

REGIS VILLAGE
LARGE DEVELOPMENT FRAMEWORK
3333 REGIS BOULEVARD

Property Legal Description:

REFER TO ATTACHMENT 1

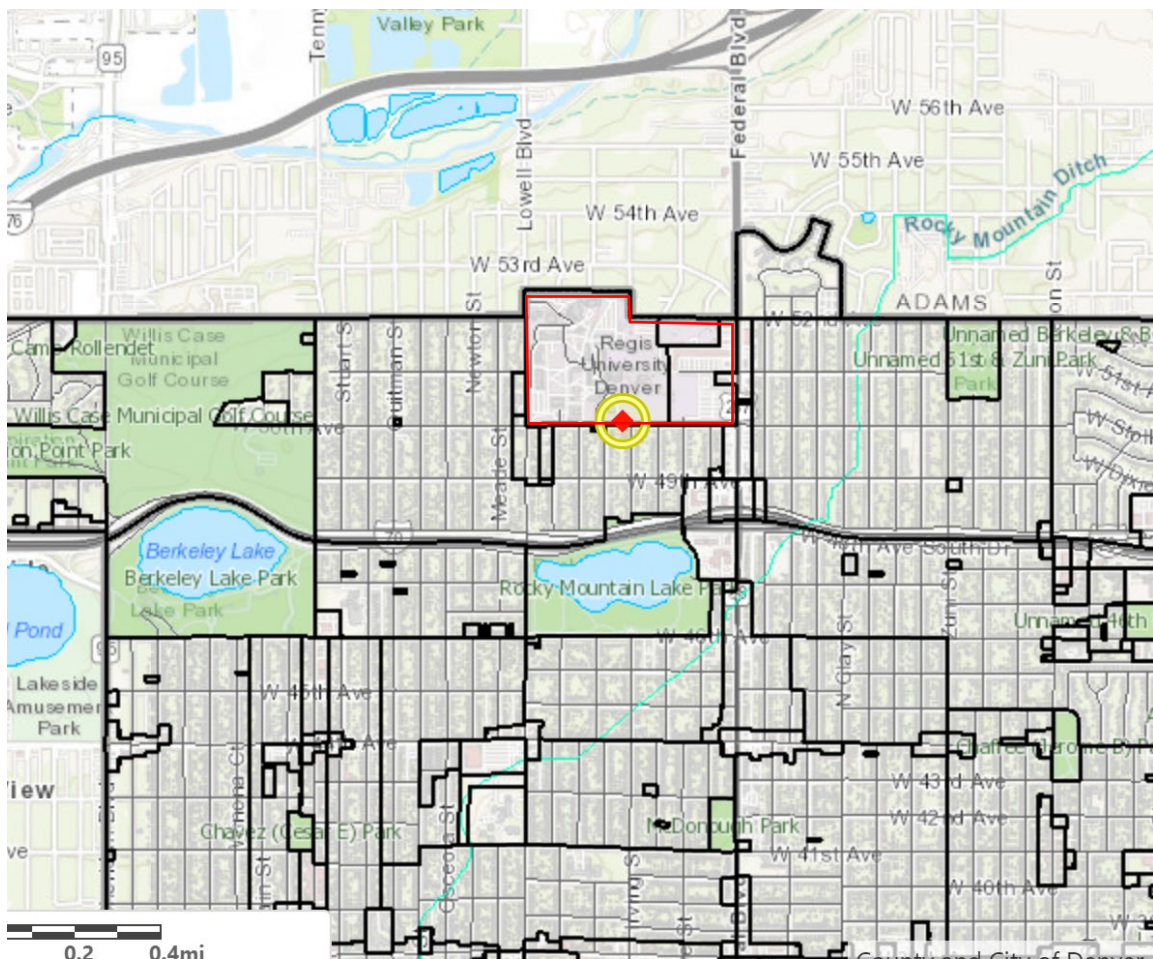


Figure 1 Area Map

This Framework shall apply to the property, and requirements forthwith shall be applicable to all owners, successors and/or assigns until such time as this document is formally amended or withdrawn pursuant to DZC Section 12.4.12.

Applicant and Owner Information

Applicant:

Regis University
3333 REGIS BLVD # A-20
DENVER, CO 80221-8926

Property Owner:

Regis University
3333 REGIS BLVD # A-20
DENVER, CO 80221-8926

Planner:

MIG, Inc
518 17th St #630
Denver, CO 80202

I. Determination of Applicability

On November 2, 2021, a Pre-Application Meeting was held with the City’s Development Review Committee (DRC) workgroup to discuss redevelopment of the eastern third of the Regis University property ownership adjacent to Federal Boulevard. New development would serve as a continued revenue stream to support the Regis University mission while creating additional opportunities for a multitude of uses including those with capacity to serve the community. The Development concept includes plans for additional housing, community services, parking structures, and retail uses to replace the existing surface parking and strip retail development. 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 in the Far Northeast Area Plan for the use of the LDR process
- The gross land area is greater than 5 acres
- Infrastructure improvements are anticipated for the project
- The subject site is part of a Planned Building Group under Former Chapter 59, indicating required changes to zoning and site development planning moving forward.

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 the eastern third of the Regis University property, also referred to as the redevelopment area or Regis Village. The LDF is required per Section 12.4.12 of the Denver Zoning Code (DZC) following determination by the Development Review Committee (DRC) that the proposed development is subject to the Large Development Review (LDR) Process.

This LDF is intended to:

- Document the project as initially proposed.
- Document initial feedback from the community on the proposed project.
- Provide for the coordinated assessment of general land development proposals by the City and other interested public agencies.
- Ensure that development in the LDR area is consistent with City Council adopted plans.

- Ensure that development in the LDR area will implement adopted plan policies related to infrastructure, open space, and public parks, as applicable, by establishing the appropriate timing and requirements for subsequent regulatory steps, submittals and approvals.
- Establish known project requirements based upon the scope of the development proposal.

The LDF is not a development agreement between the City and County of Denver and the Applicant. Nothing in this LDF prescribes a specific or guaranteed project outcome. The high-level project requirements outlined in this LDF are based upon initial assessment of the proposed development against adopted plans, studies and regulatory programs as identified in this framework and may change based upon the outcome of project reviews and negotiation with the City.

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.

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.

III. LDR Boundary

The subject development site is the easternmost 27-acres of the larger Regis University campus and ownership (roughly 90 acres) located at the northwest corner of 50th and Federal Boulevard. The property is located in Council District 1. The boundary for the LDR includes the entirety of the campus, with focus on redevelopment of the eastern 27-acres. The proposed boundary abuts residential development in the Regis neighborhood to the west and south) Chaffee Park neighborhood to the east across Federal Boulevard, and Adams County to the north.

