject the high impact development compliance plan concurrent with rezoning |
| Development Agreement: | IMP | Development Review | Concurrent with the formal IMP process if |

| Application Type | Prerequisite Application(s) | Approval Authority | Final Sequencing Action |
|--|------------------------------------|---|--|
| Infrastructure or Other Items | | Committee or City Council depending on elements in the DA | needed. If IMP and rezoning track together, DA needing council approval could be timed with rezoning to Council. |
| Equity Response | Signed Large Development Framework | CPD | Approved as narrative in IMP reflecting response in Framework |
| Planned Building Group Amendment | LDR Framework | Development Review Committee | Submit prior to or concurrent with submittal of the rezoning |
| Zone Lot Amendment | PBG Amendment | Zoning Administrator | Concurrent with first Site Development Plan |
| Infrastructure Master Plan and required preliminary and formal studies | LDR Framework | Development Review Committee | Prior to submittal of site development plans and finalization of rezoning |
| Subdivision | IMP | City Council | Approved prior to SDP or building permit approvals |
| Stormwater Construction Plan(s) | None | Department of Transportation and Infrastructure (DOTI) | Concurrent with first SDP |
| Sanitary Sewer Construction Plan(s) | None | Department of Transportation and Infrastructure (DOTI) | Concurrent with first SDP |
| Transportation Engineering Plan(s) | None | Department of Transportation and Infrastructure (DOTI) | Concurrent with first SDP |
| Vertical Site Development Applications | | | |
| Site Development Plan | None | Development Review Committee | Following Official Map Amendment |

| Application Type | Prerequisite Application(s) | Approval Authority | Final Sequencing Action |
|--|-----------------------------|--|--|
| Site Specific Engineering Construction Plan(s) for site infrastructure (SSPR, TEP, etc.) | None | Department of Transportation and Infrastructure (DOTI) | Concurrent with first SDP |
| Sewer Use and Drainage Permit(s) | None | Department of Transportation and Infrastructure (DOTI) | Concurrent with first SDP |
| Zoning Construction Permit(s) | Site Development Plan | Community Planning and Development | After SDP approval, prior to Building Permit Approval |
| Demolition Permits | PBG evaluation | Building | Can be applied for at any time |
| Building Permit(s) | Site Development Plan | Community Planning and Development | After Sewer Use and Drainage Permit and Zoning Construction Permit |

IX. Community Information Meeting

Pursuant to the DZC, the Large Development Review Community Information Meeting was held virtually on August 10, 2022 via Zoom. Invitations were sent per the City's requirements to individual property owners within the vicinity of the property inviting them to the virtual meeting. Signs with meeting details were posted on the property ahead of the meeting per the City's requirements. The meeting was attended by 16 city and applicant members and 186 total participants from community. The project team shared updated plans for the LDR application, answered questions from the neighbors, and shared their contact information for future correspondence. A summary of the neighborhood meeting and questions asked is included in Attachment 1.

X. Attachments

Attachment 1 - LDR Application and Associated Exhibits & Legal Description
 Attachment 2 – Final LDR Scope

XI. Approval

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

- The LDF identifies the type and sequencing of regulatory and planning tools needed to implement adopted City Council Plans, and
- 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 (Dec 20, 2022 15:58 MST)

Dec 20, 2022

Adam Phipps, Executive Director
Department of Transportation & Infrastructure

Date



Dec 13, 2022

Allegra Haynes, Executive Director
Department of Parks & Recreation

Date



Dec 7, 2022

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

Date

OWNERSHIP/REPRESENTATIVE ACKNOWLEDGEMENT

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



Dec 7, 2022

East West Partners, Authorized
Representative, (Amy Cara, Managing
Director)

Date

To: Denver Community Planning and Development

Applicant: East West Partners, Amy Cara

Owner: Temple Hoyne Buell Foundation

Date: November 28, 2022

2500 East 1st Avenue, Large Development Review Submittal Narrative

An affiliate of the Applicant has entered into a ground lease for the 12.86-acre parcel, located at 2500 East 1st Avenue and more particularly described in Exhibit A attached hereto, (the “Property”) for the purposes of redeveloping the West end of the Cherry Creek Shopping Center in order to construct a mixed-use development known as Cherry Creek West (the “Project”). The Property is owned by the Buell Foundation. The Project will advance the goals of Blueprint Denver and the Cherry Creek Area Plan, resulting in the redevelopment of a long-underutilized parcel and filling a significant gap in the Cherry Creek neighborhood with urban-level development. The City and County of Denver (the “City”) have determined that the Project is subject to the City’s Large Development Review (“LDR”) Process due to its size and complexity. The following constitutes the Project narrative required for and submitted in furtherance of City staff’s review of the LDR application. Along with this narrative, the Applicant submits the following:

- Exhibit A – Legal Description
- Exhibit B – Proposed Site Plan and two Options for Cherry Creek North Drive
- Exhibit C – Community Information Meeting Summary
- Exhibit D – Equity Analysis Response

Below, the Applicant provides the elements required pursuant to Section 1.7.A of the City’s Large Development Review and Infrastructure Master Plan Rules and Regulations, adopted October 1, 2019. The Applicant also provides an initial analysis of the Project’s conformance to the City’s adopted plans and anticipated subsequent applications that will be required of the Project.

This is a revision to the August 26, 2022 application. Prior to, and after late August, we have held several worksessions with city staff to address concerns that have been raised. In addition, on October 21, 2022, Applicant met with a group of approximately 15 city staff members on the Project site to discuss options for the treatment of Cherry Creek North Drive. In addition, more information regarding the second option for Cherry Creek North Drive was presented virtually to the city Project Management Team on November 15. Both options are shown in Exhibit B.

1. Project Description

The Project will be a vibrant, mixed-use neighborhood that creates a front door to Cherry Creek and offers the best of urban living. The Project will boast exciting places to work, engaging civic and community experiences, and authentic retail and restaurants that embrace the Cherry Creek waterway.

The Project will be a place dedicated to people and the environment. It will be the social heart of an already thriving community that fosters recreation, health and safety, innovation and connectedness. The Applicant will create a vibrant, people-centric place that celebrates the outdoors, embraces the creek, and connects the existing neighborhood. The Applicant will build an accessible sanctuary for people to linger, exercise,

and enjoy new activities and experiences in a human-scaled and human-focused space. The Project will prioritize walking, biking and transit. The majority of parking will be located primarily below ground, dedicating the entire Property to active ground-floor uses, outdoor dining, flexible spaces for events and concerts, and a home for the beloved Cherry Creek farmers' market.

It is anticipated that the Project will include a mix of residential, office space, retail, hotel and other uses based on market demand. The Project will feature an integrated network of open spaces, including The Green, a privately-owned publicly-accessible space, which will be the neighborhood's new front yard and will serve as the heart of the broader community.

The Project will center human comfort without sacrificing environmental responsibility. In an effort to be truly sustainable, the mix of office, residential, retail, entertainment, and open spaces will function in support of each other. Each structural element of the Project is thoughtfully designed, ensuring harmony with the natural environment – conserving energy and water and protecting clean air.

The redevelopment of Cherry Creek West will result in:

- *Greater connection of the whole community to the creek, and of the creek trail system to the overall community.* Today, few connections to the creek actually exist; those that do require pedestrians and cyclists to navigate busy streets or congested intersections. The Project design proposes two options to provide connection to the creek, providing direct access to over 40 miles of the Cherry Creek Regional Trail, which has been largely disconnected due to adjacent uses, opening up the neighborhood to additional modes of transportation and opportunities for recreation. These two options presented are 1) a barrier free connection where pedestrians are connected directly to the creek through 270 feet of at-grade connection, with cars and other traffic on Cherry Creek North Drive are brought below-grade or 2) keeping Cherry Creek North Drive in its current at-grade location and providing a pedestrian crossing across Cherry Creek North Drive from Cherry Creek West to the creek, with enhanced sidewalks and streetscape to improve the creek-adjacent experience. On October 21, Applicant met with a group of approximately 15 city staff members on the Project site to discuss the city's goals for the creek and these options. In addition, the second option was presented virtually to the city Project Management Team on November 15. Both options are shown in Exhibit B. In addition, a new north-south connection to this trail will be served through a new cycle-track along Clayton Lane, and the western boundary will complete the Parkway vision for University Boulevard by completing a broad pedestrian promenade. Finally, the pedestrian-centric center of the Property will encourage all in the community to traverse this new neighborhood.
- *Commitment to Sustainability.* Sustainable practices in both the public realm and the buildings will further the City's sustainability goals, as sustainability is a core value of the Project. With goals of net zero energy in each of the buildings as built, the Project will meet the City's then-current energy goals as they are required. Sustainability doesn't stop at buildings. The Project will have significantly more landscaped areas than the current Property use, which will reduce impervious surfaces and allow for effective stormwater management. The Project will reduce the existing urban heat island effects, resulting in improved air quality and decreased surface temperature. Additional mixed-use density will allow residents and workers to be able to live and work in the same community, thereby reducing car reliance and traffic.
- *Increased Employment.* The Project is currently projected to deliver over 750,000 square feet of additional office space, which could create as many as 3,000 new jobs in Cherry Creek. The conceptual design envisions larger floorplates than the typical of office buildings found in Cherry Creek North, which may encourage a diversity of business types, offering a wide range of

employment opportunities across varied industries. In addition to residential and office uses, the Project will include activated retail that supplements the adjacent Shopping Center and Cherry Creek North but provides additional diversity of offerings. This multi-use combination will create jobs that span the economic spectrum.

- *Increased revenue to the City.* Currently, the Property includes three, largely vacant and underutilized buildings and acres of mostly empty parking lot. With 1.5 million square feet contemplated, the Project will create substantial and steady tax revenue for the City.
- *Commitment to social equity.* The Project commits to on-site affordable housing, ensuring that Denver’s workforce—teachers, firefighters, restaurant workers, can access housing without being cost-burdened. Additionally, Cherry Creek West is investigating ways to accommodate community space for not-for-profits and other cultural uses.
- *Community gathering spaces.* Publicly accessible green space is sorely lacking in the neighborhood today. The Project will celebrate the outdoors and create publicly accessible, vibrant green spaces well beyond code requirements. The large green will serve as the heart of the community and support engaging programming.

2. Existing Conditions

The Property sits at the corner of University Boulevard and 1st Avenue and is made up of approximately 7.5 acres of parking lot and three large footprint buildings that are almost completely vacant. It is 90% hard/impervious surface and functions as a heat island in the center of Cherry Creek. An existing 8’ wide sidewalk along 1st avenue serves the RTD bus stop, however, there is no sidewalk along Cherry Creek North Drive or University Boulevard. This prominent location currently has no physical connection to the Cherry Creek trail. These missing pedestrian- and cycling links create connectivity and mobility gaps in the pedestrian public realm network and cycling network.

This area is essentially devoid of pedestrian activity as there are no sidewalks on the south or west portions of the Property and the overwhelming majority of the Property is prioritized for automobile parking and circulation. It currently serves as a barrier to connecting with nature, and The Project will serve to change that dramatically.

3. Existing Zoning

The Property’s existing zoning is B-3 Shopping Center District under the Former Chapter 59 of the Denver Revised Municipal Code. B-3 establishes standards comparable to those of low-density suburban commercial districts, resulting in similar building bulk on smaller parcels and retaining a low concentration of vehicular traffic. Building height is controlled by bulk standards and open space requirements. Building floor area cannot exceed the Property area (FAR is 1.0). The Property sits on a single zone lot with the adjacent Cherry Creek Shopping Center. In addition, it is part of a recorded Planned Building Group and subsequent amendments that is shared with the Cherry Creek Shopping Center and the subject Property. A formal Planned Building Group Amendment will be required to separate the Property from the larger shopping center and subsequent new Site Development Plans will be required.

4. Adopted Plan Guidance

The City’s existing adopted plans provide clear and sufficient guidance for review of the Project, and the Project supports these plans. The applicable guiding adopted plans include the Comprehensive Plan 2040 (the “Comprehensive Plan”); Blueprint Denver (“Blueprint”); Cherry Creek Area Plan (2012) (“CCAP”);

Transportation Standards and Details for the Engineering Division (April 2017); Vision Zero; Denver Moves; Denver Moves: Cherry Creek, which is in progress; Complete Streets Design Guidelines (the “Complete Streets Guidelines”); Denver Parks and Recreation Game Plan; Climate Protection Fund Five Year Plan; Go Speer Leetsdale: A Mobility Study and Vision for the Speer/Leetsdale Corridor (the “Speer/Leetsdale Corridor Plan”). As discussed below, the Project is consistent with both the broad and specific guidance set forth in these City-adopted plans.

Comprehensive Plan

The Comprehensive Plan envisions a city that (1) is equitable, affordable and inclusive; (2) has strong and authentic neighborhoods; (3) has connected, safe and accessible spaces; (4) is economically diverse and vibrant; (5) is environmentally resilient; and (6) is healthy and active. Comprehensive Plan, pp. 18-19. The Project is consistent with each of these Comprehensive Plan elements, as discussed below.

Equitable, Affordable, and Inclusive.

- *Goal 1 - Ensure all Denver residents have safe, convenient and affordable access to basic services and a variety of amenities.* The Project will add housing units within a mixed-use development, adjacent to other mixed-use developments. The Property is located at the intersection of a high-capacity transit corridor (1st Avenue) and medium-capacity transit corridor (University Boulevard), thus ensuring that future residents and visitors to the Project have multi-modal transportation options. The Cherry Creek Transfer Station, an RTD stop, is located along 1st Avenue adjacent to the northwest corner of the Property. By improving the pedestrian experience through improved pedestrian realm and landscaping, the Project is expected to improve the comfort and safety of this bus stop, ensuring an appealing option to access the Property via public transit. Additionally, the Project advances access to services and amenities for the broader community, as it will introduce additional commercial uses and public space into the community and provide access between the amenity-rich Cherry Creek North neighborhood and the Cherry Creek multi-use trail system.
- *Goal 2 - Build housing as a continuum to serve residents across a range of incomes, ages and needs.* The Project currently contemplates three residential buildings containing a combined total of 598 residential units. New residential buildings located within the Project will be required to comply with the City’s recently adopted affordable housing requirements, which will require that a certain number of residential units be reserved for low-to-moderate income households. As identified in the LDR Preliminary Scope, the housing provided by the Project will be located in a high-equity area in terms of access to opportunities like healthcare, built environment, and transit.
- *Goal 3 - Develop housing that is affordable to residents of all income levels.* The Project’s residential component will cater to a wide range of income levels and include affordable housing units, as it will be required to comply with the City’s recently adopted affordable housing requirements.
- *Goal 5 - Reduce the involuntary displacement of residents and businesses.* The Project will not result in any involuntary relocation of homes or businesses. As further detailed below, the Project will redevelop an underutilized, vacant commercial site—with no existing housing—that the CCAP identifies as a redevelopment opportunity. The Project presents a unique opportunity, as it allows for the addition of affordable housing in an amenity-rich area, without displacing any existing residents or businesses.

- *Goal 6 - Integrate equity considerations into city policies, processes and plans.* An analysis of how the Project addresses the equity goals and policies will be required as part of the rezoning process and also may be addressed in the future Infrastructure Master Plan.
- *Goal 7 - Make neighborhoods accessible to people of all ages and abilities.* The Project will create publicly accessible open space, along with a large publicly accessible green that will be accessible for all ages and means of mobility. The Project particularly supports a car-free environment, yet ensures infrastructure is available to allow residents and visitors of all abilities to enjoy the space.

Strong and Authentic Neighborhoods

- *Goal 1 - Create a city of complete neighborhoods.* The Project will redevelop an underutilized site primarily used for surface parking. The Property's current configuration creates a gap in an otherwise vibrant neighborhood and a concrete barrier between the Cherry Creek business district and park space along the creek. The Project offers an opportunity to establish a major connection point between the recreational trail and the Cherry Creek neighborhoods, create community amenities, and reinforce the mixed-use character of the Cherry Creek area.
- *Goal 2 – Enhance Denver's neighborhoods through high-quality urban design.* The Project will be designed for people first, with a specific focus on creating a human-scale public realm. This focus on urban design will contribute to the economic viability, safety, and enjoyment of the Property. The buildings will embody the characteristics typically found in successful Denver neighborhoods such as high-quality materials and articulated facades with ample transparency through the use of glazing along the street level. The building lobbies, retail spaces, and ground floor primary uses are all designed to contribute to ground floor activation while simultaneously minimizing back-of-house functions where possible. Building alignment and spacing respond to the adjacent urban fabric onto the Property through a visual connection from 1st Avenue to Cherry Creek and a “cue” of a street from East to West, giving pedestrians a sense of familiarity and intuition navigating Cherry Creek West.
- *Goal 4 - Ensure every neighborhood is economically strong and dynamic.* The Cherry Creek neighborhood is already economically strong and dynamic, and this Project offers an opportunity to reinforce and expand that character. The Project will capitalize on one of the City's most significant infill opportunities, allowing the conversion of an underutilized, single-use site into a vibrant, mixed-use expansion of the Cherry Creek business district. The Project expects to provide additional space for community-oriented businesses, that will complement the neighboring shopping center and Cherry Creek North districts, which will also help to support the larger Cherry Creek neighborhood business district. Given the current, post-COVID-19 economic climate for brick-and-mortar retail and office uses, the Project presents a unique opportunity to cement Cherry Creek as one of the region's most successful commercial centers.
- *Goal 5 - Create and preserve parks and public spaces that reflect the identity of Denver's neighborhoods.* The Project proposes to integrate publicly-accessible spaces throughout the Property—including a large, central green space and other, smaller places to discover—with direct access to the Cherry Creek regional trail and the creek itself. The Project will serve as an ideal setting to facilitate social connections and display community identity. Denver has a rich history of public/private space, and the Project will continue this heritage with a series of spaces that are designed to support a variety of public programming.

