

**Lowry Redevelopment Authority  
Buckley Annex General Development Plan  
Public Comment Responses  
January 2013**

Topic	Comments	General Development Plan Response
Master Planning	The Buckley Annex plan is inconsistent with Blueprint Denver; it should not be considered an "area of change."	The former Buckley Annex, and all of Lowry, are identified as an Area of Change in Blueprint Denver. These infill sites or redevelopment areas were identified to accommodate Denver's projected growth. Blueprint Denver encourages a mix of land uses, diversity of homes, multimodal streets, access to transit routes and parks and open space for these areas. The Buckley Annex GDP addresses all of these elements.
	The plan does not mirror adjacent land uses	The land use plan has single family detached homes across from single family detached homes on the north (Mayfair Park, Lowry West) and the south (Park Heights). It has mixed-use on the east side, across from the Lowry Town Center and office park. It has multifamily uses on the south to mirror The Berkshires apartment community. There is significant open space on the west side, across from Crestmoor Park.
	The GDP should be more tied to the Buckley Annex Redevelopment Plan	The GDP is entirely based on the Buckley Annex Redevelopment Plan. Many portions of the Redevelopment Plan text have been incorporated into Sheet 3 and Sheet 4.
Land Uses	The land uses depicted in the GDP are too broad	More information about land uses in each neighborhood subarea have been added to Sheet 3.
	The land use map doesn't show distances	Setback language has been incorporated on Sheet 3.
	Move community park to west side of the development	The community park is located on the east side of the development because it serves a storm water detention function.
	More detail on mixed use parcel in NE corner of site; prevent large format retail	The mixed-use area contemplates neighborhood-scale retail, based on market studies conducted for the Buckley Annex Redevelopment Plan. In addition, the site would not accommodate the visibility and square footage needs of a typical large format retailer.
Design Guidelines	Is the project bound by the Lowry Community Design Guidelines?	Yes, as noted on Sheet 5 Note 1 of the GDP.
	Attach design guidelines amendment	An amendment specific to the Buckley Annex project will be developed by the Lowry Design Review Committee.
	Use design guidelines created by citizens during 2007-8 planning process	This document has been shared with the Lowry Design Review Committee to help inform an amendment to the Lowry Community Design Guidelines for the Buckley Annex project. An advisory committee comprised in part by citizens from the 2007-8 group is providing input to the Design Review Committee regarding the amendment.

**Lowry Redevelopment Authority  
Buckley Annex General Development Plan  
Public Comment Responses  
January 2013**

	Add lively colors to existing bland color palette	This comment has been shared with the Lowry Design Review Committee.
	Should address solar access and other sustainability requirements for buildings	This is beyond the scope of a GDP, but will be addressed in the project commitment to a LEED-Neighborhood Development standard. Please see Sheet 3 for sustainability principles.
Zoning	Zoning contexts and classifications should be determined as part of the GDP	Zoning classifications will be determined based on the final approved GDP land use plan.
Density	More specificity on proposed density, by square footage, unit count, etc.	The overall density is approximately 800 units residential (approximately 120 single family detached, 230 single family attached and 450 apartments) and up to 200,000 square feet of commercial office/neighborhood retail. Specific numbers of residential units and building square footage will depend on final product designs by third party developers and approved by the Lowry Redevelopment Authority and its committees.
	The project density is out of character with surrounding neighborhoods	Density in surrounding areas varies: Crestmoor Park (2.4 dwelling units/acre), Mayfair Park (4 du/ac), Lowry West (7.4 du/ac), Lowry Town Center district (10.3 du/ac), The Berkshires (35.5 du/ac), George Washington (3.2 du/ac), East Park Neighborhood (10 du/ac), Woodside Apartments (19.5 du/ac), Windsor Gardens (19 du/ac). The Buckley Annex plan is approximately 11.4 dwelling units per acre.
	Buckley Annex development should be limited to single family detached homes	The plan offers a variety of residential home types and prices to serve a diversity of citizens, from singles and couples without children to empty nesters and family units. A mix of land uses also distributes traffic throughout the day and encourages the use of pedestrian and bicycle facilities and enhancements. This is consistent with Blueprint Denver's direction for Areas of Change.
Building Heights	Label building heights on land use plan	Information about maximum building heights in each subarea has been added to Sheet 3.
Transportation	what are traffic impacts to Quebec, Alameda, Monaco and First Avenue?	Please see Buckley Annex Redevelopment Transportation Analysis Addendum, submitted with the Revised GDP and posted online for public review.
	Finalize traffic study as part of GDP	Please see above.
	Eliminate busses on Monaco to help with traffic flow	This comment is out of the purview of the LRA but will be shared with RTD.