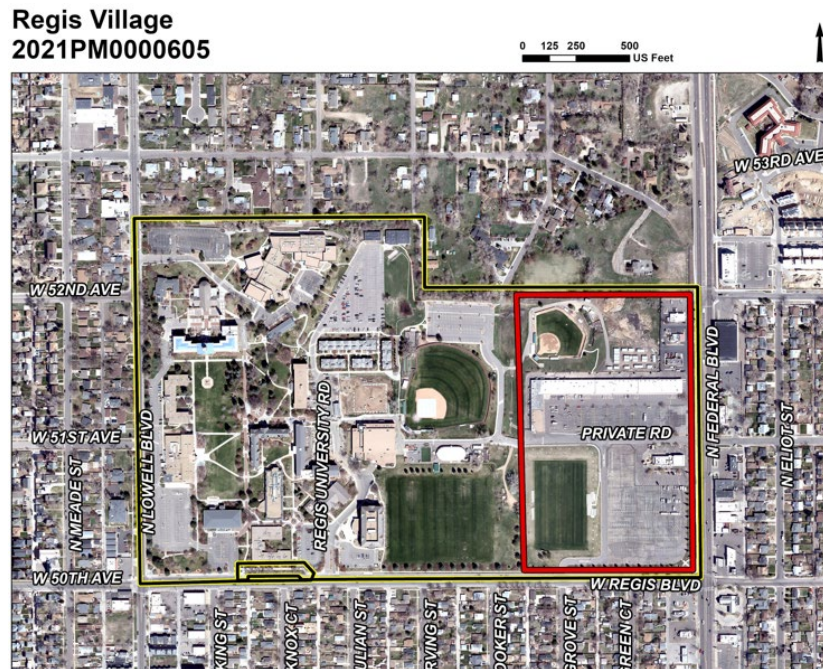


Figure 2 LDR Boundary - eastern 27 acres focus of development, but entire Regis Campus for consideration in future rezoning and included in this LDR

IV. Project Information

A. Development Concept

Full project description and concept details can be found in **Attachment A**.

The property is zoned R-5 with a small area zoned E-CC-3x along Federal Boulevard. Rezoning of the property is anticipated in order to implement the development concept on the east. Further, the applicant intends to rezone the entire Regis University campus into the current Denver Zoning Code to provide for seamless zoning implementation across the site. The development concept proposes redevelopment of underutilized property on the eastern 27-acres of the Regis University campus, taking advantage of opportunities to develop along Federal Boulevard to provide a strong edge and relationship to the adjacent neighborhoods.

B. Proposed Land Uses and Intensities

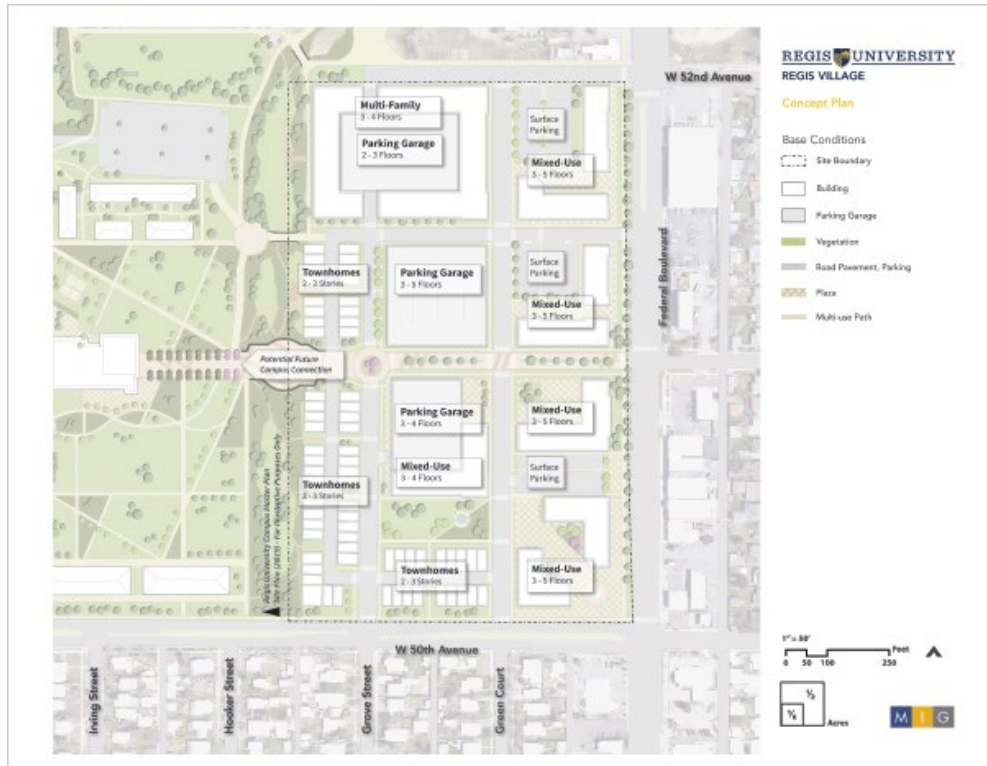


Figure 2 Development Concept

Regis University engaged THK Associates to provide a market report for a baseline understanding of what the market would support in both near- and long-term planning. From that report, and in consideration of both the recommendations of the master planning, and the adopted, guiding documents from the city, a wide range of uses on this site are appropriate to meet the needs of the market and the community. While focusing on mixed-use designations, diverse, residential uses, including townhomes and multi-family, are a priority to serve the growing housing-gap in the community. Supporting uses include office, hospitality, and both ground-floor and stand-alone retail. Given parking requirements, much of the development will likely be restricted to three stories, though certain elements or buildings could extend to four or five is appropriate. One or more structured parking garages may serve the campus and/or the development area.

The applicant is proposing a substantial change to the eastern third of the Regis University ownership bordering the University campus. Federal Boulevard as a corridor provides the potential for a strong urban-centered street frontage to serve a mixed-use development consistent with newer development patterns along Federal Boulevard. Important to the applicant's mission is developing a strong physical and social interface between the community and the University. As identified in the application, the University's development concept is guided by principles around service, mobility, reflection, gathering, and education.



Figure 3 Intersection of Federal and Regis Boulevard where the applicant intends to identify a strong portal and connection between the University and the community

C. Infrastructure Changes

Transportation Connections

The development concept is physically centered around an urban design that provides connectivity to the Regis neighborhood with continuation of north-south Grove Street and Green Court from the south, and accompanied by two east-west connections, with signalized connections at 50th/Regis Boulevard and Federal and 52nd and Federal.