Connected, Safe and Accessible Spaces

- *Goal 1 - Deliver a multimodal network that encourages more trips by walking, rolling, biking and transit.* The Project's framework prioritizes pedestrians and alternative mobility options by separating vehicles from the Project's core. With plans to place a large portion of the vehicle parking beneath the Project and build a landscape bridge over the mall access road, there is opportunity and incentive to transition from "a car-centric culture and make it easier to choose walking, rolling, biking and transit," which will "strengthen our economy, improve safety, protect our climate and advance public health." Comprehensive Plan, p. 40. The Property is located at the intersection of two transit priority corridors, further reducing the potential demand for motor vehicle access to the Project. Moreover, the Project's streetscape improvements through landscaping and expanded pedestrian zones will enhance the existing RTD stop, ensuring an appealing option to access the Property via public transit.
- *Goal 3I - Maximize the public right-of-way to create great place.* The Project will "[p]rotect, enhance and expand Denver's legacy pathways, like the Cherry Creek trail, by providing an access point to and from the Cherry Creek trail. Comprehensive Plan, p. 40. The Project will also increase use of the Cherry Creek trail and opportunity for residents and visitors to enjoy the Cherry Creek waterway. The Project is bounded by streets that each have their own unique character. Along University Boulevard, the Project will continue the designated greenway through landscape design and buildings set back appropriately from the street. Along 1st Avenue, the buildings are currently designed to create an urban "street wall" keeping in character with commercial mixed-use zoning. Tree planters, sidewalk, and amenity zone improvements are also proposed along 1st Avenue. Along Clayton Lane, a new protected cycle-track will be added in addition to sidewalk, tree, and amenity zone improvements to give the character of a public street. Along Cherry Creek Drive North, the right-of-way design will provide ample and clear pedestrian connections on both sides of the street in addition to an at-grade pedestrian connection that is conceptually designed to bridge Cherry Creek Drive North and safely connect the Project's publicly accessible open spaces to Cherry Creek, which will become a new iconic space for the public to enjoy. Finally, the Project proposes an east-west-oriented private street that will run through the center of the Project connecting University Avenue and Clayton Lane. This will provide for limited vehicle passage, as well as emergency accessibility, while maintaining a pedestrian-forward design by integrating speed reduction elements and slow zones where pedestrians and vehicles share the space.

Economically Diverse and Vibrant

- *Goal 2 - Grow a strong, diversified economy.* The Project will "[l]everage Denver's community assets, outdoor lifestyle, quality parks and recreation amenities and natural environment to attract a wide range of talent, entrepreneurs and businesses" by enhancing a currently underutilized Property. Comprehensive Plan, p. 46. By integrating a mix of uses, the Project offers the opportunity to increase the number of "rooftops" supporting the Cherry Creek commercial center and, by adding additional commercial space, also presents the opportunity to build upon the neighborhood's success. Given the scale of this site, the Project as conceptually planned is expected to provide office floorplates more consistent with a standard office floor plate, allowing Cherry Creek West to encourage a more diverse set of businesses and to allow this to be a true 15-minute community where people can both live and work in the same community. The uniqueness of the Property's access to the Cherry Creek trail and the opportunity to provide publicly accessible space will allow the Project to mimic other examples of successful commercial areas adjacent to significant public gathering and recreational opportunities.

Environmentally Resilient

- *Goal 1 - Mitigate climate impact by significantly reducing greenhouse gas emissions.* The Project will meet the City’s goals aimed toward net zero energy as they are adopted.
- *Goal 3 - Conserve water and use it more efficiently.* The Project will work with LEED guidelines to establish water conservation goals for buildings and will utilize water-conserving landscaping. The Applicant is also evaluating ways to reuse greywater within the Property in accordance with City and State regulations.
- *Goal 4 - Integrate stormwater into the built environment by using green infrastructure to improve water quality and reduce runoff.* The Project will be a leader in environmentally sensitive stormwater management. By removing acres of surface parking lot and integrating nearly five acres of pervious surfaces, the Project will substantially reduce the stormwater impact of the Property’s current configuration. In addition, the Project’s current design intends to incorporate water-efficient native landscapes that are designed to slow and filter on-site stormwater before returning it to the Cherry Creek. Finally, the planned direct pedestrian connection to the creek will enhance connection to, and utilization of, the waterway to help expand its use as a community amenity.
- *Goal 6 - Protect and expand Denver’s green infrastructure network.* The Project increases publicly accessible open space in the City with the addition of smaller green space nodes and the large central green space currently contemplated in the core of the Project adjacent to the creek. Additionally, the Project connects on-site green infrastructure to the Chery Creek waterway, to form an integrated network of natural spaces.

Healthy and Active

- *Goal 1 - Create and enhance environments that support physical activity and healthy living.* The Project will “[p]romote walking, rolling and biking through the development of a safe and interconnected multimodal network” on site and to the larger neighborhood. Comprehensive Plan, p. 58. While vehicles will be allowed on the street running through the center of the Project, the pedestrian prioritized interior street is the foundation of this safe atmosphere. In the few instances where vehicles and pedestrians may conflict, the space is conceptually designed to ensure pedestrian safety and priority.

Blueprint

Blueprint’s overarching vision is to provide for an inclusive city, calling for the following vision elements: “An Equitable City,” “A City of Complete Neighborhoods and Networks,” and “An Evolving City.” Blueprint, p. 28. The Project achieves these broad visions, and the specific recommendations of Blueprint, as follows:

- Future Neighborhood Context: Urban Center. Blueprint states that Urban Center neighborhoods have (i) a high mix of uses throughout the area, with multi-unit residential typically in multi-story, mixed-use building forms; (ii) high levels of pedestrian and bicycle use and good access to high-capacity transit with minimal reliance on cars; and (iii) publicly accessible outdoor spaces and plazas. Blueprint, p. 137. The Project will include a mix of commercial and residential uses, multi-story buildings, pedestrian orientation with limited surface-level automobile access, and green spaces seamlessly integrated throughout the urban landscape. The Project is consistent with the Urban Center context.

- Future Place Type: Regional Center. Regional Centers should “[p]rovide a dynamic environment of residential, dining, entertainment and shopping, while incorporating a diverse set of employment options. Larger-scale mixed-use buildings are common. Structures respond in form and mass to the streets and public spaces around them.” Blueprint, p. 144. Additionally, “heights are generally the tallest in the context and transition gradually within the center to the surrounding residential areas.” Blueprint, p. 256. The Project furthers these characteristics of the Regional Center place type, as it will contain a mix of uses, will be oriented around streets and publicly accessible open spaces, and building heights are anticipated to be consistent with the tallest buildings in the Cherry Creek neighborhood and be variable in height. The Project will create a highly walkable, vibrant place, provide access via a bicycle network, and rely on publicly accessible open space and park nodes to “provide moments of relief from the more intense activity.” Blueprint, p. 144.
- Growth Areas Strategy: Regional Center. Blueprint Denver directs that Regional Center place types are projected to accommodate 50% of new jobs and 30% of new households through the year 2040. Blueprint, p. 51. Consistent with this goal, the Project will direct significant growth into a designated Regional Center.

In addition to the foregoing consistencies, the Project meets the following specific Blueprint policies:

Land Use and Built Form, General

- Policy 2. Incentivize or require efficient development of land, especially in transit-rich areas. The Project will advance this policy by incorporating dense development on the Property and will fulfill the community vision for a vibrant walkable neighborhood. The Property’s location along two transit priority streets will enable the Project to take advantage of existing and future transit along these corridors, as well as the existing RTD stop, and enhance comfort and accessibility along these corridors. In turn, these improvements could enhance public transit ridership in the area and in turn provide for more regular service along these corridors. The Project’s development will also result in the removal of surface parking and underutilized commercial space, neither of which advances Blueprint goals.
- Policy 8. Promote environmentally responsible and resource-efficient practices for the design, construction and demolition of buildings. The Project will facilitate the enhancement of existing natural areas along the Cherry Creek and will incorporate efficient stormwater management practices to clean and slow flows. Building design and construction will align with Denver’s net zero energy goals and conform to City energy efficiency requirements.
- Policy 9. Promote coordinated development on large infill sites to ensure new development integrates with its surroundings and provides appropriate community benefits. The Project is utilizing “the large development review process to coordinate infrastructure and open space on large infill sites while minimizing and mitigating negative impacts on surrounding communities.” Blueprint, p. 78. Blueprint specifically notes “suburban-style shopping” areas as potential opportunities for infill development. As noted in the LDR Preliminary Scope, the “site is highly consistent with the types of properties this policy was intended to address” and the “site’s characteristics, including its proximity to the creek, its prominent location, its current discontinuity with the surrounding neighborhood, its lack of multi-modal connectivity and lack of on-site open space make it an excellent candidate for LDR.” In addition, the Applicant is coordinating closely with the Cherry Creek Business Improvement District, the shopping center owner, and the owner of the parcel to the North to ensure that the development is thoughtfully integrated.

Land Use and Built Form, Housing

- Policy 6. Increase the development of affordable housing and mixed-income housing, particularly in areas near transit, services and amenities. The Project's residential component will provide housing for a wide range of income levels and will include affordable housing units in accordance with the City's recently adopted Expanding Housing Affordability policy. Residents of the newly constructed units will enjoy multi-modal access options resulting from the Property's adjacency to transit priority streets and location along the Cherry Creek trail, and the mixed-use nature of the Project, when taken together with its presence in an already vibrant district will reduce reliance on personal vehicles.
- Policy 7. Expand family-friendly housing throughout the city. The Project will include multi-bedroom residential units to enable families to live in the neighborhood. Additionally, the housing currently planned within the Project is expected to provide the simplicity of multi-family living surrounded by easily accessible amenities, which do not require a personal vehicle to meet everyday needs. As a result, this housing will appeal to intergenerational residents.

Land Use and Built Form, Design Quality and Preservation

- Policy 3. Create exceptional design outcomes in key centers and corridors. The Project is located within a high-profile Regional Center. The LDR process, exceptional design expectations by the Project applicant, and reliance on community input will ensure a high-end, inclusive Project. The Applicant intends to incorporate private design guidelines within the community.
- Policy 4. Ensure an active and pedestrian friendly environment that provides a true mixed-use character in centers and corridors. The Project will incorporate (i) activated street level uses with upper-story residential and office uses, (ii) a prioritization of vehicle parking and access below-ground and within the Project, and (iii) incorporating retail, community, and recreation uses within a single development.
- Policy 7. Improve requirements for landscaping, with a focus on climate-appropriate vegetation, for private property. The Applicant's focus is to connect residents and visitors alike to the natural and adaptive Colorado, Front Range environment. The Project will showcase the very best of water-wise native plants planted in a way that reduces the urban heat island effect and adds substantially to the urban tree canopy of the neighborhood.

Quality of Life Infrastructure

- Policy 3. Minimize flooding and effectively manage stormwater as part of a larger integrated ecological system. The Project will be a leader in environmentally sensitive stormwater management. By removing acres of surface parking lot and integrating nearly five acres of pervious surfaces, the Project will substantially reduce the stormwater impact of the Property's current configuration. In addition, the Project's design incorporates water-efficient native landscapes that are designed to slow and filter on-site storm water before returning it to the Cherry Creek waterway.
- Policy 5. Ensure attractive streets and outdoor spaces in all centers and corridors, giving priority to pedestrian spaces and amenities. The Project will meet this policy through (i) utilizing street design that minimizes impervious surfaces, (ii) prioritizing pedestrians and encouraging gathering and socializing through the Project design and layout, and (iii) ensuring access to the City's natural realm accompanied by the comforts of shade, walkways, and adjacent amenities.

Cherry Creek Area Plan

The Project is consistent with the Cherry Creek Area Plan's (CCAP) core principle of creating a successful mixed-use district surrounded by residential neighborhoods. CCAP, p. 7. The Project will also meet the specific goals and policies of the CCAP as follows:

- A.1 – Connect to the Region. The Project offers an opportunity to provide connectivity between the Cherry Creek North neighborhood and the Cherry Creek trail, and will encourage increased transit usage, given the Property's location along two transit priority streets. Existing and future transit improvements will reinforce the multi-modal nature of the Project.
- A.2 – A Walkable Cherry Creek. The Project will create a pedestrian priority zone, as identified in Recommendation A.2.A., incorporating full ADA compliance, detached sidewalks and pedestrian networks, street trees, vegetated tree lawns, landscaped planters, pedestrian lighting, outdoor seating areas, trash receptacles, and wayfinding signage.
- A.3 – A Bikeable Cherry Creek. Denver Moves recommends more intuitive connections between the Cherry Creek Greenway, neighborhoods and the Shopping Districts. The Project will provide a major connection point from the Cherry Creek trail to the Project by way of the conceptually planned landscape bridge, a dedicated cycle-track to create a north-south connection and internal publicly accessible open spaces and pedestrian walkways.
- B.1 – Target Growth Appropriately. The Property was designated as an Area of Change in Blueprint Denver (2002) and remained an Area of Change in the CCAP. CCAP, p. 29. The Project will promote reinvestment in a growth area, promote a high level of pedestrian activity through a variety of features, provide comfortable multi-modal public access, and reinforce a sense of place unique to Cherry Creek particularly by drawing attention to the waterway. In addition, the Project will reinforce the goal of maintaining higher-density development along East 1st Avenue, thus avoiding the addition of tall buildings and high-density development in existing low-density residential neighborhoods. This development will provide the additional housing, workplaces and amenities to truly make the Cherry Creek neighborhood a 15-minute community.
- B.2 – Enhance the Pedestrian Nature and Character. The Project will “promote high levels of pedestrian activity including pedestrian lighting, seating, landscaping, trash receptacles, and bike racks as appropriate to the area's character.” CCAP, p. 30. The publicly accessible space within the Project will provide a variety of access options for visitors to the Property. The Project will integrate pedestrian-scaled design concepts like ground level transparency, air flow, and access to natural light.
- B.4 – Great Neighborhoods. The Cherry Creek shopping district has seen an introduction of high-quality urban design introduced into a former pattern of renovated and obsolete commercial space. This emergence of quality, design integrity and mix of uses has set the standard for future development. The Project will continue and extend the existing design of active streetscapes with layers of pedestrian amenities and adjoining active retail space.
- C.1 – Cherry Creek Greenway. The Project will improve visual and physical access to the Greenway through welcoming connections through and around the Property. The CCAP specifically recommends “[t]hrough redevelopment of the west side of the shopping center to create a vibrant link to the Greenway through additional plazas and/or a bike/ped bridge,” as the Project proposes. CCAP, p. 39.

- C.3 – Streets and Streetscapes. The Project will enhance the public realm through the creation of new privately-owned publicly accessible spaces. As noted in the CCAP, privately-owned public spaces activate a place and Cherry Creek is home to many successful privately-owned public spaces. The Project includes large swaths of publicly accessible green space, space for community-centered events, and opportunity to access and meaningfully connect to the already valuable, yet underutilized, Cherry Creek trail and waterway.
- D.1 – Economic Vitality. The Cherry Creek Area and its neighborhoods are recognized for their high quality of life. All of the plan recommendations must contribute to complementing the elements that make it attractive to live, work, shop, and play in the Cherry Creek Area. The Project will meet all named recommendations of Economic Vitality – synergistic mix of uses, increased housing, walkability, and opportunity to create community in shared spaces.
- D.2 – Reinvesting in the Future. The CCAP specifically identifies the Property as a key development opportunity. Although much of Cherry Creek has seen significant redevelopment, the continued development and reinvestment presented by the Project will reinforce Cherry Creek’s unique identity in the region as a regional retail center and exciting mixed-use community. CCAP, p. 44. The Project continues the identity of a retail hub, while integrating housing and mixed uses to increase community vitality. The residential component of the Project will substantially increase the numbers of residents and visitors within walking distance of surrounding businesses.
- D.3 – Organization and Identity. The Project is anticipated to be a destination providing retail and recreation opportunities. The intersection at University Boulevard and 1st Avenue is a gateway to the Project and neighborhood, which can serve to reinforce the area’s identity.

CCAP – Subarea Recommendations: Entire Shopping District. The Cherry Creek shopping district, including the area known as Cherry Creek West and Cherry Creek North, is designated in the CCAP as an area of change. Its central location, existing mixture of high-end retail, economic development opportunities, walkable streets and access to regional multi-modal connections create an ideal location for encouraging additional residential and employment growth. The Project is thus consistent with these recommendations.

CCAP – Subarea Recommendations: Cherry Creek Shopping Center. All “Key Issues” related to the Cherry Creek Shopping Center and identified in the CCAP support the Project.

1. Redevelopment potential. The Property is identified as a redevelopment opportunity due to its large, contiguous space.
2. Limitations of current zoning. The Shopping Center’s current zoning is identified as not providing a predictable set of building forms or patterns. The Project proposes rezoning to a Denver Zoning Code form-based district.
3. Long Term Success. The Cherry Creek Shopping Center has evolved over time to meet the needs of the regional customer base. This Project will expand the array of retail options to this customer base, and further build upon the local neighborhood shopping district in the Cherry Creek neighborhood.
4. Shopping Center as superblock. The Property has always been a superblock, as is typical of regional shopping mall sites. The Project will transform this configuration into a uniquely pedestrian-focused experience. The Applicant will divide this parcel from the remaining zone lot and Planned Building Group.

5. Relationship to Greenway. The relationship between the Shopping Center and Cherry Creek Greenway is presently diminished due to the placement of the shopping center parking garages. Plazas connecting the Shopping Center and the Cherry Creek Greenway lack vibrancy. The Project proposes a clear solution by providing a gateway from the shopping area to the Cherry Creek Greenway and integrating Cherry Creek North with the Greenway through enhanced pedestrian, bicycle and vehicle connections.

Transportation Standards and Details for the Engineering Division (April 2017)

The Design and Development team will work closely with DOTI to ensure the publicly accessible space functions appropriately and safely.