**Lowry Redevelopment Authority  
Buckley Annex General Development Plan  
Public Comment Responses  
January 2013**

	Create "pullover" for Monaco bus on west side to eliminate traffic backups	This comment is out of the purview of the LRA but will be shared with RTD
	More RTD bus service through the site	The site is currently served by RTD routes 6, 65, 73, 3 and 3L. There are 13 transit stops within a short walk of future homes and offices at Buckley Annex. Please see GDP Public Transportation Plan on Sheet 8. Lowry Boulevard will be designed to accommodate busses.
	The plan does not accommodate alternative transportation modes	The transportation network in the GDP has a multi-modal street network to accommodate busses, bicycles and pedestrians. Please see sheets 7 and 9 for more detail.
	The plan does not prevent cut-through traffic in surrounding neighborhoods	The transportation network is designed to disperse traffic onto surrounding arterials. When the site was a regional Defense Finance Center, there was only one access point in and out, with traffic peaks at beginning and end of business each day. The Buckley Annex GDP has 9 access points onto surrounding streets, and due to the mix of uses, trips will be distributed throughout the day.
Parking	How will parking be managed at Buckley Annex?	The Lowry Design Review Committee will review parking plans for all proposed developments. They may require more parking spaces than required by Denver zoning.
	Don't repeat East Park situation with overflow apartment parking	The East Park situation is not indicative of parking at all multifamily developments at Lowry but it has raised awareness. At the Buckley Annex, the Lowry Design Review Committee will review parking plans for all proposed developments. They may require more parking spaces than required by Denver zoning.
	Redevelop DFAS building for multifamily apartments and underground parking	During the public planning process in 2007-8, the concept of reusing the DFAS building was explored but ultimately eliminated due to the size of the building and cost to redevelop. There is no existing underground parking in the building. Consequently, the Buckley Annex Redevelopment Plan and GDP do not contemplate reusing the building.
Monaco Parkway Edge		
	Preserve existing berm	Much of the existing berm will be preserved, except the right-of-way-needed for the Lowry Boulevard extension and adjacent mixed-use development. Please see Sheet 9; an illustration will be provided at the Feb. 5 public meeting.
	No commercial uses on Monaco	In response to neighborhood input, no commercial uses will face Monaco Parkway. This is documented in Sheet 3 of the GDP.
	35' setbacks not adequate	The Buckley Annex building setback is 35 feet from the public right-of-way east of Monaco Parkway. The right-of-way includes 27 feet of tree lawn, sidewalk and landscaped area. So buildings will be built a minimum of 62 feet from the eastern edge of Monaco Parkway. Denver requires a 35 foot setback from the public right-of-way for designated parkways.