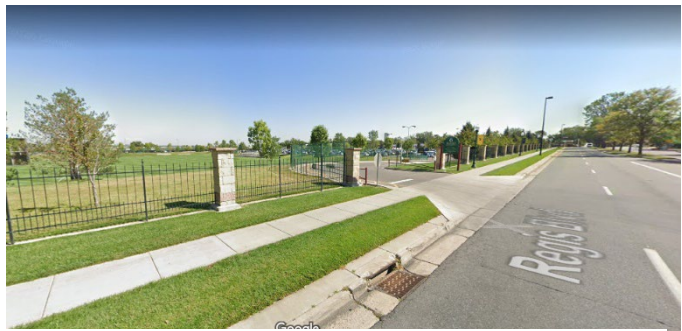


Figure 4 Regis Boulevard (50th Avenue) looking east

Introduction of a multimodal access through campus, but not accessing Federal, is proposed at 51st Avenue. The intended street grid compels a pedestrian-oriented block size for a walkable mixed-use development. Access to and crossings of Federal Boulevard, a designated Parkway¹ will be reviewed under the jurisdiction of the Colorado Department of Transportation (CDOT) and City of Denver Department of Transportation and Infrastructure (DOTI) and Denver Parks and Recreation (DPR). The area between the campus and the western edge of the redevelopment area has traditionally been used for stormwater management and is expected to be an enhanced open space transition to campus, including a new future pedestrian campus connection that visually and physically connects mid-campus with Federal Boulevard.

The site is currently served by multiple, vehicular access points and curb cuts along Federal Blvd. Prior conversations with both the City and CDOT have concluded that additional vehicular signalization at 51st Ave and Federal is unlikely. Therefore, the proposed concept aligns primary

¹ <https://www.denvergov.org/content/denvergov/en/denver-parks-and-recreation/parks/parkways.html>

points of access with existing major points of entry, both at Grove St and 50th Ave, and the signalized intersection at 52nd Ave and Federal, while supplemental access is increased throughout.

Water The current water system is operated under Denver Water (south of 52nd) and Berkeley Water and Sanitation District (north of 52nd). The east side of the Campus and major sports field areas are irrigated by well water. Water service from Denver Water is supplied from 50th Avenue and Lowell. Future water main extensions and looping might be considered as new projects are constructed.

Sanitary Sewer Similar to the water system the campus is served by two sanitation districts: Denver Wastewater and Berkeley Water and Sanitation District. The Regis Village portion of the campus, south of 52nd, uses a campus lift station that discharges sanitary flows into Denver Wastewater infrastructure located beneath Regis Blvd, between Hooker and Grove. Portions of the development may also benefit from the ability of using Berkeley Water and Sanitation for handling sanitary discharges due to the opportunity to gravity outfall the system.

Stormwater The majority of stormwater runoff from the Regis Village area drains west and north to the existing detention ponds within the campus, before discharging to Adams County. Additionally, the campus has received stormwater and base flows from the City and County of Denver via a culvert that discharges to the campus near 50th and Grove.

Electrical and Gas Electricity and Natural Gas are provided by Xcel Energy. The electrical system is laid out in a primary loop around the historic campus core, distributing high levels of energy. From the primary loop, energy disperses into each individual building, making the power levels go down 480 V, 240 V, or 208 V, depending on the building size and use. For the redevelopment of Regis Village, an additional energy feed from the east side of campus may be beneficial. For natural gas, the campus is fed from a 2" line in Federal.

Park and Open Spaces Concepts While the site does not anticipate any major public lands dedication, the 'spaces in between' are a critical point for the development and we anticipate the community playing a key role in determining the composition of those spaces. These spaces include naturalized open space and trails within the stormwater management facilities, a pedestrian promenade along Federal, an enhanced street on access with 51st that could accommodate events, and various other connecting plazas and gathering spaces.

Development Phases Ultimately, this site will likely be developed over 20+ year period. It will be important for both the University and the partner developer to ensure that the incremental growth of the site satisfies the evolving needs of both the market, and that individual projects can stand alone as a positive contribution to the greater community.

V. Adopted Plan Guidance

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. Plan

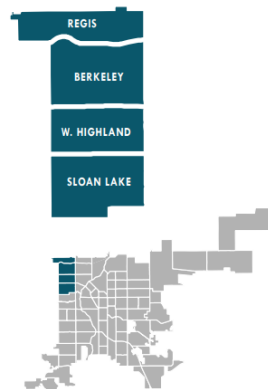
guidance points to applicability of LDR, as recommended by Blueprint Denver for large infill sites and the lack of recent and specific recommendations for the redevelopment of the Regis Campus.

- Comprehensive Plan 2040 (more specifically One Water Plan)
- Blueprint Denver 2019
- Transportation Standards and Details for the Engineering Division (April 2017)
- Vision Zero
- Denver Moves
- Housing and Stability Five Year Strategic Plan
- Complete Streets Design Guidelines
- Federal Boulevard Corridor Plan - Opportunities and Implementation Report - March 2017
- Denver Parks and Recreation Game Plan

Future Plans listed below may provide further guidance for development of the subject property.

- Near Northwest Neighborhood Planning Initiative (note, this plan is in progress and does not include Regis University, but will make recommendations for adjacent properties across Federal Boulevard)
- Far Northwest Planning Initiative – Not Started. Future development on the Regis University campus is proposed as a way not only to leverage campus property as an income stream for the university, but for the development to be closely connected to the University’s mission to serve its students and the community in which it’s located. Understanding existing indicators as identified in the chart to the right provides additional context for future development to focus on livability and investment.

FAR NORTHWEST



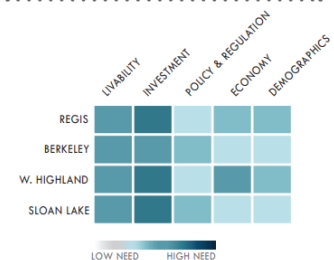
REGIONAL DESTINATIONS - Regis University, Sloan's Lake Park

NATURAL FEATURES - Inspiration Point, Willis Case Golf Course, Berkeley Lake, Rocky Mountain Lake Park, Sloan's Lake Park

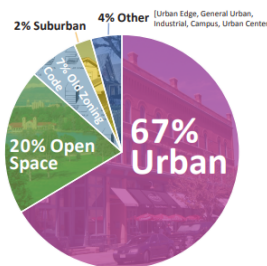
PREVIOUS PLANNING - Federal Boulevard Corridor Plan (1995)