Vision Zero

In 2016, Denver announced its commitment to Vision Zero: to eliminate all traffic-related deaths and serious injuries on Denver's roadways by 2030. This transportation philosophy recognizes that no other goal is acceptable, and that everyone has the right to safely travel on our streets no matter where they are going and how they travel. As a result, Denver collaborated across many departments to develop the Vision Zero Action Plan. This plan recognizes five primary needs that represent Denver's priorities for achieving Vision Zero:

1. Enhance City Processes and Collaboration
2. Build Safe Streets for Everyone
3. Create Safe Speeds
4. Promote a Culture of Safety
5. Improve Data and Be Transparent

The Project supports these goals by creating a unique space in the City where individuals may enjoy an urban space without concern over vehicular-related risk and discomfort. By separating incompatible modes of transportation (pedestrian and vehicular) this Project provides an opportunity to fully realize the potential of truly pedestrian focused spaces where safe speeds are not of concern and streets have the potential to feel safe for individuals of all mobility abilities. Further, the internal capture approach of a single parking garage is expected to encourage users to park once and minimize opportunities for pedestrian conflict.

Denver Moves

Denver Moves: Pedestrians & Trails. This plan is a long-term, community-developed, and financially unconstrained plan for achieving a vision for walking and trails in Denver. The Project will support each of the plan's goals and performance standard, but in particular will provide (i) a complete network of well-maintained, ADA-compliant sidewalks, walkways and crossings for users of all abilities, (ii) direct access to key destinations, and (iii) a safe network of pedestrian facilities that enables walking as a comfortable transportation mode and is designed to reduce or eliminate crashes involving pedestrians.

Denver Moves: Cherry Creek

The Denver Moves: Cherry Creek plan is not yet complete. The Project is aligned with Blueprint, Denver Moves, and the CCAP. The Applicant is participating in this effort and considering how this development

will impact and inform those efforts. The Applicant will continue to work closely with the City and adjacent neighborhoods to remain in alignment on future guidance as it relates more specifically to Cherry Creek.

Complete Streets Guidelines

The following principles guide the design of Complete Streets in Denver: safety; accessibility and inclusivity; equity; healthy and active living; environmental sustainability/resiliency; community character; economic vitality; publicly accessible space; adaptability to the future; and maintainability. Denver's street typology addresses how a street integrates with, and is sensitive to, its surrounding place. The priority networks for transit, pedestrians, and bicycles must create continuous, unbroken networks and therefore will cross multiple places. Street types also allow design elements and operational characters to vary by neighborhood context and place.

- The Project will be influenced by the Complete Street Guidelines in the design and redevelopment of the 1st Avenue and University Boulevard frontages. Further, even though Clayton Lane remains a private street, the Applicant is utilizing complete street principles in the design of this street.

Climate Protection Fund Five Year Plan

Denver's goal in eliminating 100% of greenhouse gas emission (GHG) by 2040 is in line with the Project's vision. The Climate Protection Fund is dedicated to eliminating greenhouse gas emissions and air pollution, supporting climate adaptation, and creating new jobs to improve the lives of Denverites, with efforts focused on the communities most harmed by climate change. The Project strives to be sustainable by integrating a sustainable stormwater management system (prioritizing pervious, soft surfaces, and water retention), constructing buildings aligned to Denver's net zero building energy goals, and reducing vehicle trips by expanding mobility options.

Speer/Leetsdale Corridor Plan

The vision for Speer Boulevard/First Avenue/Leetsdale Drive, as one of Denver's busiest and most important corridors, is a place where:

- Transportation systems and facilities contribute to "complete communities" by promoting choices for the comfortable and efficient movement of people and goods.
- There is a viable choice to leave automobiles at home and take advantage of efficient, safe, well-maintained, comfortable, and seamless network of transit and accessible pedestrian and bicycle routes.
- Technology advances "out of the lab" and onto the street in support of an innovative and highly function multimodal corridor.

The Project has the potential to increase 1st Avenue efficiency and multi-modal connectivity by filling gaps in the bike network—particularly along 1st Avenue by adding a pedestrian crosswalk at the west side of the 1st Avenue and Clayton Lane intersection and along Clayton Lane by providing a cycle-track connecting Cherry Creek North to Cherry Creek.

5. Regulatory and Administrative Processes

The following processes have been identified as in the LDR Preliminary Scope for successful implementation of this Project.

A. Community Engagement

To date, the Applicant has held over 35 community meetings with key stakeholders, non-profits, Registered Neighborhood Organizations, and private homeowners' associations including the following:

- Denver City Councilmembers:
 - Councilman Hinds (the district in which the Project is located)
 - Councilwoman Kniech
 - Councilwoman Ortega
 - Councilwoman Sawyer
 - Councilwoman Gilmore
 - Councilman Kashmann
- Local Community Organizations:
 - Cherry Creek Steering Committee
 - Cherry Creek Business Alliance
 - Cherry Creek Chamber
 - Cherry Creek Business Improvement District
 - Cherry Creek East Development
 - Denver Country Club
 - Denver Metro Commercial Association of Realtors Board
 - Downtown Denver Partnership
- Other neighborhood HOAs
 - Cherry Creek North RNO
 - Miller Park RNO
 - Country Club Historic RNO
 - 2700 E. Cherry Creek Drive South HOA
 - 2500 E. Cherry Creek Drive South HOA
- The Greenway Foundation

All in all, these meetings have had very positive reception and support from business people, community members and city councilmembers alike. In addition, the Applicant held the first official Community Information Meeting (CIM) as part of the Large Development Review process on August 10, 2022. A summary of the meeting is attached hereto in Exhibit C.

B. Urban Design and Zoning Analysis

The City reviewed the concept plan submitted with the Large Development Review Pre-Application. The City and the Applicant engaged in a series of collaborative work sessions to guide the refinement of key principles, evaluation of alternative concepts, evaluation of a new concept, and facilitation of discussion around architectural design quality. East West Partners refined the concept plan to address the City's feedback. The revised site plan is attached hereto in Exhibit B. Evolution of the concept plan will continue throughout the Rezoning Process. In particular, there will be further evaluation of the two options for a connection to the creek corridor. As described on page 2 above, these two options are: 1) a barrier free connection where pedestrians are connected directly to the creek through 270 feet of at-grade connection, with cars and other traffic on Cherry Creek North Drive are brought below-grade or 2) keeping Cherry Creek North Drive in its current at-grade location and providing a pedestrian crossing across Cherry Creek North Drive from Cherry Creek West to the creek, with enhanced sidewalks and streetscape to improve the creek-adjacent experience.

C. Rezoning

The Property's existing zoning is B-3 Shopping Center District under the Former Chapter 59 of the Denver Revised Municipal Code.

The existing zoning would not allow the site plan to be developed without a rezoning into the Denver Zoning Code. The existing zoning is intended for low-rise shopping districts, while the City's current adopted zoning and planning documents call for a Regional Center with a vibrant mix of uses including uses including office, retail, commercial, multifamily, and hotels.

The Applicant has identified Urban Center Neighborhood Mixed-Use C-MX-12 as the most appropriate zone district. C-MX-12 aligns with the City's adopted plans and the development concept proposed by the Applicant in all material respects. Applicant will work with the City to assess the appropriate zone district during the Rezoning process.

Regardless of zone district, the Property is subject to the Cranmer View Plane Corridor and the building heights will remain in compliance with the view plane.

The Applicant will continue to evaluate the need for Urban Design Standards and Guidelines.

D. Amendment to Existing Planned Building Group and Exclusion from the Existing Zone Lot

The Property sits on a single zone lot shared by the adjacent Cherry Creek Shopping Center. In addition, it is part of a recorded Planned Building Group and subsequent amendments shared by the Cherry Creek Shopping Center and the Property. A formal Planned Building Group Amendment will be required to separate the Property from the larger shopping center and subsequent new Site Development Plans will be required.

E. Infrastructure Master Plan

The Applicant notes that an Infrastructure Master Plan will be required, scaled to the complexity of the Project. Related studies, including a mobility study and a preliminary water and wastewater study will be required.

F. Development Agreement

The Applicant notes that a Development Agreement is required to address affordable housing and commitments outside the scope of the Infrastructure Master Plan.

An initial meeting was held with the Department of Housing Stability (HOST) on May 11, 2022. The Project has been identified as a high-impact development and requires a housing agreement that is in alignment with the City's housing goals and is responsive to community outreach on housing need. The Applicant commits to a High Impact Compliance Plan as part of the Expanding Housing Affordability Mandatory Affordable Housing.

G. Equity Analysis Response and Equity Research

An analysis of how the Project addresses equity goals and policies is required as part of the rezoning and can be addressed in the future Infrastructure Master Plan. The City's Equity Brief was provided in the LDR

Preliminary Scope on January 28, 2022. Our response to the Equity Analysis suggesting methods and actions to close the gap in areas identified for improvement is attached hereto as Exhibit D.

H. Site Development Plan

The Applicant anticipates that Site Development Plan(s) and related infrastructure construction drawings for horizontal and vertical development will be required.

The Applicant intends to follow the sequencing and regulatory processes and approvals outline in the LDR Preliminary Scope.

6. Preliminary Project Requirements

A. Zoning and Land Use. See response in Section 5 (C).

B. Urban Design. See response in Section 5 (B).

C. Cranmer Park View Plane

The Cranmer Park View Plane places limitations on building height for the Property. The building heights within the Project will remain in compliance with the view plane.

D. Infrastructure Changes and Proposals

An Infrastructure Master Plan will be required to facilitate the change of use and intensity of development proposed. The Applicant notes a Mobility Study will be required, including an analysis of existing traffic and counts relevant to the Cherry Creek Mall in addition to background traffic conditions and future estimates.

E. Utilities

The Applicant notes that wastewater and water studies are required including:

- An approved Preliminary Master Drainage Study per Storm Criteria Manual Chapter 2.
- An approved Sanitary Sewer Feasibility Study per Sanitary Criteria Manual Chapter 2.05.

The Applicant intends to coordinate with Metro Wastewater Reclamation District (MWRD), City Wastewater engineers, and Denver Water on wastewater and water plans. Initial conversations with MWRD confirm that the sanitary line can be relocated provided the Project meets MWRD's design standards. Additional coordination will continue throughout the Rezoning and Infrastructure Master Plan process.

F. Affordable Housing. See response in Section 5 (F).

G. Sustainability and Climate

Sustainable practices in both the public realm and the buildings will further the City's sustainability goals, as sustainability is a core value of the Project. With goals of net zero energy in each of our buildings as built, the Project will comply with then-current city requirements toward net zero energy. Sustainability doesn't stop at buildings. The Project will have significantly more landscaped areas which will reduce the impervious surfaces to manage stormwater. The Project will reduce the urban heat island effects, improving

air quality and decreasing surface temperature. Additional mixed-use density will allow residents and workers to be able to live and work in the same community, thereby reducing car reliance and traffic.

The Applicant intends to meet with the Office of Climate Action & Sustainability during the rezoning process to discuss specific sustainability goals and outcomes for the Project. The Applicant plans to discuss strategies to implement the Denver Green Code metrics and comply with the Denver Green Code Green Building Policy and other efforts around green infrastructure and vertical side improvement. The Applicant notes the importance of community engagement, ecosystem considerations and district scale measures.

H. Transportation Demand Management (TDM)

The Applicant intends to comply with the TDM measures required for our scale and use.

I. Park and Open Spaces Concepts

The Applicant will comply with Article 10.8 Open Space for Large Developments and acknowledges that University Boulevard is a dedicated parkway and a setback will be required for future development. In order to protect the Temple Hoyne Buell Foundation's long-term interest in the property, and to avoid a perpetual encumbrance on title, we plan to incorporate language into the eventual easement that provides for automatic termination of the easement if and when the project is substantially redeveloped or demolished.

J. Development Phases

The Project may be developed in as many as four phases. The Applicant will identify infrastructure improvements associated with these phases during the Infrastructure Master Plan process.

7. Required Planning and Regulatory Applications/Development Review Process/Subsequence Applications

The following regulatory processes have been identified as necessary for the Project:

- Official Map Amendment (Rezoning) of all land within the LDR area
- Zone Lot Amendment
- Infrastructure Master Plan
- Certificate of Demolition
- High-Impact Compliance Plan
- Development Agreement
- Site Development Plan(s) for horizontal and vertical development
- Building permits

Conclusion

The Applicant envisions Cherry Creek West as a vibrant, mixed-use neighborhood dedicated to people and the environment. The Project will accommodate a mix of residential, office space, retail and other uses as well as an integrated network of open spaces, including a green that serves as the heart of the community.

The Applicant designed Cherry Creek West to align with adopted Plans and meet the City's vision for a Regional Center.

The Applicant looks forward to working with the City during the remainder of the LDR process and will continue to evolve the concept plan throughout the rezoning process.

Exhibit A

Legal Description

A parcel of land in the Southwest 1/4 of Section 12, Township 4 South, Range 68 West of the 6th Principal Meridian, in the City and County of Denver, Colorado, described as:

Commencing at the West 1/4 corner of said Section 12; thence East, along the north line of said Southwest 1/4, a distance of 130.28 feet; thence South, normal to said north line, 133.73 feet to the intersection of the east right of way line of University Boulevard with the south right of way line of First Avenue which is the point of beginning; thence South $00^{\circ}07'04''$ East, along said east line, 717.58 feet to a non tangent (a radial from said point bears South $09^{\circ}50'43''$ East), 2751.75 foot radius curve; thence easterly along said curve, which is concave southerly, through a central angle of $17^{\circ}10'56''$ an arc distance of 825.21 feet to the west line of a 60 foot wide Denver Water Department easement; thence North $00^{\circ}04'20''$ West, along said west line, 688.32 feet to said south right of way line; thence along said south right of way line through the following four courses:

- (1) West, 520.54 feet to a tangent, 1010.00 foot radius curve;
- (2) westerly along said curve, which is concave northerly, through a central angle of $10^{\circ}42'12''$ an arc distance of 188.68 feet;
- (3) North $79^{\circ}17'48''$ West, tangent to said curve, 58.20 feet to a tangent, 65.00 foot radius curve; and
- (4) westerly along said curve, which is concave southerly, through a central angle of $54^{\circ}42'18''$ an arc distance of 62.06 feet to the point of beginning.

This parcel, as described, contains 560,252 square feet, more or less.