**Lowry Redevelopment Authority  
Buckley Annex General Development Plan  
Public Comment Responses  
January 2013**

	Show setback dimensions from Monaco	Please see the text on Sheet 3.
	Show where, geographically, Lowry Blvd meets Crestmoor Park	This is being provided as an illustration at the February 5 public meeting.
	show what Monaco/Lowry Blvd entrance will look like; create an attractive entryway	This is being provided as an illustration at the February 5 public meeting.
	Show what stepped up building heights will look like. Building heights on Monaco should not exceed 3 stories	This is being provided as an illustration at the February 5 public meeting. Maximum building heights for the Neighborhood Center West subarea have been added to Sheet 3 of the Revised GDP.
	Show a view of Buckley Annex from Crestmoor Park	This is being provided as an illustration at the February 5 public meeting.
First Avenue Edge	More information is needed about First Avenue improvements	More detail has been added to the GDP on Sheets 4 and 7. An illustration will be provided at the February 5 public meeting.
	Townhomes and paired homes along First Avenue would be more sustainable	Single family detached homes are planned along First Avenue to mirror existing homes in the Mayfair Park and Lowry West Neighborhoods. Attached homes are planned along Lowry Boulevard and further east toward Quebec Street. Please see Sheet 3 for more information on residential uses in subareas.
	Bike lanes should not be incorporated with on-street parking	Two bike lanes, one in either direction, have been added to First Avenue. There is no on-street parking planned. Please see Sheets 7 and 9 for detail.
	Neighbors are 50-50 split about whether to retain the First Avenue berm	This was determined both during the 2007-8 public planning process as well as several public meetings in 2012.
	neighbors are 50-50 split about connectivity of streets north from Buckley Annex to Mayfair park	This was determined both during the 2007-8 public planning process as well as several public meetings in 2012. The streets were connected to eliminate barriers between neighborhoods and ensure dispersal of traffic around the Buckley Annex site.
Quebec Street Edge	Show building setbacks, heights and parking on parcels adjacent to Quebec Street	Maximum building heights, setbacks and parking placement are addressed on Sheet 3.
	How will wetland area be treated?	The current detention pond will be moved to the west and incorporated into the Community Park. Please see Sheets 5 and 9 for more detail.

**Lowry Redevelopment Authority  
Buckley Annex General Development Plan  
Public Comment Responses  
January 2013**

Environmental	Have any environmental issues been cleared?	Yes. All environmental investigations and remediation have been completed. In spring 2012, the Colorado Department of Public Health and Environment concurred with an Air Force Finding of Suitability to Transfer for the former Buckley Annex property.
Schools	Where will Buckley Annex children go to school?	Denver Public Schools is evaluating where to accommodate the estimated 100-125 children who could live at the former Buckley Annex in the next several years. Options include the Denver Green School, Lowry Elementary School, Carson Elementary School and the Denver Language School, or some combination thereof. There is also discussion of returning Whiteman Elementary School to a neighborhood school. The LRA is in ongoing discussions with DPS.
Pedestrian Connections	Add a pedestrian access from the Berkshire apartment community to the south	In response to community input, the LRA is willing to add this and will discuss it with The Berkshires apartment community ownership. An easement onto their property will be required.
	Provide a pedestrian crossing for the library on Poplar Street	There will be a pedestrian access at Poplar Street onto the First Avenue sidewalk. There is a signalized pedestrian crossing at First Avenue and Quebec Street. Please see Sheet 9.
Open Space	Include more open space in the plan	Approximately 19% of the total acreage for the site, or 13 acres, is dedicated to open space. This exceeds Denver's requirement of 10% of the total acreage. Please see Sheet 9 for the Parks and Open Space plan.
	Will there be trails and bike paths?	Yes. Please see Sheet 9 for the Parks and Open Space plan.
	Will the park be multi-use?	Yes. The park will be designed to meet the needs of local residents.
	Preserve Montclair Creek watershed	The Buckley Annex GDP maintains the Montclair Creek watershed drainage patterns.
Public Outreach	Submit evidence of public meetings about the GDP prior to its submission	There have been 17 public meetings about the Buckley Annex General Development Plan since June 2012. this includes one required public meeting and an additional open house. Agendas, minutes and presentations for Lowry committees are posted at <a href="http://www.lowryredevelopment.org">www.lowryredevelopment.org</a> . More than 500 people receive email updates and meeting notices.