KEY CORRIDORS - Sheridan Blvd, Tennyson St, Lowell Blvd, Federal Blvd, 44th Ave, 38th Ave, 32nd Ave, 29th Ave, 26th Ave, I-70

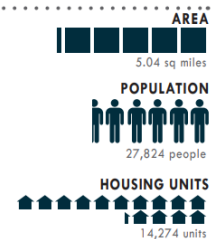
INDICATOR SCORE



ZONING CONTEXT



STATISTICS



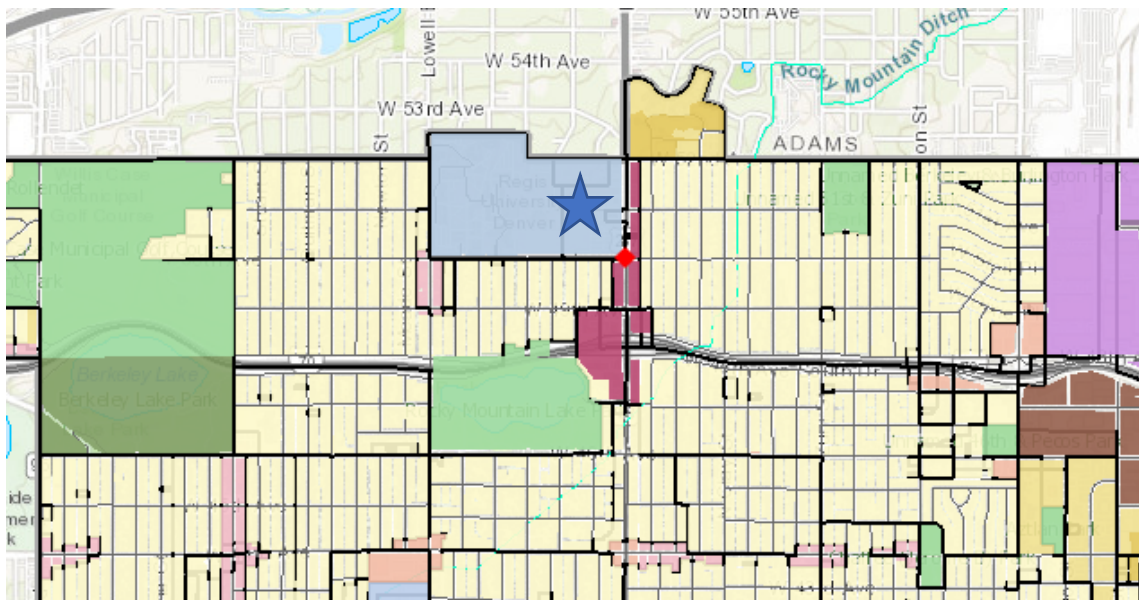
A. Blueprint Denver

Blueprint Denver is the city’s integrated land use and transportation plan that focuses on land use and built form, mobility, and quality of life infrastructure.

Blueprint Denver Growth Strategy and Future Places: Districts - Campus **Blueprint Denver Neighborhood Context: Special District - Campus**

Land Use and Built Form: Typically dominated by a single, large institutional user. Universities, medical centers and large research facilities are examples. Supporting retail and residential uses also occur. Campus buildings vary greatly in size and form, but multi-story, single and mixed-use buildings are typical. The subject property is designated as a Special District – Campus, a place that serves a specific purpose, usually highly specific based on uses, such as education, industry or health care. Block patterns, urban design and mobility connections vary based on specific use. In the Campus context, the following overarching characteristics² guide future development and are the principles against which the Regis Village project will be measured and evaluated. ²

The site is adjacent to Urban and Urban Edge residential neighborhoods consisting of single and two-unit residential development and bound by Federal Boulevard which is designated as a Community Corridor on the east side of Federal. Community Corridors are mixed-use places of different scales oriented along a street. They provide spaces for people to engage in social activities and entertainment, such as shopping and dining. Corridors are often embedded in



neighborhoods and serve nearby residents.

Given the proposed concept for this site is premised on continuing street connections to the south and creation of a strong retail and residential mixed-use development, it is expected that the resulting built form will be characteristic of an urban development along the Federal Boulevard Community Corridor.

² Blueprint Denver, Section 4.3, Complete Neighborhoods and Networks

Mobility: Internal circulation is typically multimodal, with emphasis on pedestrians and possibly people riding bicycles. The street grid may be interrupted with large blocks and parking is consolidated.

The proposed concept identifies specific extensions and intersections with existing streets, restoring a partial grid through a part of the campus. Determination as to whether these are private or public streets will be made during a subsequent planning step (i.e. Infrastructure Master Plan).

Quality of Life Infrastructure: Open green spaces, enhanced hardscaped plazas and gathering places for public life. Abundant trees, gardens and plantings. Green infrastructure best practices are common.

The proposed concept for the extension of academic, community and mixed-use development is augmented by the inclusion of open space, plazas and gathering spaces already central to a campus environment. This will be a central component of future infrastructure planning. Beyond this high-level characterization, there is not sufficient guidance within Blueprint Denver specific to this site to orchestrate the extent of land use, infrastructure, and physical change anticipated by the project. Blueprint Denver Land Use & Built Form General Policy #9 states “Promote coordinated development on large infill sites to ensure new development integrates with its surroundings and provides appropriate community benefits.” Strategy B specifically encourages the use of large development review to coordinate infrastructure and open space on large infill sites.

B. Federal Boulevard Corridor Plan Opportunities and Implementation Report (2017)

This plan engaged community members along Federal Boulevard and includes technical analysis and key implementation considerations. This section of Federal Boulevard includes intersections with streets (50th and 52nd) that are designated as secondary connections. Secondary connections are typically those that intersect with slower speed local streets. Recommendations in the plan should be considered for implementation associated with this development.

SECONDARY INTERSECTION

Secondary intersections occur when Federal Boulevard crosses a less wide and typically slower-speed street. Some of these cross streets may include bike traffic on an identified bike lane or sharrow. In these cases, it is important that both pedestrians and bicyclists are accommodated for safe crossing.

While further analysis is required to determine appropriate crossing improvements at specific locations, in general, primary intersection treatment applies to the following intersections:

- Dartmouth Avenue
- Yale Avenue (West Leg)
- Harvard Avenue (East Leg)
- Iliff Avenue (East and West Legs)
- Colorado Avenue (West Leg)
- Arkansas Avenue (West Leg)
- Louisiana Avenue
- Kentucky Avenue
- Exposition Avenue
- West Virginia Avenue
- 1st Avenue (west leg)
- 2nd Avenue (east leg)
- 10th Avenue
- Holden Place
- 17th Avenue
- 20th Avenue
- 32nd Avenue
- 33rd Avenue/Highland Park Place
- 35th Avenue
- 41st Avenue
- 46th Avenue
- 50th Avenue
- 52nd Avenue

Where feasible, eliminate left turn lanes, provide a buffered bike facility with intersection crossing markings and install leading bicycle intervals.