Exhibit B

Proposed Site Plan

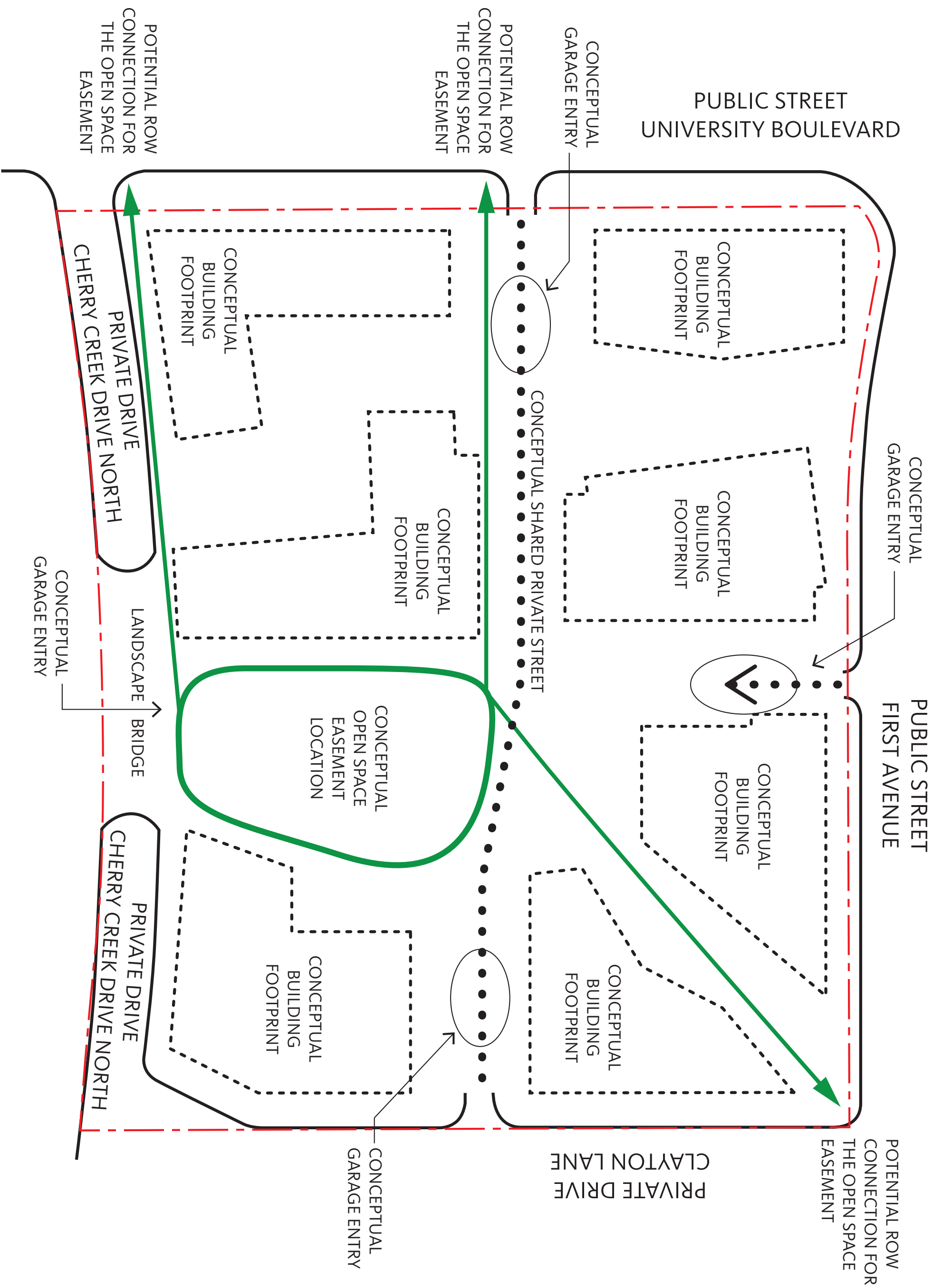
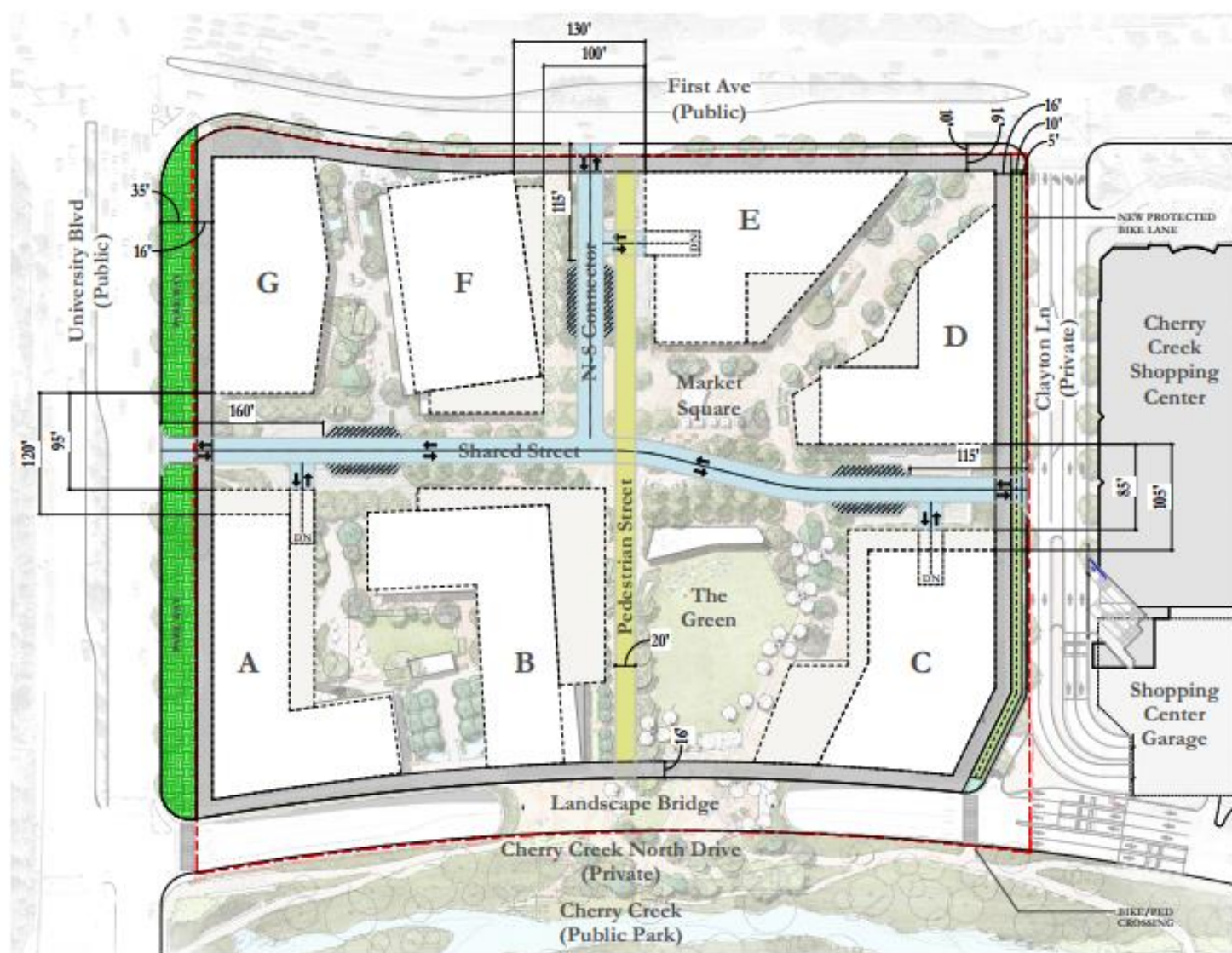


Exhibit B-1

Conceptual Cherry Creek North Drive Below-Grade Option

(This plan will continue to evolve)



Landscape Bridge Study



Exhibit B-2
Conceptual Cherry Creek North Drive At-Grade Option
(This plan will continue to evolve)



CCND At-Grade Study



Exhibit C

Community Information Meeting Summary

Cherry Creek West
Online via Zoom
August 10, 2022

Panelists

Becky Zimmermann, Chief Executive Officer, Design Workshop
Amy Cara, Managing Partner, East West Partners
Deirdre Oss, Senior Development Project Manager, City and County of Denver
Robb Berg, President, Design Workshop
Brad Johnson, Senior City Planner, City and County of Denver
Chris Hinds, Councilman, District 10
Amanda Sawyer, Councilwoman, District 5

Attendees

- | | |
|--|------------|
| • Registered as panelists from City: | 8 |
| • Registered as panelists from Cherry Creek West team: | 8 |
| • Phone Attendees: | 3 |
| • Virtual Attendees: | <u>183</u> |
| • Total Attendees: | 202 |

Meeting Summary

Introduction

The meeting began with a brief introduction by Becky Zimmerman who welcomed attendees and shared meeting guidelines. Then, Amy Cara introduced herself, the Cherry Creek West team – East West Partners, Design Workshop, Gensler, BuildMark, and the project partners – the Buell Foundation and Taubman, the elected officials present at the meeting – Councilman Chris Hinds and Councilwoman Amanda Sawyer, and City staff.

City Staff Introduction

Deirdre Oss provided a high-level overview of the Large Development Review process. She pointed out that large sites in Denver are closely reviewed in the context of City policies with additional public outreach. Next steps may include rezoning, a development agreement, and an infrastructure master plan.

Applicant Presentation

Amy Cara introduced East West Partners and notable projects like Riverfront Park and Denver Union Station. Amy showed the location of the Project and identified the Property boundaries, including the Cherry Creek waterway. Amy explained the mission of East West Partners, which is centered around people using and moving about a space, connectivity, and creating terrific spaces to live and work, as well as the driving values behind all East West Partners' development.

Robb Berg walked through the Project design and shared how the plan was developed. This began with developing a design that would achieve goals across various adopted City plans. The design team

considered the larger context of the neighborhood and integrated that context through: (i) connecting to the surrounding area; (ii) using public realm as driving factor; (iii) embracing the Cherry Creek waterway and ensuring accessible open space; (iv) prioritizing pedestrians; and (v) including various gateways to the Cherry Creek waterway. Robb explained the importance of the landscape bridge and safe connections to the Cherry Creek waterway, the proposed circulatory network, and an overview of proposed building locations, heights, and alignment. Robb walked attendees through the different sub-districts within the Project, those sub-districts' identities, and purposes.

City Staff Presentation

Dierdre Oss introduced how City staff analyzes development projects in the context of adopted City plan guidance, including Comprehensive Plan 2040, Blueprint Denver, Cherry Creek Area Plan, and Denver Moves Cherry Creek (in progress). Dierdre explained the required Equity Analysis, equity concepts and outcomes, and how the Project meets equity concepts and/or has opportunity to better expand upon such concepts. Dierdre detailed how the Project integrates concepts from each of the referenced City-adopted plans and areas for better alignment with such plans.

Brad Johnson provided the urban design analysis for the Project, which took into account the site context and surrounding urban form, as well as urban design principles like embracing the Cherry Creek waterway, sharing Project impacts on the interior (particularly, auto-oriented impacts), ensuring connectivity on the interior and exterior of the Property, creating a 1st Avenue street-wall, and anticipating future changes to the neighborhood. Brad then shared the City's analysis of how the Project meets those principles. Areas identified by the City for additional refinement, as mentioned by Brad, include the proposed tunnel along Cherry Creek North Drive creating a barrier between Cherry Creek waterway and the Project, the location and scale of auto-court cul-de-sac elements, and the need to enhance public connections where possible.

Questions and Answers

Throughout the meeting, attendees were able to post questions in an online forum. Amy Cara addressed many of these questions during the meeting, but a comprehensive overview of questions and answers is provided below.

Q&A Follow Up from the Community Information Meeting, August 10, 2022 As of August 26, 2022

WHEN WILL CONSTRUCTION START?

Our goal is to begin construction in the third quarter of 2024.

HOW MANY PHASES WILL TAKE PLACE AND HOW LONG WILL IT TAKE TO BUILD?

The Project may be constructed in phases, however our hope is that construction continues immediately from one building to the next. At this time, our conceptual plans suggest we will work from east to west, allowing us to activate and integrate some of the major access points more immediately. The first phase is currently contemplated to focus on the east side of the Property and consist of three buildings, the core elements to our public realm, and the landscape bridge over Cherry Creek Drive North. We anticipate construction of the entire Project to take 10 years to complete.

WILL THIS INCREASE THE AMOUNT OF TRAFFIC IN CHERRY CREEK?

As Denver and the surrounding neighborhoods continue to develop and grow, traffic in the Cherry Creek neighborhood will increase. We believe the best way to minimize traffic is to create places where people can live, work, and play all in one spot without having to drive far to do so. We hope that by building a 15-minute community, where everything you need is within a short walk or bike ride, people will rely on their cars less and choose to travel by foot, bike, or other methods more. That said, we are undergoing traffic studies to ensure that accessing and parking at the Project is straightforward and efficient for both current and future Cherry Creek residents, workers, and visitors.

Separately, the City is undergoing a process called Denver Moves Cherry Creek, which is a specific traffic analysis of the Cherry Creek neighborhood. Several community members throughout Cherry Creek are engaged in this effort. The City is currently welcoming feedback about areas of concern.

HOW WILL YOU MANAGE THE CONSTRUCTION IMPACTS?

We know construction can be disruptive and we plan to make every effort to keep things clean and minimize the impact on the surrounding roads. For the most part, our plan is to stage construction and park vehicles on the Property when possible. We are working through the logistics and will keep the community updated as more information is available. When construction begins, we will follow City guidelines that outline allowable working hours.

HOW WILL YOU ADDRESS THE INCREASED DENSITY BROUGHT TO THIS NEIGHBORHOOD?

While the Project plans to bring more density, it also aims to bring more jobs, housing, vitality, diversity and amenities that can serve the entire neighborhood and beyond. By creating a 15-minute community, we are making it much easier to park once for most activities and use a car only for things that are outside the Project area.

WHAT IS THE ESTIMATED PROJECT BUDGET?

At this point, we have not designed all of the buildings, but in round numbers, the conceptual plan we've presented thus far is likely to be in the range of a \$1 billion development.

HOW TALL WILL THE SEVEN BUILDINGS BE AND WHAT USES WILL THEY SERVE?

The design of our buildings is not complete but we plan for them to be thoughtfully curated in a way that seeks to add to the character of the existing neighborhood. We are planning for buildings that range from 8 – 13 stories. City plans to-date suggest that a regional center of approximately 12 stories is consistent with the City's vision. We are currently undergoing re-zoning, which will determine the ultimate maximum height. Each building is conceptually designed to be unique, however, and we expect the buildings will vary in height across the Property.

The currently contemplated buildings may feature office, retail, residential and hotel uses, although specific uses have not yet been determined.

CAN THE CORNER OF BUILDING A AT THE SOUTHWEST CORNER OF UNIVERSITY AND CHERRY CREEK DRIVE NORTH BE REDUCED TO FIVE LEVELS SO IT WILL NOT BLOCK VIEWS OF 2400 AND 2500 EAST CHERRY CREEK SOUTH DRIVE?

City planning for this Property envisions this Property as a "regional center" and, therefore, the City guidance recommends making it denser in order to allow both residential and office uses, resulting in a 15-minute community. We have envisioned this building as 8-stories as we think this is the appropriate scale at this particular location.

WILL THE BUILDINGS BLOCK VIEWS OF THE MOUNTAINS?

Views are not protected except where the City establishes view corridors. We will not be impacting the Cranmer View Plane. Depending on where you live in relation to the Project, your views may certainly change.

HOW MANY AND WHAT KIND OF RESIDENTIAL OPPORTUNITIES WILL BE AVAILABLE?

Conceptual plans include three buildings consisting of approximately 600 units in total, but all the building uses are flexible. Some of the units will be affordable housing to comply with the affordability requirements outlined by the City. At this time, we do not have specific details as to the type of residences that will be available or the price ranges.

WHAT IS YOUR PHILOSOPHY THAT WILL GUIDE YOUR DISCUSSIONS ABOUT AFFORDABILITY WITH HOST (DEPARTMENT OF HOUSING STABILITY)?

We plan to provide affordable housing on-site, consistent with City's recently adopted Expanding Housing Affordability requirements, in order to ensure that Denver's workforce, including teachers, firefighters and restaurant workers, can access housing without being cost-burdened.

WILL THE BUILDINGS HAVE ILLUMINATED SIGNS ON TOP?

It is typical for office buildings and hotels, for example, to have signs at the top, however we have not yet created a comprehensive sign plan for the Project. We anticipate working with the City on this topic during our rezoning and infrastructure master planning.

CAN YOU TELL ME MORE ABOUT THE LANDSCAPE BRIDGE?

The landscape bridge is a key element to our vision for the Project. The purpose of the landscape bridge, as conceptually designed, is to create a barrier free, physical connection between the Cherry Creek waterway, the Cherry Creek trail and the Cherry Creek neighborhood. The landscape bridge is conceptually designed at the same grade as the Project to provide for a safe and uninterrupted path for walkers and rollers to get to and from the Cherry Creek waterway. The landscape bridge is conceptually designed to be approximately 200 feet wide. Any improvements to the south will be coordinated with the City's Parks Department, as the area is City property.

To accommodate traffic to and from the Cherry Creek Shopping Center and the south entrance to our parking garage, we are proposing to lower part of Cherry Creek Drive North below grade and tunnel vehicles beneath the landscape bridge. The tunnel will have a clearance height enough to allow for semi-trucks and fire access.

WOULD YOU CONSIDER ELIMINATING CHERRY CREEK DRIVE NORTH ALTOGETHER OR LOWERING ALL OF CHERRY CREEK DRIVE NORTH FROM UNIVERSITY BOULEVARD TO CLAYTON LANE?

Actually, that's not possible. Cherry Creek Drive North is currently one of two primary vehicular access points for the Cherry Creek Shopping Center. It has to come to grade at each of University and Clayton Lane in order to accomplish this. The landscape bridge is conceptually designed to balance the need to come to grade at both ends as well as create a great experience for pedestrians above, so the width of the bridge is the balance of each of those needs.

THIS PROJECT REMINDS ME OF THE SUPER BLOCKS IN BARCELONA. HOW DOES THIS WORK AS A COMPLETE NEIGHBORHOOD UNDER BLUEPRINT AND IS THERE AN OPPORTUNITY TO EMBRACE THE SUPER BLOCK CONCEPT? THERE IS A BURDEN OF PROOF FOR USING INSULAR DESIGN. WHY DID CHERRY CREEK WEST FORGO A GRID STYLE LAYOUT?

We understand this perspective; however, we believe that a grid does not make sense here for two primary reasons. The first is that the grid would lead nowhere on three of the four edges of the Property – the Property is bounded by the Cherry Creek Shopping Center, the Cherry Creek waterway, and the Denver Country Club, which do not have existing streets for newly developed streets within the Project to

connect to. To the north, the Property is bounded by the Whole Foods redevelopment site, which may or may not have a road connection when ultimately developed. Understanding this surrounding context led us to the decision that the Project should be pedestrian led, not car led, and also ensured the ability to provide expansive public space opportunities.

Second, the best strategy to mitigate traffic impacts is to bring the cars off the main connecting streets quickly and get them below grade, as currently contemplated by the Project. In so doing, we avoid the circling of cars that can happen when people are focused on seeking street parking.

As a community that prioritizes pedestrians over cars, our goal is to eliminate the interfacing of people and vehicles. With a thoughtfully designed public realm, that encourages community safety and inclusivity, we want to create a terrific space that can serve as a place for people to socialize, exercise and enjoy activities and experiences.

AT THE SOUTH CREEK BOUNDARY, THE LARGEST WALL OF THE WHOLE SITE IS RIGHT AGAINST THE CREEK. BUILDING B AND C MAKE A MASSIVE FOREBODING CANYON WALL RIGHT ON THE CREEK. ALTERNATIVELY, CAN YOU MAKE THE LARGEST WALL OF THE BUILDING AGAINST FIRST AVENUE?

The highest density is currently contemplated to be directly adjacent to the Cherry Creek Shopping Center. That said, the buildings do have some variable but distributed height along the south boundary of the Property. Generally, we tried to vary the height along each of the Property boundaries, so that the Project does not feel like a secluded campus or as though we built fully to the maximum height everywhere.

WHAT WILL HAPPEN TO THE FARMERS' MARKET?

The farmers' market is a long-time Cherry Creek tradition. Conceptual plans include a space for the farmers' market that intends to provide an even better shopping experience for visitors and vendors. We hope to build upon the great success of the farmers' market and believe the new environment will enhance the overall experience.

The farmers' market is currently the only ongoing event that takes place on the Property today. Current plans dedicate a large portion of the Project to public realm and open space, so we hope that other events will consider using our space to create new neighborhood traditions.

HOW WILL THE OPEN SPACES BE ACTIVATED?

As currently designed, the Project's vibrant public realm endeavors to be the new front yard for the Cherry Creek neighborhood. Our goal is to make sure that our open spaces add to the character of the neighborhood, and we plan to have several activated spaces including a market square and large open green space that is conceptually designed to be capable of hosting the farmers' market, concerts, team meetings, yoga sessions and much more. We have not fully developed the programming for these spaces, but it is designed to be a warm and inviting place for everyone and anyone to come enjoy, whether there is active programming or passive recreation. Similarly, the energy of the retail, restaurants and other uses on the ground floor will further activate these spaces. With options to sit under built-in shade structures, trees or out in the open, we imagine these spaces to be flexible and adaptable to be actively used year-round.

HAVE YOU CONSIDERED MAKING THE GREEN SPACE LARGER?