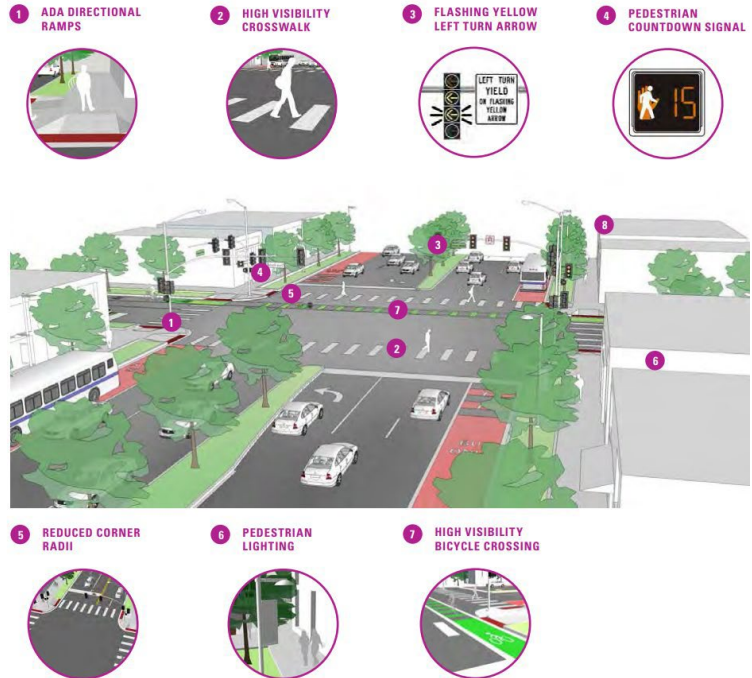


Figure 5 Federal Boulevard Corridor Plan Opportunities and Implementation Report (2017)

C. Equity

Equity is a central focus of Blueprint Denver. The full equity analysis for this project can be found in the Application. Below is a summary of equity scores and conclusions of the equity analysis.

What is equity? Equity is when everyone, regardless of who they are or where they come from, has the opportunity to thrive. Where there is equity, a person’s identity does not determine their outcome. As a city, we advance equity by serving individuals, families, and communities in a manner that reduces or eliminates persistent institutional biases and barriers based on race, ability, gender identity and sexual orientation, age and other factors.

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.

Why we measure equity? Identifying issues of inequity in a specific area provides an understanding of existing challenges, which guides the City, applicant, and staff to provide opportunities through new development that ease inequity concerns in the area. By specifically addressing the low scoring metrics we improve the overall equity within the community and throughout the City at large. The following analysis provides a breakdown of equity specific to this site and highlights the low scoring metrics.

How to ready equity scores? Each equity concept is given a scoring metric from most equitable to least equitable. Below is an interpretation of the scoring metrics:

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

The site area’s average score ranges from 2.56 to 3.39 (higher scores to the south and east), with low scores in Built Environment (access to both parks and fresh food score low), Child Obesity, and Access to Transit. These specific metrics are defined below, along with considerations that align with the goals of Blueprint Denver. The applicant is expected to consider additional proposals that are identified in Equity Menu of Strategies attached to this document.

Score	Built Environment							Access to Centers and Corridors
	Social Determinants of Health	Access to Parks	Access to Fresh Food	Access to Healthcare	Child Obesity	Life Expectancy	Access to Transit	
Fed – 4.00	Fed – 3.50	Fed – 3.50	Fed – 4	Fed – 3	Fed – 2	Fed – 0	Federal – 2.33-4.33	
East – 4.00	East – 2.00	East – 2.00	East – 4	East – 3	East – 2	East – 0	East Campus – 2.33-3.67	
West – 4.00	West – 2.00	West – 2.00	West – 4	West – 3	West – 2	West – 0	West Campus – 2.67	
	More Equitable	Less Equitable	Less Equitable	More Equitable	Somewhat Equitable	Less Equitable	No Access to Transit	25-49% of the northern and western portion, 50-74% of the south-central portion, and 75-99% of the southeastern portion of the site is covered by a walk, bike, and driveshed to a center or corridor

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 score is 1 out of 3. This means that the area is considered to be generally less vulnerable to displacement. Specific metrics are defined below, along with considerations that align with the goals of Blueprint Denver. The applicant is expected to consider additional proposals that are identified in Equity Menu of Strategies attached to this document.

	Educational Attainment	Rental Occupancy	Median Household Income
Score	1	0	0
	Vulnerable	Not Vulnerable	Not Vulnerable

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

For Housing Diversity, this area's score is 2 out of 5, with the area scoring low on missing middle housing, the balance of renters versus owners, and the number of income restricted units. Specific metrics are defined below, along with considerations that align with the goals of Blueprint Denver. The applicant is expected to consider additional proposals that are identified in Equity Menu of Strategies attached to this document.

	Missing Middle Housing	Diversity of Bedroom Count Per Unit	Owners to Renters	Housing Costs	Income Restricted Units
Score	0	1	0	1	0
	Not Diverse	Diverse	Not Diverse	Diverse	Not Diverse

EXPANDING JOB DIVERSITY - Providing a better and more inclusive range of employment options in all neighborhoods.

Job Diversity in this area is dissimilar to the City's overall job mix, with a greater focus on innovation jobs and fewer retail and manufacturing options compared to the average. Specific metrics are defined below, along with considerations that align with the goals of Blueprint Denver. The applicant is expected to consider additional proposals that are identified in Equity Menu of Strategies attached to this document.

	Retail	Innovation	Manufacturing
Score	2.44%	97.18%	0.38%
	City Wide Average 53.5%	City Wide Average 35.7%	City Wide Average 10.7%

Job Diversity – measures two key factors related to the availability and variety of employment options: (1) Jobs density: the amount of jobs in different parts of the city, depicted by the intensity of color and measured as jobs per acre; and (2) Jobs diversity: the mix of jobs in different parts of the city. The mix of jobs is depicted by different colors:

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.
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EQUITY ANALYSIS SUMMARY

This equity analysis found that the area scored lower than average in the following indicators:

LESS ACCESS TO:



LOWER THAN CITYWIDE AVERAGES:



LOWER THAN CITYWIDE AVERAGES:



LOWER THAN CITYWIDE AVERAGES:



Equity Response

Please see Attachment 1 for the Equity Analysis Response included in the Application. Based on scoring outcomes, the applicant identifies potential commitments to increase housing choices including missing middle housing, identify opportunities for fresh food access, assist existing tenants with business relocation, provide programming to increase access to transit for Regis Village residents and University students, and grow their educational portfolio to meet the community's evolving needs. Which of these commitments are selected and how they are fully realized may be the subject of future development agreements with the city.

VII. Anticipated Development Outcomes and Project Requirements

This section provides preliminary comments received from review agencies based a review of the project application and City adopted plans and regulations. These comments are being provided to highlight known project requirements and discussion points that will need to be resolved through the regulatory processes.

- A. **Key planning considerations:** In addition to preliminary project requirements identified in the Preliminary Scope, based on review of City plans and assessment of the site by City agencies, redevelopment of the subject property should take into consideration the following key requirements:
1. Context-sensitive and quality sustainable infill opportunity adjacent to existing residential neighborhoods.
 2. Pedestrian-oriented design should consider building edges, setbacks, and land use mix.
 3. Pedestrian corridor enhancements along Federal should provide for a high-quality experience similar to the pedestrian improvements completed on the east side of Federal along the Aria property.
 4. Enhanced open space needs to incorporate publicly accessible open space for new residents and neighbors adjacent to the site, thoughtfully including amenities for new residents and adjacent neighbors to meet community needs.
 5. Provide for connection within the LDR boundary between the Regis University campus and the new development via pedestrian and bicycle access pathways.
 6. Providing diversity in housing options available as multiunit and missing middle housing, including the development of income-restricted units as part of the residential mix.
 7. Provide ground level activation along perimeter streets or key intersections to further enhance the public realm and develop Federal Boulevard consistent with Community Corridors and within the context of the Federal Boulevard Parkway.
 8. Consider urban design goals that include integration of the new development to be complimentary to residential development to the south and east of the 27-acre redevelopment area, including sensitive transitions, strong connections and portals of entry to the new development for members of the community.
- B. **Land Use & Site Design (CPD)**
1. LDR Framework (Record approved plan following rezoning)
 2. 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. Rezoning – Initiate a rezoning preapplication to discuss the rezoning of the entire site to eliminate Former Chapter 59 zoning, address consistency in building form, and establish overall ease of administration of regulations through the Denver Zoning Code. The rezoning request may include conversion of existing Former Chapter 59 R-5 zoning to an appropriate campus district in the Denver Zoning Code for the primary campus area on the western portion of the property. Community Planning and Development has performed a preliminary comparison of the existing R-5 zoning and the DZC CMP-EI2 zone district which will be shared as part of the rezoning preapplication process.


3. Indicate plans, if any for future design review with Regis University. The city does not anticipate creation of city-administered urban design standards and guidelines.
4. With the exception of a small parcel on Federal, the entirety of the site is zoned R-5 in Former Chapter 59. The site has been planned in the context of amendments to a Planned Building Group associated with the existing zoning. In contemplation of rezoning, the applicant should prepare for the delivery of one or more site development plans consistent with Denver Zoning Code requirements which would effectively replace the PBG. These site development plans may be submitted as the phased development of the site progresses. This work will require at a minimum the following:
 - a. Amendment to existing Planned Building Group to exclude the subject parcels from the PBG and develop individual site development plans.
 - b. Site development plan for the campus representing any items already shown on existing PBGs to represent existing development.
 - c. Elements of this site plan to document existing conditions can be the subject of future discussion with our Development Services Project Coordinator and could potentially be implemented concurrent with the rezoning application.
5. Infrastructure Master Plan (scaled to the complexity of the project)
6. Subdivision & Zone Lot Amendments
7. Minimize the perceived presence of parking structures. Note, the CMP-EI2 zone district, which could be appropriate for the primary campus and/or the redevelopment site, has a lower minimum parking requirement than the current FC59 R-5 zoning and will allow for fewer overall parking spaces to be accommodated in the redevelopment area.
8. Establish pedestrian and bicycle connectivity throughout the site and into surrounding neighborhoods.
9. Provide a mix of housing types, bedroom sizes, and tenure (for-sale and for-rent) in compliance with the Expanding Housing Affordability ordinance.
10. Provide active ground floor uses including opportunities for neighborhood-serving retail.
11. Utilize open space and a ‘campus’ design approach to integrate the new mixed-use redevelopment area into the rest of the site.
12. Provide integration of community-serving uses in well-defined, visually and physically accessible locations toward the edges of the redevelopment.
13. Indicate plans, if any for future design review with Regis University. The city does not anticipate creation of city-administered urban design standards and guidelines.

C. Transportation Demand Management

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 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.

	 TIER 0 No TDM requirements	 TIER 1 Identify and construct TDM supportive infrastructure onsite or off site Assign a transportation coordinator Achieve a designated target commute SOV rate	 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
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

A qualified consultant can provide help in this regard, but elements that the project may consider as part of a TDM program may include, but are not limited to the following:

1. RTD EcoPass as an employee and resident benefit (employer can determine the level of subsidy) given location along Federal Boulevard’s RTD Route 31 with a southbound location adjacent to the development site, and the northbound location across Federal at 50th.
2. Upgrading and maintaining both adjacent and nearby bus stops on Regis Boulevard and Federal Boulevard. Upgrades may include installation of benches, shelters, trash cans, concrete pedestrian boarding areas, and concrete in-road bus pads. Maintenance responsibilities should be coordinated with RTD through their Adopt-a-Stop program for facilities that are not directly on the development property.
3. Operating or subsidizing a shuttle service that connects people major transit destinations such as Federal Boulevard or the G Line commuter rail
4. Operating or subsidizing a shared micromobility service with e-bikes and/or e-scooters.

5. Constructing a facility with shared bicycle commuter amenities such as storage rooms or lockers, fix-it stations, showers, changing rooms.
6. Implement parking fees, parking cash-outs, or unbundle parking costs.
7. Promote carpooling or carsharing such as by offering preferential parking to these services.
8. Other supportive strategies detailed in DOTI’s TDM calculator spreadsheet.

D. Transportation & Mobility (DOTI)

Federal Boulevard is identified as a High-Capacity Transit Corridor which may consist in the future of full bus rapid transit to rail. Continue to work with the city on implementation of improvements adjacent to Federal Boulevard consistent with the Federal Boulevard Corridor Plan Opportunities and improvements report.