The Project, as currently designed, has over five acres of dedicated pedestrian space and while much of that pedestrian realm is hardscape, we have a substantial number of trees and other shade mechanisms to ensure that the overall space feels inviting.

HOW WILL NOISE BE REGULATED THROUGHOUT CHERRY CREEK WEST AND FOR SPECIAL EVENTS HOSTED ON THE GREEN?

We know that sound is an important consideration, especially for our close neighbors. Firstly, the City has noise ordinances that will be adhered to. Secondly, for any outdoor entertainment at the green, we intend to direct sound in the direction of the audience and not into the broader environment. However, it is common to work with the surrounding neighbors regarding noise levels and times

THIS CAR FREE COMMUNITY HAS A SHARED PRIVATE STREET THAT RUNS THROUGH THE CENTER. HOW WILL THIS WORK AND ARE PEDESTRIANS STILL THE PRIORITY?

The Project's first guiding principle was to create a community that is designed for people first and prioritize pedestrians over cars. The private shared street, is conceptually designed to primarily remain closed to through traffic, is intended to allow for occasional car traffic, the ability for load in and load out for events like the farmers' market and additional emergency vehicle access.

For pedestrian pick up and drop off and small package deliveries, we are working on the design for drop off locations that would allow for quick and easy access. Large deliveries and service, including moving, are conceptually designed to take place below grade.

IS IT POSSIBLE TO ELIMINATE ROADS IN THE DEVELOPMENT?

We have tried to eliminate roads and get cars below grade wherever possible. Conceptual designs imagine Cherry Creek Drive North to remain; however, our current plan is to lower a portion of the road, as it one of the main ways to access and service the Cherry Creek Shopping Center.

WHERE WILL PEOPLE PARK AT CHERRY CREEK WEST?

We are currently planning primarily below-grade shared parking designed to provide ample parking for residents, office tenants, daily parkers and special event visitors. Access to the parking garage is expected to occur through one entry point at each of the four streets surrounding the Property.

WILL THE PARKING GARAGE BE BUILT SUSTAINABLY?

Sustainability is one of East West Partners' core guiding principles and we plan for it to be a driving factor in building every aspect of the Project, including the garage. We expect this will include bike parking as well as electric car charging stations .

HAVE YOU CONSIDERED USING THE MALL'S PARKING GARAGE INSTEAD OF BUILDING ONE?

The Project is a separate entity from the Cherry Creek Shopping Center and requires a certain number of allocated parking spaces to accommodate the people that live and work here as well as visitors to the area or those attending special events. However, we have had conversations with the Cherry Creek Shopping Center about how we might share excess spaces as available at peak times.

YOUR 15-MINUTE COMMUNITY CONCEPT ENCOURAGES LESS CARS. WHAT TRANSPORTATION OPTIONS WILL BE AVAILABLE AT CHERRY CREEK WEST? WILL THE CIRCULATOR COME BACK?

The Applicant is a member of Transportation Solutions, an organization that works on this issue across Denver, and we are excited continue to engage with the community about what is possible. We understand that the City, RTD, and the private sector are all looking at this and there may be a great opportunities for partnerships on this topic.

HOW WILL YOU REGULATE BIKE SPEED THROUGHOUT THE COMMUNITY TO MAKE IT SAFE FOR EVERYONE?

Our current plan is to have separate zones for pedestrians and cyclists in our community to minimize conflict between pedestrians and cyclists.

WILL THE EXISTING CHERRY CREEK TRAIL TUNNEL BE RELOCATED TO CHERRY CREEK WEST?

The tunnel located at the intersection of University Boulevard and the Cherry Creek waterway is City property, and modifications to the tunnel are not part of the Project plans. Regardless, we believe it is a better experience for this to remain above grade where possible, separate from cars.

WILL YOU REROUTE THE CHERRY CREEK BIKE PATH ALONG SPEER BOULEVARD AND THE DENVER COUNTRY CLUB?

The Denver Country Club is private property and not part of our redevelopment. We are not proposing any changes regarding this alignment.

THERE IS AN EXTENSION OF THE BIKE PATH EAST OF THE SHOPPING CENTER. CAN THIS SERVE AS A MODEL FOR YOU?

The bike path itself is City property; however, we will pass this comment on to the Denver Moves Cherry Creek team at the City.

THE BUILDING FACADES APPEAR THAT THEY WILL REFLECT A LOT OF LIGHT. CAN THIS BE AMELIORATED?

The buildings have not yet been designed. However, this concern will be taken into consideration.

WHAT IS THE CURRENT ZONING UNDER THE OLD ZONING AND HOW MUCH DEVELOPMENT COULD THAT HAVE ALLOWED. WOULD IT HAVE SETBACK REQUIREMENTS?

The Property's existing zoning is B-3 Shopping Center District under Chapter 59 of the previous Denver Revised Municipal Code. This is simply designed for what you see on the Property today – low buildings surrounded by parking.

WHAT IS THE TIMING FOR THE REZONING AND WILL WE HAVE MORE OPPORTUNITIES FOR FEEDBACK?

At this point, we are not sure. We are hoping to complete the Large Development Review process by the end of September, and our goal would be to complete rezoning, infrastructure master planning and other city processes before the mayor and city council currently in place complete their terms. In accordance with these processes, we expect to have more meetings like these as well as the other outreach we've been doing in the community.

WILL THERE BE IMPROVEMENTS TO FIRST AVENUE SO THAT IT IS MORE COMFORTABLE FOR PEDESTRIANS AND CYCLISTS TO CROSS?

Making the pedestrian network work well will be a team effort and Denver Moves Cherry Creek is focused on this as a component of the overall transportation network in Cherry Creek. We will work with the City and our neighbors to connect across 1st Avenue at Clayton to provide safe access to Cherry Creek North for bikes and pedestrians.

Additionally, a new protected cycle track is currently contemplated along Clayton Lane, providing a horizontal and vertical buffer between pedestrians, cyclists and motor vehicles.

HOW WILL YOU MANAGE STORMWATER?

By removing acres of surface parking lot and integrating nearly seven acres of pervious surfaces, we expect the Project will substantially reduce stormwater impacts. Additionally, we plan to incorporate water-efficient native landscapes with the goal to slow down and filter on-site stormwater before returning it to the Cherry Creek waterway. We will continue to design the details of stormwater management in the infrastructure planning stage that begins this fall.

HOW WILL YOU MANAGE CHERRY CREEK WATERWAY FLOODING?

We understand the concern and have been working with our engineers to evaluate the flood plain condition as it has evolved over time. During the Infrastructure Master Plan process, we will work cohesively with the Department of Transportation and Infrastructure (DOTI), Metro Wastewater, and qualified civil and structural engineers to identify and resolve any concerns related to the adjacency to the creek and flood risk. Additionally, groundwater tests are currently underway to inform our strategy.

HOW WILL YOU INTERFACE WITH THE ARMY CORPS OF ENGINEERS WHO CONTROL THE CREEK RIGHT-OF-WAY?

There are different jurisdictions that deal with public spaces. The City owns the land to the south of the Property. To the extent that a portion of this City property, or any property, is in a designated floodway, changes to that require authorization of the Army Corps of Engineers, The City and the Army Corps of Engineers each have a role in the land to the south of us and the Cherry Creek waterway. To the extent that we are impacting either, we will engage with them, but we are not sure to what extent at this time.

WHAT IS YOUR PLAN TO PRESERVE THE CHERRY CREEK WATERWAY WITH THE INCREASE IN POPULATION?

The Cherry Creek waterway is a community asset governed by City, State and even national interests, and whether our development happens here, or Colorado's population grows in other ways, the community as a whole will need to be good stewards of our waterways. Preservation of the creek requires an effort from a multitude of interested parties, but we look forward to engaging with others about how the creek can continue to evolve with our city.

CHERRY CREEK WEST HAS FOUR DISTINCT EDGES WITH DISTINCT USES AND CHARACTERS BEYOND THOSE EDGES. HOW DO YOU ENVISION REFLECTING AND RESPECTING THOSE DISTINCT CHARACTERS?

The edges of the Property are designed to be active, inviting and diverse. The massing, orientation and materiality of our buildings and open space is intended to be designed individually and with reference to the collective to respond to the unique characteristics of the surrounding neighborhood and each building location in addition to adjacent character.

CHERRY CREEK AND HARMON HAVE A LOT OF INTERESTING HISTORY. HOW DO YOU ENVISION REFLECTING THAT HISTORY?

We are excited to celebrate the history of this Property, the surrounding area, and the community. For example, the interesting community history before and after settlement in the late 1800's, the history of the broader community as a redlined neighborhood, the history of the Cherry Creek Shopping Center and the legacy of Temple Hoyne Buell, founder of The Buell Foundation. We look forward to working closely with The Buell Foundation, the owner of the land underlying the Project, History Colorado, and local residents and businesses to explore and share this full history.

SOME OF THE LANGUAGE USED TO DESCRIBE THE SITE SUCH AS LINGER AND EDDIES ARE OFTEN OF NEGATIVE CONNOTATION. HOW DO YOU PLAN TO MAKE THIS A SAFE COMMUNITY?

When we think of an eddy, we think a place where fish come to rest in a river rather than fighting the current. To address the underlying concern of negative connotations, we plan to focus on clean, inviting spaces that feel good for everyone.

I LIVE IN THE AREA AND WOULD LIKE YOU TO PRESENT TO OUR HOA. CAN YOU DO THAT?

If we have not already presented to your community and you are interested in having us present to your community a meeting, please contact info@cherrycreekwest.com.

QUESTIONS GENERALLY ORIENTED TOWARD CITY STAFF:

WHEN WILL THE CITY REDESIGN FIRST AVENUE TO BE ACCOMMODATE PEDESTRIANS IN A BETTER WAY SUCH AS LOWERING IT LIKE CHERRY CREEK DRIVE NORTH?

First Avenue is a City street and is not controlled by the Project team. We have forwarded this comment to the team at Denver Moves. That said, we anticipate that our improvements along First Avenue will make the experience on the south side more inviting.

PARTS OF THE CREEK EMBANKMENTS ARE NOT WELL MAINTAINED. IS THERE ANYTHING YOU CAN DO TO ADDRESS THIS?

The land to the south of our property is City-owned, however, we will coordinate closely with the City on the feel of this, much as we have in Riverfront Park.

DO YOU PLAN TO CHANGE ANY OF THE SURROUNDING STREET NAMES?

Cherry Creek Drive North is a private road so we can take this into consideration. As it relates to Cherry Creek Drive South, we will pass this feedback on to the City.

DOTI NEEDS TO LOOK AT SOUTHBOUND UNIVERSITY AND EASTBOUND CHERRY CREEK SOUTH DRIVE. IT IS ILLEGAL TO CHANGE LANES IN AN INTERSECTION, WHICH THIS AREA REQUIRES.

The Denver Moves Cherry Creek effort is focused on exactly these kinds of issues, so this comment has been forwarded to the Denver Moves team at the City.

ARE THERE PLANS TO CONNECT NEIGHBORHOODS TO THE SOUTH VIA A LARGE PEDESTRIAN BRIDGE (MILLER PARK, CORY MERRILL, AND BELCARO)?

The land to the south of the Project and the canal are not our property, however, we can share this comment with the City. We would like to note that there is currently a north-south connection just to the east of Clayton that does serve that purpose.

Exhibit D

Equity Analysis Response

The Applicant has received the LDR Preliminary Scope, dated January 28, 2022 (“Preliminary Scope Review”). As requested, the Applicant provides this Equity Response, which analyzes how the Project will address equity goals and policies. The Applicant has carefully considered staff’s specific recommendations for metric improvements, as well as the provided Equity Menu of Strategies. The Applicant is confident that the Project will provide a myriad of benefits for the Cherry Creek neighborhood and greater Denver community, as described below.

Adopted Area Plan Direction

Applicable adopted plan direction for this Property includes Comprehensive Plan 2040, Blueprint Denver and the Cherry Creek Area Plan. Particularly, Blueprint Denver measures equity by three concepts: Access to Opportunity; Vulnerability to Displacement; and Housing and Jobs Diversity. These metrics establish the framework for the strategies and actions that contribute to creating a more equitable Denver.

The Preliminary Scope Review notes that “[w]hile there is not sufficient guidance within Blueprint Denver to orchestrate the extent of land use, infrastructure, and physical change anticipated by the Project, there is a clear recommendation for large infill sites to ensure future development integrates with the surrounding context and provides appropriate community benefits. The nature of this site as a regional destination and anchor for this part of Denver cannot be underestimated when considering the opportunity for this site to contribute back to the community in a significant manner through housing, jobs, commercial activities, community-serving uses and open space.

The Cherry Creek Area Plan, adopted in 2012, provides a high-level vision for the neighborhood. The Plan calls for a mix of uses at different scales (ex: small- and large-scale office; regional and boutique retail). Retail, residential, hotels and office uses are all highlighted. The Plan also calls for “creating community” through the enhancement of arts, culture and recreation. These land use recommendations are coupled with comprehensive goals for urban design and connectivity. The Cherry Creek West project presents an exceptional opportunity to meet the land use, design and connectivity objectives of the Cherry Creek Area Plan while also implementing Blueprint Denver’s goals for equity, inclusion and complete neighborhoods.”

ACCESS TO OPPORTUNITY - Creating more equitable access to quality-of-life amenities, health, and education.

The site area's average score is **3.56**, with low score in Access to Transit. These specific metrics are defined below, along with considerations that align with the goals of the Cherry Creek 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.

| | Metric | Score | Description | Response from Applicant |
|--------------------------|--------------------------------------|-----------------------------|--|---|
| | Social Determinants of Health | 5 Most 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"> This metric is Most Equitable. However, it should be noted that Applicant plans to develop affordable housing units on-site, which will increase access to opportunity in this area. |
| Built Environment | Access to Parks | 4 More Equitable | Measured by % of living units within ¼-mile walk to a park or open space. | <ul style="list-style-type: none"> The metric is More Equitable. However, applicant is providing a significant amount of publicly accessible open space that is well beyond the 10% generally required in connection with development of this type and size. The Project features a large open space known as The Green, as well as the Market Square and spaces throughout the project. In addition to significant open space, the Applicant is prioritizing connections through the Property to and from the surrounding neighborhoods and the creek in all aspects of the Project, particularly at 1st Avenue and Clayton. The conversion of acres of parking lots to a publicly-accessible realm that includes substantial tree canopy will reduce atmospheric carbon, improve air quality and improve pedestrian experience by reducing heat island effects. |
| | Access to Fresh Food | 4 More Equitable | Measured by % of residents within ¼-mile walk to a full-service grocery store. | <ul style="list-style-type: none"> This metric is More Equitable. However, applicant anticipates that the existing farmers' market is likely to improve even further as a result of a new location in the completed Project which will be more welcoming than the existing location. |
| | Access to Healthcare | 3 Somewhat Equitable | <p>Access to Health Services - such as clinics, prenatal services, and more.</p> <p>14.29% of women receive no prenatal care during the first trimester of pregnancy in this area</p> | <ul style="list-style-type: none"> Applicant is mapping and identifying existing facilities and gaps for consideration in retail and office tenancy. Applicant is prioritizing a wellness focus throughout the Project and is conducting a needs assessment related to health and other wellness services for inclusion in the retail portions of the Project. For example, there are individual fitness uses, but there are no holistic wellness providers in the area. |

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| | | | | <ul style="list-style-type: none"> The Buell Foundation's mission is to provide support to the systems that serve children, particularly around early childhood education and development and teen pregnancy prevention, and this development will continue to support that mission through ground lease payments. |
| | Child Obesity | 4 More Equitable | <p>Child Obesity measure % of children in the area that are overweight/obese.</p> <p>8.33% of children and youth are obese</p> | <ul style="list-style-type: none"> This metric is More Equitable. However, Applicant expects that the wellness focus throughout the Project, pedestrian connection to the creek for the overall neighborhood and substantial publicly accessible outdoor space should improve these outcomes. Pedestrian and cycling connections through the Property should improve these outcomes. Applicant is planning bicycle parking throughout the Project. The Green and other open space throughout the Project will provide opportunities for unprogrammed exercise and based on market demand may feature exercise classes or other health events like nature walks. Further study is necessary to determine feasibility. |
| | Life Expectancy | 4 More Equitable | <p>Life expectancy (in years): 82.30</p> | <ul style="list-style-type: none"> Applicant agrees with the City's assessment that this metric is not expected to be directly impacted by the Applicant but may be indirectly improved via other metrics such as walkability, wellness initiatives, improved heat island effects and sustainability outcomes. See related answers above. |
| | Access to Transit | 0 | <p>City's assessment: No Access to Transit. Site was completely outside of a transit buffer ½ mile from high-capacity transit or ¼ mile from frequent transit</p> | <ul style="list-style-type: none"> Applicant commits to the creation of a Traffic Demand Management Plan to help manage traffic needs through transit and other alternative modes of transportation. This will be further evaluated during the rezoning and IMP process. Applicant is providing a 2-way cycle track on the east side of the Property, along Clayton Lane, and providing direct connections to the Cherry Creek Trail for pedestrians and cyclists. Applicant is providing substantial improvements to the pedestrian connections through the Project that will benefit the Property itself, as well as the surrounding area. |

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| | | | | <ul style="list-style-type: none"> Applicant disagrees with the City's assessment that there is no access to transit at this Property. While the Property could be better served by BRT and benefit from additional frequency, there are two heavily used corridors on University Blvd. and 1st Avenue that provide transit opportunities. Additionally, the Cherry Creek Transfer Station, an RTD stop, is currently located along 1st Avenue and will be enhanced by the Project's addition of streetscape improvements through landscaping and expanded pedestrian zones. The Applicant is involved with the Denver Moves: Cherry Creek process and looks forward to working with the City and RTD on continuing to improve upon these options both in frequency and in type. |
| | Access to Centers and Corridors | 3.67 | <p>Average Score: 3.67</p> <p>Total Evaluation: 50-74% of the area is covered by a walk, bike, and driveshed to a center or corridor.</p> | <ul style="list-style-type: none"> Cherry Creek itself is an urban center as defined by Blueprint Denver. Applicant commits to mixed-use development which at this time is planned as approximately 600 residences, 750,000 square feet of office space and 90,000 square feet of retail area are currently anticipated, but other uses such as hotel or senior housing could also be provided, all in accordance with market demand. Applicant is providing a 2-way cycle track on the east side of the Property, along Clayton Lane, and creating substantial new pedestrian connections through and around the Property, as well as providing direct connections to the Cherry Creek Trail for pedestrians and cyclists with access to downtown. Applicant plans envision direct pedestrian access into Cherry Creek North with an emphasis on safety when crossing 1st Avenue. |

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 0 out of 3. This means that the area is not considered to be vulnerable to displacement. Specific metrics are defined below, along with considerations that align with the goals of the Cherry Creek Area Plan and Blueprint Denver.

| Metric | Score | Description | Response from Applicant |
|--------|-------|-------------|-------------------------|
|--------|-------|-------------|-------------------------|

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| Educational Attainment | 0 Not Vulnerable | Percent of 25-year olds and older without a college degree: 25.22% 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 | NA as this metric is Not Vulnerable |
| Rental Occupancy | 0 Not Vulnerable | Percent of Renter Occupied: 47.63% Citywide Average: 50.12% | <ul style="list-style-type: none"> NA as this metric is Not Vulnerable. There will be no displacement of residents as a result of this Project. The Property is currently occupied by three mostly vacant buildings and surface parking lots adjacent to a Shopping Center. |
| Median Household Income | 0 Not Vulnerable | Median Household income: \$108,560 Denver's Median household income: \$68,952 | <ul style="list-style-type: none"> Even though the City's score for this metric is a "0" (not vulnerable) for this Property, Applicant plans to include affordable housing and other equity measures identified within, aimed at creating an inclusive community. |

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

For Housing Diversity, this area's average score is **3 out of 5**, with the area scoring low on percentage of missing middle housing and housing costs. Specific metrics are defined below, along with considerations that align with the goals of the Cherry Creek 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.

| Metric | Score | Description | Applicant Response |
|-------------------------------------|------------------|---|---|
| Missing Middle Housing | 0 Not Diverse | Percent Housing with 2-19 units: 15.93% 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 will work with HOST to finalize the affordable housing plan for this Property and intends to build affordable housing on-site in accordance with Denver's new Expanding Housing Affordability ordinance. While the Property's location in a Regional Center with building heights recommended for 12-stories is not as conducive to 2 to 19-unit building types as other areas of the City, the Applicant anticipates that some impact to the missing-middle will come through providing a diversity of unit sizes throughout the Project. |
| Diversity of Bedroom Count Per Unit | 1 Diverse | Ratio: 1.42 Mix Type: Mixed Measured by comparing the number of housing units with 0-2 bedrooms to the number of units with 3 or more bedrooms. | <ul style="list-style-type: none"> NA as this metric is Diverse |
| Owners to Renters | 1 Diverse | Owners: 52.37% Renters: 47.63% Denver Owners: 49.9% Denver Renters: 50.1% | <ul style="list-style-type: none"> NA as this metric is Diverse |

| | | | |
|-------------------------|---------------------|--|---|
| Housing Costs | 0 Not Diverse | Mix Type: Low 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 will work with HOST to finalize the affordable housing plan for this Property and intends to build affordable housing on-site. Creation of additional housing density in an Urban Center/Regional Center context will help create much needed housing supply in an area of need. |
| Income Restricted Units | 1 Diverse | Income Restricted Units: 360 Citywide Average Income Restricted Units: 163.31 | <ul style="list-style-type: none"> This metric is Diverse. However, Applicant intends to build affordable housing on-site in accordance with Denver's new Expanding Housing Affordability initiative. |

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 retail options compared to the city. Specific metrics are defined below, along with considerations that align with the goals of the Cherry Creek 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.

| Metric | Score | Description | Applicant Response |
|------------|----------------------|---|---|
| Total Jobs | 4,943 Jobs | Total Jobs per Acre: 40.2 | <ul style="list-style-type: none"> Continuing to expand office space options in Cherry Creek was a key element of creating a Prosperous Cherry Creek in the Cherry Creek Area Plan. The Project is currently planned to create an additional 750,000 square feet of office space which could provide an additional 5,000 jobs in the area and significantly change the mix of job types. Further, because the Project is anticipated to provide more standard floorplate sizes than the smaller floorplates typically found within Cherry Creek today, the Project will likely encourage new, more diverse types of businesses to relocate here. |
| Retail | 3868 Jobs 78.25%. | This is more than the citywide Retail average of 53.5% Retail Jobs per Acre: 31.46 | <ul style="list-style-type: none"> Applicant plans to provide retail that is neighborhood centric and compliments the existing retail in the surrounding area. |
| Innovation | 1046 Jobs 21.16%. | This is lower than the citywide Innovation average of 35.7% Innovation Jobs per Acre: 8.51 | <ul style="list-style-type: none"> The Property is owned by the Buell Foundation, so the income from the ground lease of this development goes directly to the mission of the Buell Foundation, which includes early childhood education. This Project should substantially impact the Buell Foundation's ability to make a difference. The outdoor entertainment space (The Green) is expected to provide a venue for additional cultural engagement in this community. Applicant is evaluating how innovation can best be applied in this neighborhood – whether through innovation spaces in |

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| | | | <p>the office, incubator spaces or the first and second floor retail/community spaces. Applicant will continue this study throughout the rezoning process. Meeting space for not-for-profits is limited in this area. Applicant is exploring creation of community space for not-for-profits and other cultural uses in the first-floor retail spaces as well.</p> |
| Manufacturing | <p>29 Jobs</p> <p>0.59%.</p> | <p>This is less than the citywide Manufacturing average of 10.7%</p> <p>Manufacturing Jobs per Acre: 0.24</p> | <p>The Cherry Creek Area Plan, adopted in 2012, provides a high-level vision for the neighborhood. Retail, residential, hotels and office uses are all highlighted and a variety of those uses are central to this plan. This neighborhood and the planning for this area do not suggest that additional manufacturing jobs are appropriate here.</p> |

CONSENT OF OWNER

The undersigned is the duly authorized representative for The Temple Hoyne Buell Foundation, a Colorado nonprofit corporation (the "Foundation"), the owner of the property located at 2500 East 1st Avenue, Denver, Colorado 80206 (the "Property"). The undersigned hereby consents to East West Partners, Inc. submitting an application for Large Development Review to the City and County of Denver (the "City") on behalf of the Foundation. This Consent will terminate upon the City's approval of the application, or the Foundation's rescission of this Consent, whichever occurs first.

Dated as of the 26 day of August, 2022.

FOUNDATION:

THE TEMPLE HOYNE BUELL
FOUNDATION, a Colorado nonprofit
corporation

By: _____

Name: _____

Title: _____

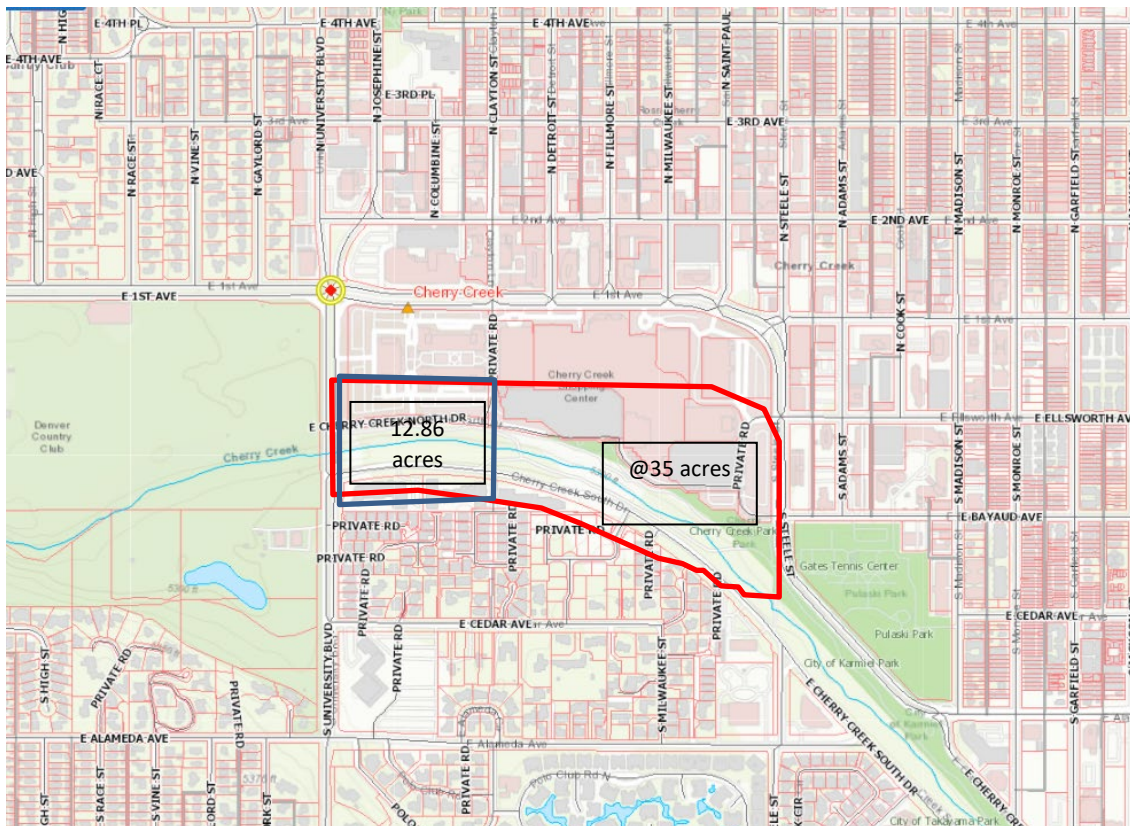
[Signature]
TOM MCGONAGLE
FOUNDATION BOARD MEMBER



FINAL SCOPE

Date: November 15, 2022

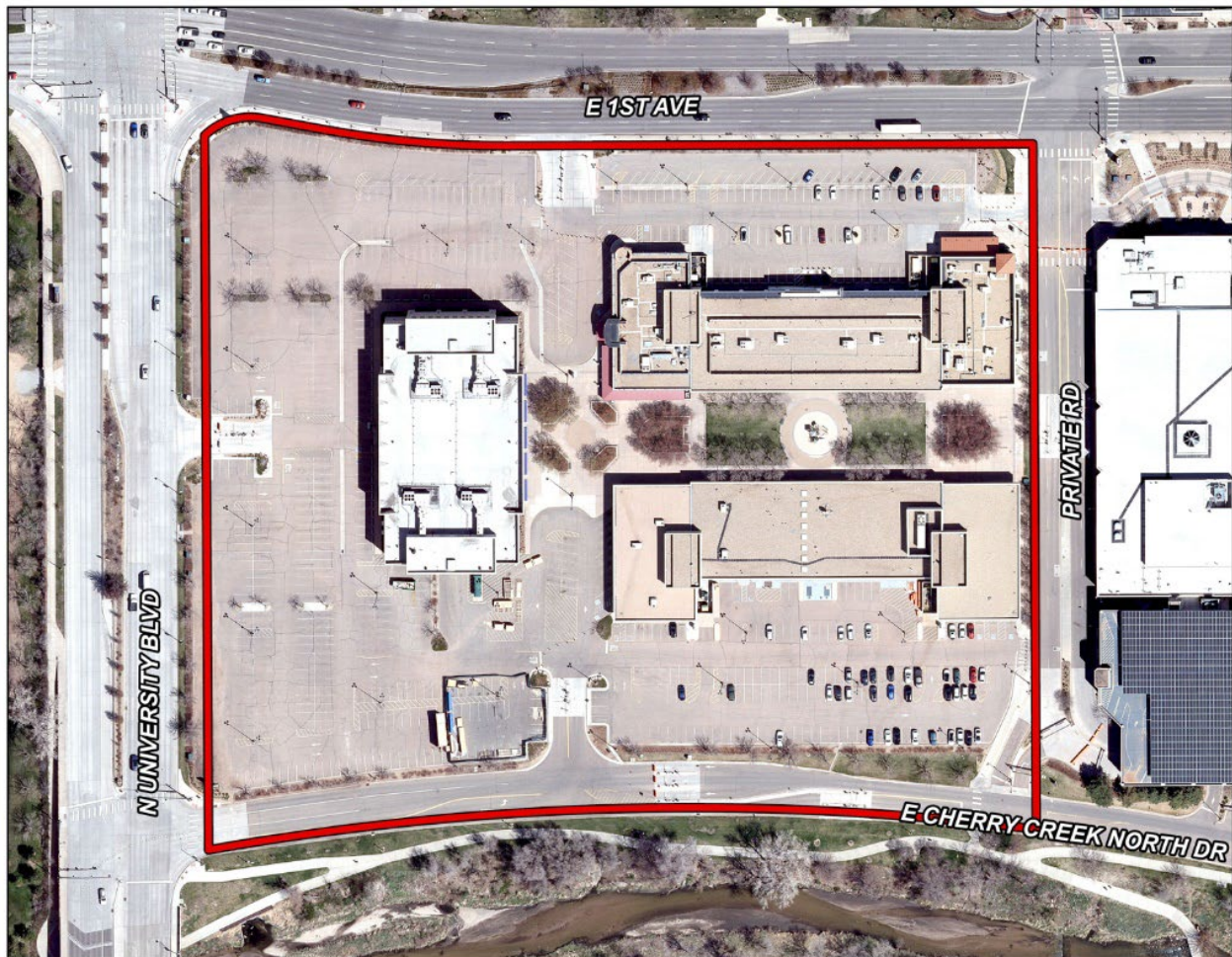
This Large Development Review has been triggered by a request to consider redevelopment for the west 12.86-acre portion of the zone lot containing the iconic Cherry Creek Mall and associated large format retail and parking.



1. Boundary

The Cherry Creek Mall, originally developed in 1953 and renovated to the current mall in 1990, is a 47-acre regional shopping destination and around it's perimeter has grown an invested community of

Cherry Creek West 2021PM0000689



residents and business owners including the Cherry Creek North Shopping District, and the public who frequent the area on foot along the Cherry Creek to the south of the site as well as those who, work, live and play in the Cherry Creek neighborhood. The northwest corner of the property is formed by the complex intersection of University Boulevard and Speer/1st Avenue and the couplet of southbound University/York and northbound Josephine Street to serve traffic on the western boundary of the Cherry Creek North neighborhood. The eastern boundary of the subject site is the private street extension of Clayton Lane.

The subject site contains unobstructed western and southwestern views to the mountains across the Denver Country Club Golf Course. An existing 8' wide sidewalk along 1st avenue serves the RTD bus stop, but there is no pedestrian access along University Boulevard or Cherry Creek North Drive. Further, this prominent location currently has no physical connection to the Cherry Creek Trail. These missing pedestrian links create connectivity and mobility gaps in the pedestrian public realm network. Today the site consists predominately of large surface parking lots and three large footprint buildings. This area is essentially devoid of pedestrian activity as there are no sidewalks on the south or west portions of the site and the overwhelming majority of the site is prioritized for automobile parking and circulation.

2. Development Concept

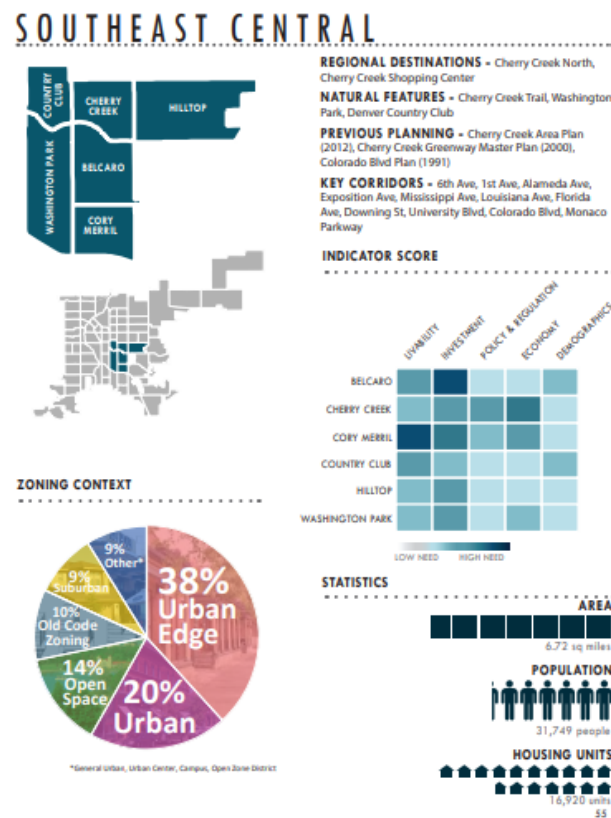
The proposal for redevelopment identifies a mixed-use concept for commercial, residential, retail and accompanying open space facilitating connections across the site, all supported by a subterranean superstructure parking complex.

3. Applicable Plans, Studies, and Regulatory Programs

Evaluation of this concept is focused on acknowledging desired outcomes with respect to the city's adopted plan goals around land use, transportation, sustainability, and equity, and further identifying the appropriate processes for subsequent reviews. Redevelopment of a large format site defined by surface parking lots is a complicated proposition as addressing existing infrastructure below the site and connections to and from this site will require thoughtful examination of impacts related to transportation, natural resources, built environment, regional facilities like the Cherry Creek Trail, and to the neighbor on which it currently shares a zone lot – the Cherry Creek Mall.

The following adopted Plans, studies and regulatory programs incorporate the subject property within their boundaries and include both overarching development policies as well as site-specific guidance. These plans will serve as a basis for requirements designed to provide for interconnected land uses, streets, open space, public parks, and other infrastructure. High level plan evaluation is incorporated below. Other listed studies may be used as part of subsequent processes evaluating the site for rezoning and infrastructure site planning.