1. Regis developers need to coordinate with the Federal TS&R team to assess what level of amenity improvements are needed by those bus stops.
2. Mobility Study should include assessment for signal warrant analysis/HAWK beacon (High-Intensity Activated crosswalk beacon).
3. If developer elects to establish publicly dedicated streets, subdivision would be required.
4. Apply DOTI standards, including application of Complete Street Guidelines, for vehicular-focused private streets cross-sections and construction.
5. Federal Blvd access - requires CDOT approval; public road intersections, only.
6. Additional Federal Boulevard improvements to consider:
 - i. North Federal Median Construction – CDOT comments should be ascertained and reviewed specific to access and the median plan. The city is in the process of designing a roadway median in this section of Federal, from I70 to the 52nd Ave. intersection. The intent of the median is to reduce the number of crashes by closing off access to left turns at unsignalized intersections, including 51st Ave. The team is analyzing if U-turns could be allowed at 51st, but more than likely we would not leave 51st open to full movements (left turns out of Regis or 51st). Due to grant requirements, DOTI will be constructing these medians in 2023. Mark Gonzales is the project manager.
 - ii. Medians would be appropriate if Regis is requesting a pedestrian signal at 51st, but not if they want a full traffic signal. Developer shall coordinate with the city to determine preferred scenarios.
 - iii. Vision Zero Quick-Build Project - Through paint, our Vision Zero project in this area eliminates the excess travel lane width on the outside lane along the Regis campus and Regis Village. This project is being installed in Q2 2022. To make this project permanent, the developer could consider reconstruction of the curb line from 51st to 52nd. Here is the link to the approved VZ Quick Build Plans:

<https://www.denvergov.org/media/denverapps/planreview/2021-CIP-0000105%20-%20Vision%20Zero%20Federal%20Blvd%20Quick%20Build/Federal%20Blvd%20Quick%20Build%20100pcnt%20Plans.pdf>. The developer may continue to coordinate with Denver and other jurisdictions for improvements adjacent to their property, as appropriate.

- iv. Federal Transit Speed and Reliability - With the upcoming redevelopment in Regis Village, the city is expecting higher ridership at the stops between 51st and Columbine. The Federal TS&R project is looking at those stops that will require amenity upgrades. The stops near Regis already have moderate to high ridership, indicating a potential need for upgraded amenities to be provided as part of redevelopment. Here is the link to our current survey where the applicant team can learn more about this effort: [FederalTransitReliability.com](https://www.denvergov.org/media/denverapps/planreview/2021-CIP-0000105%20-%20Vision%20Zero%20Federal%20Blvd%20Quick%20Build/Federal%20Blvd%20Quick%20Build%20100pcnt%20Plans.pdf). James Colbert is the project manager.
- v. From the 2017 report, Regis should consider the following elements:
 1. Bicycle connection to Regis – Through subsequent processes, indicate which crossings at Federal will be most utilized for bicycle connections. This may be part of the 51st traffic signal discussion.
 2. Gateway – Consider a gateway feature with the construction of the median and the redevelopment of the Village.

E. Parks & Open Space (DPR)

1. No public park dedication is anticipated as part of this project. However, upon rezoning, any property designated as publicly accessible open space as defined in Article 10.8 of the Denver Zoning Code will require a public access easement to be recorded against the property.
2. Ensure new parks and open spaces feel truly publicly accessible and welcome to non-campus users. With addition of residential units for non-students, please include active uses in the parks, to include consideration of a tot lot, small playground, and/or dog park. Designated dog relief areas or dog parks are important to the health and success of existing and future trees. Within the IMP, please include an overlay of a 10-minute walk/roll from new parks/open space in Regis Village.
3. The stormwater management and open space on the western boundary of the site, while remaining “open,” will require evaluation as to whether it meets the definition and intent of DPR’s standards for acceptable open space and should be noted separately from the required open space on any illustrations and diagrams in future documents including a future Infrastructure Master Plan.

F. Department of Housing Stability (HOST)

Effective July 1, with the implementation of the City’s Expanding Housing Affordability (EHA) policies, 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.

Per the updated ordinance, developments of more than 10 acres may be considered High Impact Developments. High Impact Developments must comply with EHA through a High Impact Development Compliance Plan. The affordable housing commitments included in the compliance plan, which generally are expected to meet or exceed standards set forth in the ordinance, are expected to be

informed by documented outreach to surrounding and impacted communities. Please keep records of conversations with surrounding community, especially on topics of affordable housing needs specific to the area. HOST looks forward to working with the applicant team on ensuring the proposed development here addresses some or all of those needs. Please see www.denvergov.org/affordabilityincentive for more details on the Expanding Housing Affordability requirements.

G. Stormwater & Wastewater (DOTI)

1. Street Sections: street cross sections should include preliminary utility layout and separations. Refer to Denver Transportation Standard Details for cross section standards. In general, a 60 or 64 foot wide ROW section is not adequate for both sanitary and storm if dry utilities are placed between flow lines. Pay close attention to separation between manholes and inlets. Separation must allow for standard compaction practices.
2. Denver will want properties within Denver to be served by Denver. Wastewater will require a sanitary master plan with basins, average flows, and peak flows. It is foreseen Denver can serve the parcels via gravity. Downstream capacity appears to be governed by 10-inch public mains at 0.3%.
3. Wastewater will require erosion control, sanitary, and storm construction plans based on staging and land disturbance.
4. Wastewater will require a preliminary drainage report to define basins, expected flows, overland paths, and proposed detention/water quality facilities. The existing subregional detention facilities on the Regis campus are currently not designed for the intended land use. Any modifications to existing facilities will require the facility to meet current standards. This includes, but is not limited to: volume, release rates, outlet structures, overland spill protection, and forebays. Public dedication will be dependent on what is proposed and whether utilities are public or private. Easements will be required.
5. CDOT will be a crucial referral partner to finalize and approve access points on Federal Boulevard.

H. Denver Economic Development & Opportunity (DEDO)

Neighborhood Stability (NEST): Development leaves the area of the existing strip businesses vulnerable to displacement. Equity analysis indicates a greater diversity of jobs would be beneficial to these areas as well as maintaining and/or relocating jobs lost to redevelopment. The applicant should explore ways to address potential job loss as well as identify spaces for retail re-location as part of redevelopment planning.

I. Sustainability & Climate (CASR)

Staff from the Office of Climate Action & Sustainability together with Community Planning and Development are available to discuss specific sustainability goals and outcomes for the project. The City team can support strategies to comply with plans, regulations and policies targeting high performance projects in alignment with community visions and goals, financial tools, and other efforts around green infrastructure, site, and project improvements.

1. Building electrification: Where feasible, and in cooperation with Xcel Energy, explore and evaluate all-electric buildings and 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, 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.
3. Landscape leadership in design: Lead and educate by example to consider development that provides positive ecological benefits that residents desire like providing heat and drought 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.
4. On-site water management and reuse: consider capturing and treating rainwater– low impact development, or water conservation and reuse. Denver’s [Climate Adaptation Plan](#) identifies drought/water scarcity as a key climate impact for the City and County of Denver.
5. 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](#).