- Comprehensive Plan 2040
- Blueprint Denver 2019
- Transportation Standards and Details for the Engineering Division (April 2017)
- Vision Zero
- Denver Moves
- Complete Streets Design Guidelines
- Cherry Creek Greenway Master Plan (2000)
- Cherry Creek Area Plan (2012)
- Go Speer Leetsdale Corridor Study
- (Future) Southeast Central Neighborhood Plan – Neighborhood Planning Initiative
- One Water Plan
- Mile High Flood District Cherry Creek Restoration Project model



A. Comprehensive Plan 2040 includes goals and policies designed to drive outcomes that implement the city's vision:

- A city that's equitable, affordable and inclusive.
- A Denver made up of strong and authentic neighborhoods...
- With well-connected, safe and accessible places that are easy to get to, no matter how we want to travel.
- A community that is economically diverse and vibrant...
- While being environmentally resilient in the face of climate change.
- And we want a healthy and active city with access to the types of amenities and experiences that make Denver uniquely Denver.
- These are the six elements of the Comprehensive Plan 2040 vision, and they inform the long-term goals that will guide our city's future.

The proposed redevelopment of an underutilized site forges opportunity to create new neighborhoods, public spaces, and connections that can address all of these aspects of the city's vision. Appendix 1 provides the applicant's statement regarding compliance with the Plan as it relates to proposed housing, infrastructure, open space, and community-based outcomes. Staff generally agrees with the application summary with a notable exception that should be further defined in the future infrastructure planning and related commitments. The Cherry Creek neighborhood is unique in its location central to the city and easily accessed across the region, drawing residents, employees and visitors. Redevelopment offers the opportunity to expand the scope of housing diversity to provide more access to missing middle and affordable housing to create a thriving work-live-play community. Along with housing, redevelopment provides for new community-serving uses that address the social, health and wellbeing needs of Denver citizens.

Proposed site design offers opportunities for connection to the Cherry Creek greenway that should be further evaluated to ensure the site is well-connected, safe and accessible to the public and in compliance with adopted plans.

B. Blueprint Denver

Blueprint Denver calls for growth to occur on this property with significant intensity. As such, the redevelopment program does have the opportunity meet many of the objectives stated in Blueprint Denver.

- **Future Neighborhood Context: Urban Center.** Blueprint Denver notes that "Urban Center neighborhoods are dense and vibrant areas that support residents and visitors. Development typically contains a high mix of uses, with good street activation and connectivity." Further, Blueprint Denver states the Urban Center context "block patterns are generally a regular grid with consistent alley access. Buildings are usually multi-story with a high degree of lot coverage."

Future development should be consistent with Urban Center Future Neighborhood context related to density, mix of uses, and support for residents and visitors. Focus on street

activation, relationship to building form, connectivity and gridded street block patterns that form urban blocks typical of the Cherry Creek neighborhood.

- **Future Place: Regional Center.** Blueprint Denver Future Place Type directs that an area designated as Regional Center “Contains a high mix of uses— providing a dynamic environment of living, dining, entertainment and shopping, while incorporating a diverse set of employment options. Wide customer draw with a 24/7 live, work and play environment attractive to locals and visitors. Larger scale mixed-use buildings are common. Structures should respond in form and mass to the streets and public spaces around them. High degree of urbanism with continuous building frontages to define the public realm. Heights are generally the tallest in the context and transition gradually within the center to the surrounding residential areas.

The site design should meet other direction for Regional Center related to responsiveness of the design to the form and mass of streets and public spaces around them and definition of the public realm that attracts regional visitors.

- **Growth Areas Strategy: Regional Center.** Blueprint Denver identifies Regional Centers will accommodate 50% of new jobs and 30% of new households through the year 2040.

Land Use and Built Form – Economics Policy 1. *Capture 90 percent of job growth in regional centers, community centers and corridors, certain districts and high-intensity residential areas in downtown and urban center contexts. Of the 90 percent job growth, focus 30 percent downtown.* Cherry Creek is a regional center with urban level development that can absorb some of this expected growth.

- **Land use and Built Form – Economics Policy 2.** *Improve equitable access to employment areas throughout the city to ensure all residents can connect to employment opportunities.* Cherry Creek West is located on two transit corridors, one identified as a high-capacity transit corridor that provides access to those who work in the high-volume retail sector within the neighborhood.
- **Land Use and Built Form Economics Policy 4.** *Promote creative industries, maker spaces, artists and small businesses as vital components of Denver’s innovation economy.* Cherry Creek West is currently the seasonal home of the Cherry Creek Farmer’s Market open to many farm-based and small-business focused vendors. Temporary space on the site has in the past been identified for artisan and artist spaces. These uses are of high interest to the community. Redevelopment should incorporate opportunities for both outdoor seasonal uses like the market and permanent spaces for pop-up business. To achieve more equitable outcomes in this neighborhood, offering spaces dedicated to minority-owned businesses and incubator business space for start-ups helps carry the tradition forward in this central and celebrated location.
- **Land Use and Built Form – General Policy 9.** Blueprint Denver directs the City to promote coordinated development on large infill sites to ensure new development integrates with its surroundings and provides appropriate community benefits.

Redevelopment of the subject property is highly consistent with the types of properties this policy was intended to address. The policy specifically calls out “suburban-style shopping” areas. The site’s characteristics, including its proximity to the creek, its prominent location, its current discontinuity with the surrounding neighborhood, its lack of multi-modal connectivity and lack of on-site open space make it an excellent candidate for the city’s defined LDR process. Policy 9, Strategy C directs the City to “implement regulatory tools to set clear and predictable requirements for large redevelopments to provide benefits to the community such as affordable housing and open space. Given the size of the site and the current Former Chapter 59 zoning, additional regulatory certainty should be established through the LDR process.

- **Land Use and Built Form – Housing Policy 6. *Increase the development of affordable housing and mixed-income housing, particularly in areas near transit, services, and amenities.*** The proposed project offers the opportunity to diversify housing in the Cherry Creek neighborhood and further promotes other innovations around reduced parking requirements, zoning and height incentives, and ensuring more choice is available in areas that score low in housing diversity per the Equity Analysis in Section D below.
- **Land Use and Built Form – Housing Policy 7. *Expand Family Friendly Housing throughout the city.*** Redevelopment of the Cherry Creek West side will provide additional housing opportunity, and through the High Impact Development Affordable Housing Compliance Plan, is expected to address opportunities for multiunit development that serves a variety of unit sizes and types.
- **Land Use and Built Form – Design Quality and Preservation Policy 3. *Create exceptional design outcomes in key centers and corridors.*** Like Cherry Creek North, the site’s neighbor to the north of First Avenue, Cherry Creek West is expected to facilitate high quality development in terms of design and programming. As a project within a key center and along the First Avenue transit corridor, exceptional design outcomes should be fostered through application of design standards and guidelines appropriate for the mixed-use and urban infill project proposed for the site. Discussion regarding design standards and guidelines, administration and application of design tools will continue as the project moves through the future rezoning and Infrastructure Master Plan processes.
- **Land Use and Built Form – Design Quality and Preservation Policy 4. - *Ensure an active and pedestrian friendly environment that provides a true mixed-use character in centers and corridors.*** The proposed concept for redevelopment identifies internal connectivity to help shape the urban neighborhood form. Application of street-level active use standards will be required as part of the redevelopment, so defining the spaces that create those street-level active uses will be critical to creating an urban form. Blueprint Denver policies together with additional policy guidance in the Cherry Creek Area Plan, can provide structure in this effort.
- **Mobility Policies 1-4. (1) *Encourage mode-shift — more trips by walking and rolling, biking and transit — through efficient land use and infrastructure improvements.* (2) *Align the***

impacts of private development with transportation infrastructure and promote development that creates walkable, transit-friendly communities. (3) On all streets, prioritize people walking and rolling over other modes of transportation. (4) Implement the vision for street types and the layered multimodal network to create complete streets. Overall, the redevelopment proposal prioritizes a mode shift at the surface with pedestrian priority throughout the site, facilitating vehicular connections at the edges and sending vehicles to subgrade parking to minimize conflicts. Blueprint Denver, together the city's Complete Streets Guidelines, offers an opportunity to create street designs that provide for a layered multimodal network that identifies green infrastructure, amenity zones, bicycle lanes, and clarification of the use of publicly accessible streets through well-defined elements that keep pedestrians, bicyclists and vehicles safe.

- **Mobility Policy 12.** *Implement transit priority streets as a strategy to direct growth.* The city is currently identifying implementation actions associated with Denver Moves: Cherry Creek with focus on the First Avenue high-capacity transit corridor and future bus transit opportunities. The applicant is actively participating as a stakeholder in this work to ensure project recommendations can be incorporated into the redevelopment, particularly with respect to First Avenue access and bus transit facilities.
- **Quality of Life Infrastructure Policy 1.** *Expand tools and regulations to ensure high-quality parks and outdoor public spaces keep pace with Denver's growth.* The proposed redevelopment offers the opportunity through scale and design to create public open spaces that connect key corridors and provide links to the established Cherry Creek greenway. This policy includes strategies supporting the development of standards and guidelines to ensure publicly accessible open space responds to the physical and social needs of the community. In addition, should the property be rezoned, the redevelopment is expected to adhere to publicly accessible open space requirements identified in Article 10.8 of the Denver Zoning Code.
- **Quality of Life Policy 5.** *Ensure attractive streets and outdoor spaces in all centers and corridors, giving priority to pedestrian spaces and amenities.* Proposed redevelopment offers an unrivaled opportunity to transform underutilized space to an active pedestrian-oriented mixed-use urban center. In fact, the plan is centered on this objective. The revised conceptual site plans promote reintroduction of the street grid – visually and physically – in a way that can reconnect Cherry Creek North to the Cherry Creek greenway. The proposed “shared” streets traverse the property, to help shape the built environment with active street edges. Blueprint Denver supports functional street design paired with the use of public safety improvements, lighting and building orientation paired with active street frontage to create enhanced pedestrian opportunities. Creation of active pedestrian environments using streets and open space will be explored as part of the Infrastructure Master Plan.

C. Cherry Creek Area Plan (2012)

The Cherry Creek Area Plan provides high level direction for the area within which the subject site is located. The Plan also provides more specific direction for the specific site's redevelopment. Future redevelopment should achieve Plan consistency, focusing on connectivity, urban design, celebrating the creek and greenway, and promoting economic vitality.

1. Land Use and Height direction includes:

- The Plan identifies the site as Regional Center, which include uses like office, retail, commercial, multi-family and hotels.
- The Plan calls for a maximum height of 12 stories on the subject site.

2. General and specific Area Plan direction:

- Promote compact development patterns within a highly connected street grid and buildings that make efficient use of available land and help create a very walkable place. (p. 30)
- Retain the regular street, sidewalk and block pattern which offers a high degree of connectivity for pedestrians, bicycles, and vehicles. (p. 30)
- Orient buildings and entries toward the street using context sensitive setbacks. (p. 30)
- Continue the Greenway to the north along the east side of University Parkway (p. 39)
- Look for opportunities to improve the public realm through the creation of new privately owned public spaces (p. 43)
- All of the edges of the Shopping Center need well-defined portals for pedestrians and bicyclists and automobiles. Portal locations should be informed by building entrances, the opposing street grid, and pedestrian oriented perimeter development. To the extent possible, provide physical and visual connections to soften the seams and edges between 1st Avenue and the Greenway (p. 60)
- As the west side of the shopping center redevelops, look for opportunities to incorporate and embrace the Greenway and creek into the design and provide active uses along the Greenway's edge in a way that does not compromise the natural beauty of the creek. (p. 60)

The proposed site development concept options indicate an urban design arrangement of building footprints and open space that create barriers in an otherwise expected urban neighborhood. For some topics, the site plan appears to be in direct conflict with the Area Plan.

- **Building Height.** The concept plan appears to be inconsistent with the Plan's direction that building height be limited to 12 stories (site plan shows two buildings at 13 stories).
- **Connecting the Grid.** While the concept plan does show pedestrian access through the site, it fails to intentionally rebuild the grid with public streets or private, street-like drives that signal that public access is appropriate.

- **Building Siting and Orientation.** Redevelopment should orient to and engage public and private streets, including relationship to First Avenue, Cherry Creek North Drive and University Boulevard.
- **Greenway Extension along University.** Redevelopment should incorporate a greenway element along University Drive in accordance with the Design Guidelines for Denver’s Designated Parkways and Boulevards, dated November 2005.
- **Well-defined Portals to the Site.** Portals to the site are typically street entrance points and views between buildings. The design should signal that the site is open to all and establishing a street grid could achieve this goal.
- **Embracing and Activating the Greenway.** Creating a relationship to the Greenway and creek for the length of the property adjacent to the private drive would be responsive to Plan direction for “embracing the creek.” Presence of an enhanced street allows buildings closest to the creek to provide activation between these building edges/uses and the Greenway/creek.

3. Go Speer Leetsdale Study: Go Speer Leetsdale examines transportation connectivity and operational needs for all modes of travel within the Speer/Leetsdale corridor, a prominent local and regional travel route for those in both Denver proper and the southeast portion of the metro area. The study focuses on a piece of the larger travel movement connecting people east and west through the city from I-25 on the west to I-225 in the southeast. The Cherry Creek neighborhood is part of the Study’s West Study Area. The study identifies a managed transit lane paired with bicycle and pedestrian improvements along First Avenue north of the subject property, indicating a high need to balance and prioritize multimodal users with access to and from the site and connected to the neighborhood to the north. Access from First Avenue should promote entry to connecting streets through the site between First Avenue and the east west shared street. There will be a pedestrian connection from the east-west shared street to Cherry Creek North Drive. Street alignment, access and intersections will be fully explored as part of the Infrastructure Master Plan and related studies to inform design and mobility.

D. Equity Analysis

Blueprint Denver is focused on managing Denver’s future growth through a social equity lens. Redevelopment efforts should be focused on introducing more diversity in the housing stock within the Cherry Creek neighborhood that can also support the commercial and retail land use in the future.

What is equity?

Equity is when everyone, regardless of who they are or where they come from, has the opportunity to thrive. Where there is equity, a person’s identity does not determine their outcome. The city’s vision is for every resident to live in a complete neighborhood with access to jobs, amenities and services so that all Denverites – regardless of their race, ability, income, age, gender, etc. – can thrive.

New development projects can impact equity for an area through factors such as access to open space, access to and the mix of jobs, and housing choices. Each rezoning and/or Large

Development Review (LDR) proposal provides an opportunity to understand how one project can improve, or at least not increase, existing inequities.

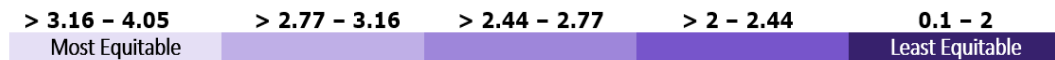
How do we measure Equity?

Equity is measured using three concepts: 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.

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. Equity analysis conducted by CPD indicates the following average scores for each Blueprint Denver equity concept:

- **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



The site is within an area that scores a **3.56** with respect to this metric. This means that there is above average access to opportunities such as parks and grocery stores.

- **Vulnerability to Displacement** – Measures Educational Attainment, Rental Occupancy, Median Household Income

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



This site is within an area that scores as **“Not Vulnerable”** for this metric.

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



This site is within an area that scores as **“Average”** for this metric. It has less diversity in housing costs and slightly less missing middle housing than other parts of the city.

- **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. |
| | | | | | |

The site is within an area that has a **greater proportion of retail** jobs than the city. It is lower in innovation jobs and much lower in manufacturing jobs.

EQUITY ANALYSIS SUMMARY

MOST INEQUITABLE SCORES

- Housing costs
- Missing middle*
- Less innovation and manufacturing jobs



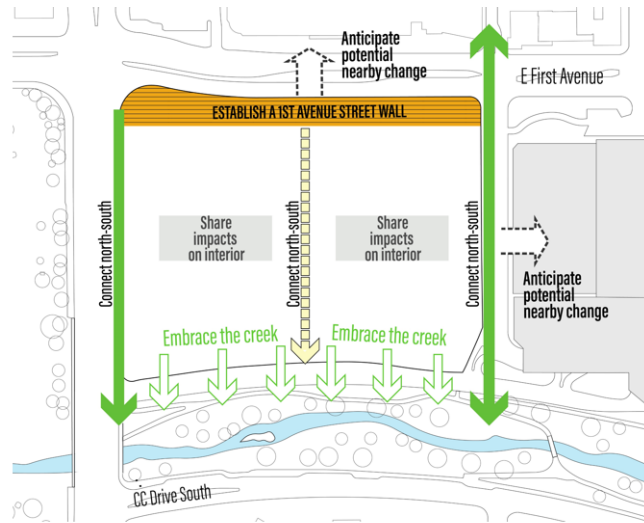
4. Regulatory and Administrative Processes

The following processes have been identified as necessary for successful implementation of this project. The details on content for each of the processes are only intended to highlight anticipated scope and they are not intended to preclude additional topics that may need to be addressed as the project is being formally reviewed.

- A. Community Engagement** - In addition to the community information meeting required through the LDR process, the applicant is encouraged to reach out to the community and Council district to discuss the proposed project. Engagement of area Registered Neighborhood Organizations (RNOs), the Cherry Creek North Design Advisory Board, Cherry Creek North Business Improvement District, area businesses and other community groups is strongly encouraged.
- B. Urban Design and Zoning Analysis** – Prior to engaging in detailed discussions about future zoning, it is critical to gain common understanding and agreement on the vision for the site with regard to connectivity to the larger community, building layout, creek interface, balance between exterior/interior edges and other physical design issues. Following a series of collaborative working group discussions regarding the site development concept, the city has advanced five key objectives for site development which are in turn linked to desired outcomes stemming from adopted city plans. These principles should form the basis of future infrastructure master planning and rezoning.

Urban design principles

- Embrace the creek
- Share impacts on site interior
- Create quality, PUBLIC connections at exterior AND interior
- Create a 1st Avenue streetwall
- Anticipate potential nearby changes



a. FIGURE 1 URBAN DESIGN PRINCIPLES

Redevelopment provides opportunity to start from scratch with the stated vision that better reflects adopted city plan goals centered on diverse housing mix, multimodal transportation options, sustainable programming, and equitable outcomes.

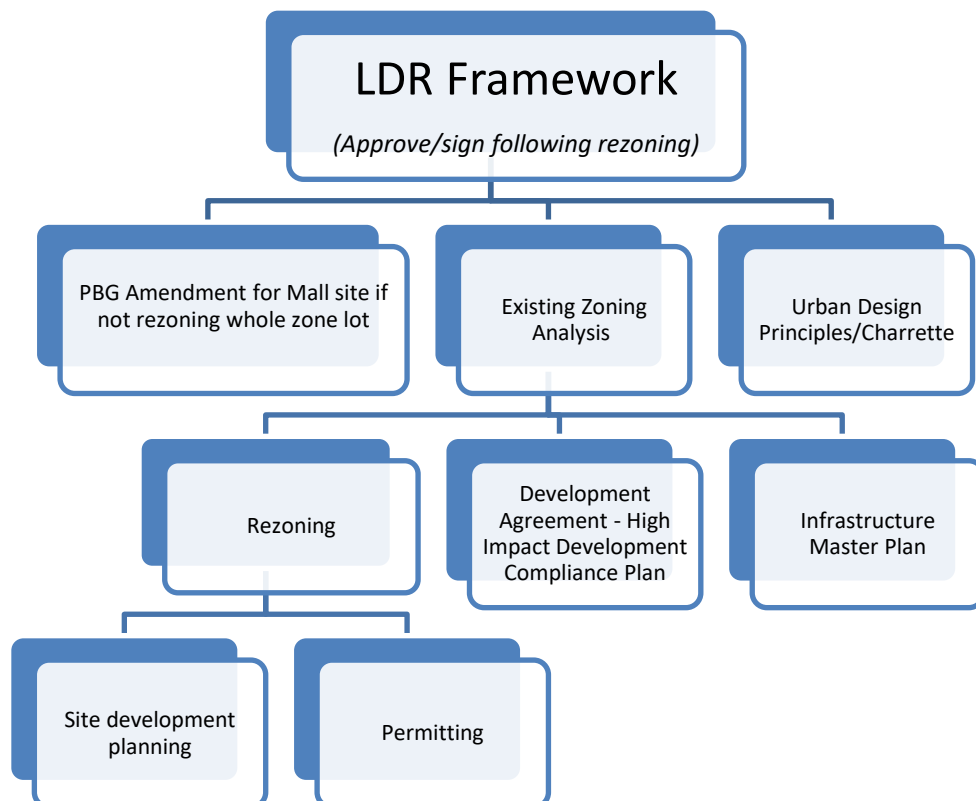
Redevelopment should incorporate a focus on embracing the creek across the project's frontage, locating impacts like parking access on the interior of the site in order to celebrate and define the project edges, create quality public connections at the exterior and interior, create a strong streetwall along First Avenue, and anticipate changes that may occur over time adjacent to the project in order to preserve the opportunity to connect new and existing neighborhoods.

- C. **Rezoning** – the existing zoning is Former Chapter 59 B-3 with an allowable Floor Area Ratio of 1:1. It is certain that additional development on the site as proposed will result in violating the FAR allowance. Rezoning of the site will be considered imperative in order to achieve desired outcomes. In order to assess the appropriate zone district, there is substantial planning required on the urban design and infrastructure needs that will provide better context for choosing a future zone district. Applicant intends to pursue CMX-12 zoning and will identify ways to meet such zoning.
- D. **Amendment to existing Planned Building Group** will be considered should the Cherry Creek Mall remain in the existing zone district. However, as the subject parcel is part of one zone lot with the mall area, while the city will consider the benefit and implications of rezoning the entire site, it is not anticipated that the portion of the site east of Clayton Lane will rezone at this time. Should this occur, an amendment to the existing PBG would translate into new site development plans in the DZC.
- E. **Infrastructure Master Plan** (scaled to the complexity of the project) and related studies including the mobility study and preliminary water and wastewater studies.

- F. Development Agreement** – A Development Agreement is anticipated to address affordable housing and may be used to address commitments outside of the scope of the Infrastructure Master Plan.
- G. Equity Analysis Response and Equity Research** – In response to the city equity analysis, the applicant team will need to provide response to the analysis suggesting methods and actions to close the gap in areas identified for improvement. Staff asks that the applicant research best practices for similar programs that increase equitable opportunities regarding site access, tenant attractions, community needs, and public space.
- H. Site Development Plan(s)** and related infrastructure construction drawings and processes for horizontal and vertical development.

5. Relationship of Regulatory Processes and Approvals

The sequence below identifies high level processes required for project review. Generally, there is opportunity to run concurrent reviews to the extent reasonable to inform other processes (e.g. concept review can help inform a successful division from the PBG and can set the stage for the infrastructure to be identified in the IMP). If there is a development agreement that requires City Council approval, the approval by City Council may occur at the same time as rezoning or can be approved following rezoning before the first site development plan is submitted. The subdivision plat can be submitted for review at such time that the Infrastructure Master Plan is developed enough to establish right-of-way boundaries, but no subdivision plat can be approved until the site is rezoned and an IMP in place.



6. Anticipated Project Requirements

As part of the Final Scope, this section provides preliminary project analysis and requirements received from review agencies on the project application as initially submitted. The Large Development Framework includes the final set of subsequent project requirements and sequence of processes in which those requirements will be addressed.

a. Zoning and Land Use

The proposed project is not only a significant shift in uses from those currently on the site, but also a significant increase in density. The project conceives of a dramatically altered relationship to Cherry Creek which should be examined in relation to multimodal connections, open space, and infrastructure. The existing zoning is intended for low-rise shopping districts, while the City's adopted plans call for a regional center with a vibrant mix of uses. Urban design standards are likely to be needed to ensure excellent design quality for this project given the number of public edges and spaces anticipated.

The scale of this redevelopment represents a very significant increase in density and intensity relative to current conditions. The size of the site warrants a close review and analysis of connectivity, site/building design and placemaking opportunities. The site is located adjacent to a critical public amenity in the Cherry Creek Greenway, creating an important opportunity to examine how the development relates to, integrates and embraces the creek in the most beneficial manner possible.

The B-3-zoned Shopping Center District establish standards comparable to those of low-density residential districts, resulting in similar building bulk on smaller parcels and retaining a low concentration of vehicular traffic. Building height is controlled by bulk standards and open space requirements. Building floor area cannot exceed the site area (aka FAR is 1.0).

Preliminary Analysis: The concept plan submitted for this LDR determination estimates a gross floor area of 1,918,170 square feet. As such, if all other elements of the existing zone lot remain the same and are not reduced or removed, the existing zoning would not allow the site plan to be developed without a rezoning into the Denver Zoning Code. Further detailed analysis will be performed prior to completion of the LDR Framework. The applicant may be asked to submit additional analysis identifying all uses and square footage calculations to finalize the Floor Area Ratio existing today.

b. Urban Design

Redevelopment of this site requires careful analysis of technical infrastructure requirements but a confirmation of urban design outcomes important to the evolution of this site is the first priority. City agencies will continue to work with the applicant to address key issues that might be counter to the intent to create an urban, well-connected, equally accessible place.

Preliminary Analysis:

- The redevelopment of the Cherry Creek West property provides an exciting opportunity for the City and for the Cherry Creek District as a whole, in achieving Denver’s goals of equity and density for our Regional and Urban Centers as identified by Blueprint Denver.
- It also creates an opportunity to extend the city’s grid breaking the legacy of poor planning of superblock developments.
- The City seeks to work with the applicant team to connect the Cherry Creek North District into this site. Fundamental design issues to address include:
 - The current proposal should be designed to establish a welcoming design and a sense of inclusion.
 - Future iterations of this proposal should showcase through its guiding principles, design features and programming that it reaches beyond its immediate property lines.
 - Block patterns, building forms, and open spaces should be thoughtfully integrated with the Cherry Creek North district.
- Future iterations of this proposal should be grounded in promoting equity, inclusivity, and diversity.

c. Cranmer Park View Plane

The Cranmer Park View Plane places limitations on building height for the site. A more detailed analysis will be required for confirmation, but preliminary analysis indicates that the site would be limited to roughly 180 feet at its most restricted point with other portions of the site allowing for slightly taller buildings (relative to existing grades). The maximum height is based on elevation above sea level relative to an origin point in Cranmer Park. More detail can be found in Denver Revised Municipal Code Chapter 10, Article IV.

Preliminary Analysis: The concept plan indicates maximum building heights of 160 feet, which appears to be within the range of height allowed under the Cranmer Park View Plane.

Infrastructure Changes

The existing infrastructure framework, including stormwater, wastewater, water and other utilities have been analyzed for the creation of the Concept Plan. A great deal of coordination will be required to coordinate utilities servicing the shopping center and others. There a number of existing conditions regarding that infrastructure that might be taken into consideration for future development. It is also anticipated that an Infrastructure Master Plan will be required to facilitate the change of use and intensity of development proposed. Below are minimum requirements known at this time.

d. Transportation and Multimodal Connections

From a traffic standpoint, the site is currently served by three points of access including University Boulevard, 1st Avenue and the two private access roads including Cherry Creek North Drive and Clayton Lane. All access is via drive entries to existing surface parking and there are no existing thru-ways public or private. Per area planning guidance and opportunity to enhance connection to the site, further discussion is needed around the concept of continuity of the street grid north of the site via additional rights-of-way and clear pedestrian connections. Further, University Boulevard is a designated Denver parkway and 1st Avenue is a key arterial corridor with high travel capacity between east Denver and Downtown. Pedestrian amenities, clear access, and safety will be important considerations.

Department of Transportation and Infrastructure (DOTI) minimum project requirements known at this time are as follows:

1. Incorporation of recommendations and actions as required by the Denver Moves Cherry Creek Study once completed.
 2. Loading/drop offs should come from the internal road not pushed to public arterial street. Remove curb cuts on 1st and university just for drop offs. All private uses should be accommodated on private property and internal design
 3. A Mobility Study will be required, including an analysis of existing traffic and counts relevant to the Cherry Creek Mall in addition to background traffic conditions and future estimates. An analysis will need to be completed to identify any potential encroachments, and if identified, will follow the process below.
 - a. Encroachments:
 - i. include our ERA group and encroachments within the ROW permit document.
 1. https://www.denvergov.org/files/assets/public/doti/documents/regulations/dotirr-025.4-encroachments_in_the_public_row.pdf
 - ii. Include Cherry Creek district blanket encroachment permit. ROW encroachments either need to be accepted by the district under blanket encroachment permit or get new permit from City document. This blanket permit covers stairs, patios, pavers, etc in the ROW.
 4. All utility boxes should be moved out of ROW after dedication.
 5. Dedication:
 - a. Need to understand how much additional land, if any, is needed for dedication related to University Blvd and 1st Avenue. Both streets will require 17' minimum from FL. Would be good to account for all dedications at time of subdivision and/or SDP and should be considered during the IMP process.
 6. Public or private access easements or agreements
 7. Evaluate sidewalk widths against Cherry Creek district requirements, zoning requirements, and other regulatory guidance to ensure appropriate pedestrian access is constructed concurrent with development. This will be formalized during the IMP process.
 8. RTD bus stop improvements. Stop on University and 1st Ave will need RTD review during permit process. RTD is a stakeholder.
 9. Signal/intersection improvements may be required, including but not limited to, signal relocation and all new signal equipment on both road corners for their access and island. New pedestrian ramps and median improvements may also be indicated. This will be fully explored as part of the mobility study associated with the IMP
- e. **Utilities:** Wastewater and water studies including:
1. An approved Preliminary Master Drainage Study per Storm Criteria Manual Chapter 2.
 2. An approved Sanitary Sewer Feasibility Study per Sanitary Criteria Manual Chapter 2.05. Be advised the only existing receiving sanitary main to this site is an Metro Wastewater Recovery District (MWRD) sewer and will required their approval for any new connections.
 3. The proposed impact to the existing MWRD sanitary sewers has a number of feasibility issues that will need to be coordinated with the District and other agencies. Contact MWRD and City Wastewater engineers directly for further coordination on this design as part of the IMP process.

4. Denver Water will be a referral agency as part of subsequent entitlement, but the applicant will need to communicate with Denver Water independently to update and/or establish water plans.
5. Utility locations for wet and dry shall all be considered during the IMP process.

f. Affordable Housing

Effective July 1, all residential developments of 10 units or more that have not started the Site Development Plan process will be required to incorporate income restricted units on-site or choose an alternative path, including payment of a fee-in-lieu or a negotiated alternative. The chosen commitment will be formalized in a future Affordable Housing Plan, Development Agreement, or similar document. In this case, it is anticipated that the developer will enter into an agreement for affordable housing as part of this proposed High Impact Development. All non-residential development and residential developments of under 10 units will be required to pay the then-current affordable housing linkage fee. Please see www.denvergov.org/affordabilityincentive for more details on the Expanding Housing Affordability requirements.



g. Sustainability and Climate

1. While the Applicant will attempt to achieve the goal stated in the development application of “net zero energy in each of the buildings as built, the project will meet the city’s then current energy goals as they are required.” In addition to climate and air quality benefits, all-electric buildings can reduce upfront construction costs by not running gas lines to this development. Denver has a goal for net zero energy all-electric new buildings and homes by 2030. For more information see the [Net Zero Energy Implementation Plan](#). Additionally there are energy efficiency requirements for buildings as part of the [Energize Denver Ordinance](#).
2. District scale measures: Evaluate district scale (project wide) opportunities to provide site-specific and broader community benefits. Explore the potential for district scale [geothermal heating and cooling](#): tap into consistent temperatures underground for heating and cooling needs and to get multiple uses from development adjacent green space (privately-owned parcels). [US Dept. of Energy funding opportunities](#) are currently available for geothermal systems. Other district-scale measures could include, but are not limited to, powering buildings with onsite renewable energy. Waste heat recovery from sewer pipes, like the system installed at the [National Western Center](#), is another district scale opportunity.
3. On-site water management and reuse: capture and treat stormwater and create riparian buffers and collect, prevent, and/or filter runoff to waterways. Denver’s [Climate Adaptation Plan](#) identifies extreme weather in the form of heavy downpours as a key climate impact for the City and County of Denver.
4. Heat Island Mitigation: Consider solar reflective roofing, paving, and other construction materials throughout the development to support mitigation of urban heat island effect, the project team is encouraged to align with [Chapter 5 Site Hardscape \(501.3.5.1\) of the Denver Green Code](#).

5. Landscape design: Project teams are encouraged to conduct their own research and propose how this site can provide positive ecological benefits that residents desire like providing adapted and [native landscapes](#) that directly support local insects and wildlife, creating pollinator gardens across the site, and/or providing low water, drought resistant, heat resistant landscapes likely to endure and thrive now and in future years as conditions continue to evolve. Landscape design should be a focal point of this project and can help support the case for redevelopment, benefit local wildlife, and ensure this project is more resilient and prepared for drought, heat, and wildfire. [Denver Water Outdoor Water Use Rules](#) should also be a landscape design consideration.

h. TDM (Transportation Demand Management)

The City has adopted a new ordinance and rules-&-regulations to further [Denver’s mobility goals](#) by ensuring that residents and employees in new development have expanded choices for

| | | | |
|--------------------------------|--|--|--|
| |  <p>TIER 0 No TDM requirements</p> |  <p>TIER 1 Identify and construct TDM supportive infrastructure onsite or off site Assign a transportation coordinator Achieve a designated target commute SOV rate</p> |  <p>TIER 2 All Tier 1 requirements + Identify and implement programmatic strategies + Conduct surveys to measure TDM program impacts + Demonstrate achievement of the target SOV rate</p> |
| Residential | 0-24 dwelling units | 25-49 dwelling units | 50+ dwelling units |
| Commerical & Office | 0-24,999 square feet | 25,000-49,999 square feet | 50,000+ square feet |
| Industrial | 0-149,999 square feet | 150,000-299,999 square feet | 300,000+ square feet |

how they move about our city. These regulations require new developments to implement and manage measures known as Transportation Demand Management (TDM) which are strategies that expand people’s travel options and create attractive alternatives to driving. Denver’s TDM program will benefit the community by reducing the number of people driving; creating more walkable, bike-able, and transit-friendly communities; and improving community health and the environment.

The measures required of developers correspond to the size of the development, the type of use, and the site’s land-use context and transit proximity. See below for a general summary of TDM requirements for different scales and uses. More details and information are available on the City’s [Transportation Demand Management](#) webpage.

i. Park and Open Spaces Concepts

In the Cherry Creek West Concept Plan, open space facilitates the priority pedestrian movement. Less than 5 acres of the site is devoted to the building footprint and 7 acres is proposed as open space.

1. Given the size of this portion of the parcel at 12.86 acres, future publicly accessible open space will require an open space easement (once the site is zoned into the Denver Zoning

- Code) in accordance with Article 10.8, Open Space for Large Developments. Requirements for this open space include publicly accessible plazas, green spaces, and open areas not accessible to vehicular traffic, and visible from a public right-of-way.
2. University Boulevard is a dedicated parkway. As such, required parkway setbacks will continue to be implemented in future development.
 3. Any project connections to the Cherry Creek greenway must be connected in a safe manner that enhances and widens the existing greenway open space, upgrades the regional trail to the new regional standard for increased capacity and safety for walking and rolling, and provides fully public access along the entirety of the site's southern boundary.
- j. **Development Phases:** According to the application, this site is proposed to be developed in four phases. In the first two phases, a green space will be maintained that will allow for public-facing events, such as the farmers' market, to continue functioning. More information will be required as part of the future Infrastructure Master Plan to identify infrastructure and vertical improvements associated with these phases.