J. Environmental Quality

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

VIII. Development Review Process

The following processes have been identified as necessary for this project to the extent noted below. 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.

1. **Rezoning** is proposed and at the time of this LDF, the applicant is working with Planning Services to identify the most appropriate zone district(s) for the project. Initiate a rezoning preapplication to discuss the rezoning of the entire site to eliminate Former Chapter 59 zoning, address consistency in building form, and establish overall ease of administration of regulations through the Denver Zoning Code. The rezoning request should include conversion of existing Former Chapter 59 R-5 zoning to an appropriate campus district in the Denver Zoning Code for the primary campus area on the western portion of the property in addition to some or all of the redevelopment area. Community Planning and Development has performed a preliminary comparison of the existing R-5 zoning and the DZC CMP-EI2 zone district which will be shared as part of the rezoning preapplication process.
2. **Planned Building Group (PBG) Amendment:** With the exception of a small parcel on Federal, the entirety of the site is zoned R-5 in Former Chapter 59. The site has been planned in the context of amendments to a Planned Building Group associated with the existing zoning. In contemplation of rezoning, the applicant should prepare for the delivery of site development plans consistent with Denver Zoning Code requirements which would effectively replace the PBG.
3. **Subdivision** may be required for dedication of public ROW or identification of tracts with public access easements connecting existing public ROW.
4. **Site development plans** for both redevelopment and the campus representing any items already shown on existing PBGs to represent existing development. Elements of this site plan to document existing conditions can be the subject of future discussion with our Development Services Project Coordinator and could potentially be implemented concurrent with the rezoning application. Concept and future Site Development Plan(s) and related infrastructure construction drawings for horizontal and vertical development.
5. **Zoning:** Zone Lot Amendments consistent with subdivision required for future definition of buildable lots, as appropriate.
6. **Infrastructure Master Plan (scaled to the complexity of the project)**
 - Mobility Study
 - Sanitary Sewer Study
 - Water supply capability to the area regarding fire flow requirements
 - Stormwater management plan
 - Parks Typologies
 - Off-site Improvements

- Street typologies
- Open Space phasing, maintenance and ownership
- Development phasing
- Roadway, bike, and pedestrian network improvements
- Equity: Type and timing of commitment related to equity analysis response (i.e. development agreement, program solutions, local business partnerships)
- Future Area Planning Efforts: Continued and future involvement in future Northwest plan efforts

Table 1: Sequence and Timing

The sequence below is based on the current effort to approve a Large Development Framework in advance of the rezoning. 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 applications that may be required to be submitted for review, the sequencing of the initial application submittals, where approval authority is vested, and the sequencing of final action on the application. Explanation of the terms used in the table is as follows:

- Application Type: The name of a required regulatory process/application or city agreement.*
- Prerequisite applications: Applications that must be submitted prior to the subject line application being submitted.*
- Approval Authority: The entity vested with approving a development application per adopted City regulations.*
- Final action sequencing: Timing of final action of each application and its relationship with final action sequencing of other applications.*

Table 1 is divided into three large categories consisting of similar application types that are generally submitted and reviewed concurrently:

Regulatory Applications – *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 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.

Table 1: Development Review Process and Sequencing			
Application Type	Prerequisite Application(s)	Approval Authority	Final Action Sequencing / Notes
Regulatory Applications and Agreements			
Rezoning	LDR	City Council	PBG Amendment, Rezoning and IMP may be completed concurrently, with IMP informed by proposed zone district; IMP may be approved prior to or concurrent with Rezoning, then recorded
Infrastructure Master Plan	LDR	DRC	Final action approval by the Development Review Committee
High Impact Development Compliance Plan	LDR	HOST	Plan must be approved prior to approval of any building permit, or if requesting incentives, approved before SDP
Horizontal Infrastructure Applications			
Planned Building Group Amendment	LDR	DRC	May be initiated at time of rezoning pre-application and completed at time of rezoning approval or any time after approval
Subdivision	All Initial Regulatory Applications	City Council	After all initial regulatory application final action – except may be initiated after second review of Infrastructure Master Plan
Zone Lot Amendment	All initial regulatory applications	DRC	Should be approved prior to or concurrent with relevant site development plan(s) and consistent with Subdivision if site is platted
Stormwater Construction Plan(s)	Subdivision	DOTI	Concurrent with subdivision and/or SDP
Sanitary Sewer Construction Plan(s)	Subdivision	DOTI	Concurrent with subdivision and/or SDP
Transportation Engineering Plan(s)	Subdivision	DOTI	Concurrent with subdivision and/or SDP
Vertical Site Development Applications			

Table 1: Development Review Process and Sequencing			
Application Type	Prerequisite Application(s)	Approval Authority	Final Action Sequencing / Notes
Site Development Plan(s)	All horizontal infrastructure applications specific to phase	DRC	After all required horizontal infrastructure applications specific to site
Site Specific Engineering Construction Plan(s) for site infrastructure (SSPR, TEP, etc)	Concurrent with Site Development Plan	DOTI	Prior to, or concurrently with Site Development Plan
Sewer Use and Drainage Permit(s)	Prior to or concurrent with Building Permit	DOTI	After Site Development Plan approval but prior to Building Permit approval
Zoning Construction Permit(s)	Site Development Plan	CPD / Project Coordination	After Site Development Plan approval, prior to building permit approval.
Building Permit(s)	Site Development Plan	CPD	After Zoning Construction and Sewer Use and Drainage Permit

IX. Community Information Meeting

Pursuant to the DZC, the Large Development Review Community Information Meeting was held on Wednesday, June 1, 2022 from 5:30-7:30 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 6 members of the community, City staff and representatives of the project team. 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. Approval

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

- I. The LDF identifies the type and sequencing of regulatory and planning tools needed to implement adopted City Council Plans, and
- II. 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 (Nov 22, 2022 16:49 MST)

Nov 22, 2022

Adam Phipps, Executive Director
Department of Transportation & Infrastructure


Date



Nov 22, 2022

Allegra Haynes, Executive Director
Department of Parks & Recreation

Date



Nov 13, 2022

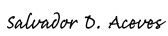
Laura E. Aldrete, Executive Director
Department of Community Planning & Development

Date

OWNERSHIP ACKNOWLEDGEMENT

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

REGIS UNIVERSITY


By:

Nov 11, 2022

Salvador D. Aceves
Senior Vice President and Chief Financial Officer

Date

Attachment 1 – Application and Associated Exhibits